

New Jersey Turnpike Authority Interchange 6 to 9 Widening Program



Public Hearings:

Time: 5:00 PM - 8:00 PM

[Tuesday, September 18, 2007](#)

Senior Center
3 Municipal Drive
Bordentown,
Burlington County, NJ

[Monday, September 24, 2007](#)

Crowne Plaza Monroe
390 Forsgate Drive
Jamesburg,
Middlesex County, NJ

[Wednesday, September 19, 2007](#)

AAA
Horizon Center, 700 Horizon Drive
Hamilton,
Mercer County, NJ

[Thursday, September 27, 2007](#)

Holiday Inn of East Windsor
399 Monmouth Street
East Windsor,
Mercer County, NJ



New Jersey Turnpike Authority



WIDENING PROGRAM DESCRIPTION

The Proposed Widening Program consists of the construction of approximately 25 miles of road widening and improvements to the New Jersey Turnpike from the vicinity of Interchange 6, in Mansfield Township, Burlington County to the existing ten-lane dual-dual portion of the Turnpike at Interchange 8A, in South Brunswick Township, Middlesex County, including associated interchange improvements. The Proposed Widening Program will also entail the addition of a third lane to each of the outer roadways of the Turnpike for a distance of approximately 10 miles between Interchange 8A and Interchange 9 in East Brunswick Township, Middlesex County. When complete, the Proposed Widening Program will result in a 12-lane (six in each direction) dual-dual roadway from Interchange 6 to Interchange 9, capable of accommodating projected traffic needs through the year 2032.

The Turnpike is a key transportation corridor between major metropolitan areas in the Northeast. It is the primary link for both commercial and non-commercial traffic between Boston, Hartford and New York City to the north, and Philadelphia, Baltimore and Washington, D.C. to the south. In addition to interstate transportation, the Turnpike serves as an intrastate transportation corridor for commuters and the movement of goods within New Jersey. The Turnpike is also a vitally important north-south evacuation route. Thus, the expansion of this important roadway is integral to the health, safety, and welfare of the citizens of New Jersey.

An important missing link along the northeast transportation corridor is a direct connection between I-95 and the Pennsylvania Turnpike in Pennsylvania. The Pennsylvania Turnpike/I-95 Interchange Project, currently in final design, will provide a direct connection between the Pennsylvania Turnpike (which connects to the New Jersey Turnpike at Interchange 6 via the Pearl Harbor Memorial Turnpike Extension) and I-95 in eastern Pennsylvania. The Widening Program consists of various elements, including a high-speed, fully-directional interchange between the two highways, a new toll plaza west of the interchange for motorists using the Pennsylvania Turnpike, and an additional bridge over the Delaware River. According to the results of the traffic analysis prepared for the I-95 project, the new high-capacity interchange is expected to cause a redistribution of traffic patterns in the region, resulting in more vehicles using the Pennsylvania and New Jersey Turnpikes. The traffic increase projected for the New Jersey Turnpike north of Interchange 6 as a result of the new interchange in Pennsylvania is approximately 6,300 vehicles per day.

Since 1970, the population of Central New Jersey has increased 32 percent and employment by 83 percent. Since 1990, as a result of this growth, traffic between

Interchanges 6 and 8A has increased by 46 percent. Currently, certain segments of the roadway exhibit a Level of Service (LOS) D or worse (LOS is a measure of traffic congestion on a roadway ranging from A-F; a LOS A roadway has no congestion while a LOS F roadway has severe congestion). Between 2005 and 2032, population and employment growth are expected to increase by 17.5 percent and 28.2 percent, respectively, in central New Jersey. In addition, the continued growth in the movement of goods from Port Newark and Port Elizabeth will contribute to an increase in Turnpike traffic. The combined growth will increase traffic volume along the Project Corridor. By 2032, northbound traffic volume is expected to increase by nearly 67 percent and traffic volume in the southbound direction by 92 percent during this same period.

With this level of increased traffic demand, travel conditions on the existing Turnpike Mainline would become intolerable, as all segments of the Turnpike would experience conditions of extreme congestion by the design year of 2032.

The proposed improvements to the Turnpike include widening of the mainline from six lanes to twelve lanes as a dual-dual facility from a point approximately two miles south of Interchange 6 to the existing ten-lane dual-dual roadway south of Interchange 8A, along with the addition of the third lane to the outer roadways of the ten-lane dual-dual roadway between Interchanges 8A and 9. Also included as part of the Proposed Project are improved connections to interchanges and service areas.

PROJECT NEED

- ✓ Increase capacity to address future traffic demand.
- ✓ Improve the efficiency of moving goods and people.
- ✓ Improve operational performance.
- ✓ Better accommodate maintenance operations.
- ✓ Improve traffic safety by separating trucks and automobiles.
- ✓ Support the regional economic role of the Turnpike.

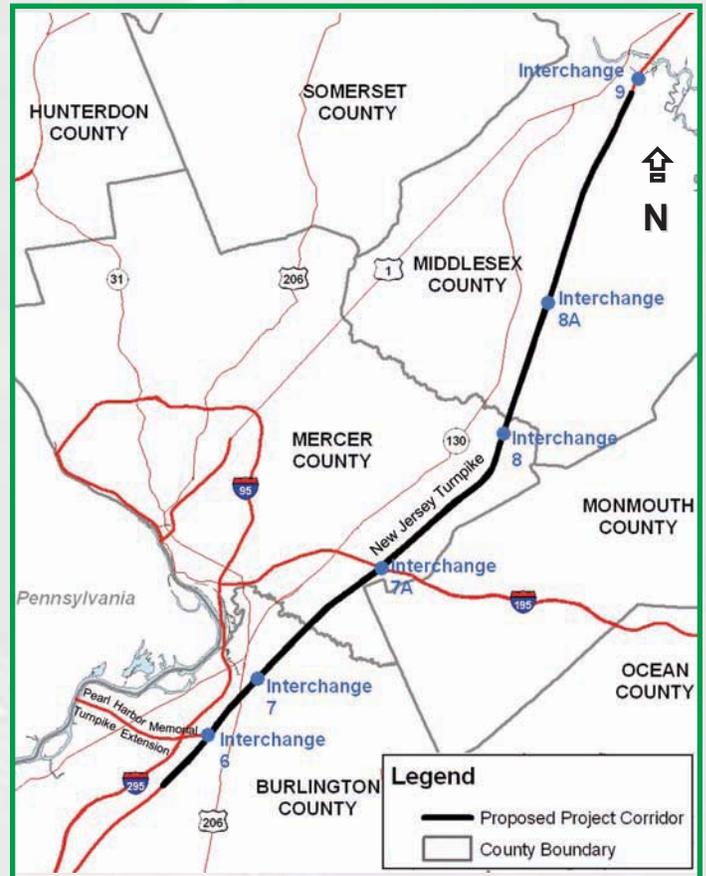
PROGRAM BENEFITS

- ✓ Relieve congestion on the Turnpike between Interchanges 6 and 9.
- ✓ Relieve congestion on parallel local roads.
- ✓ Add mainline capacity to accommodate future traffic growth.
- ✓ Increase traffic safety by reducing congestion.
- ✓ Provide a dual-dual facility to:
 - ✓ Increase traffic safety by separating trucks from the majority of cars.
 - ✓ Increase operational efficiency by enabling the Authority to properly manage traffic flow in high volume areas and by making this segment consistent with the roadway configuration to the north of Interchange 8A.
 - ✓ Provide a much safer working environment by enabling complete roadway closings for maintenance activities or incident management.
- ✓ Enhance the efficiency of a major mass evacuation route within the State.
- ✓ Reduce local congestion in and around the Borough of Hightstown and the Township of East Windsor by relocating Interchange 8 to the east side of the Turnpike to connect directly with N.J. Route 130 through a grade-separated connection.

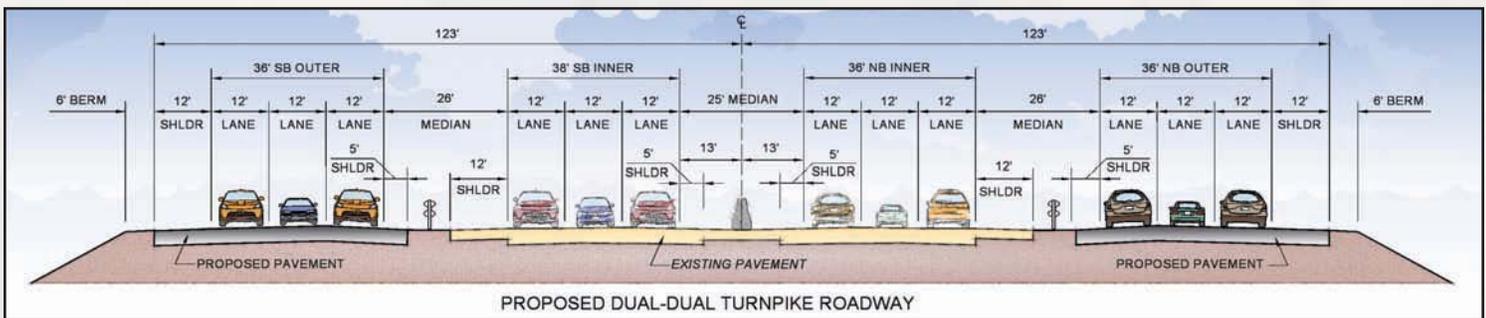
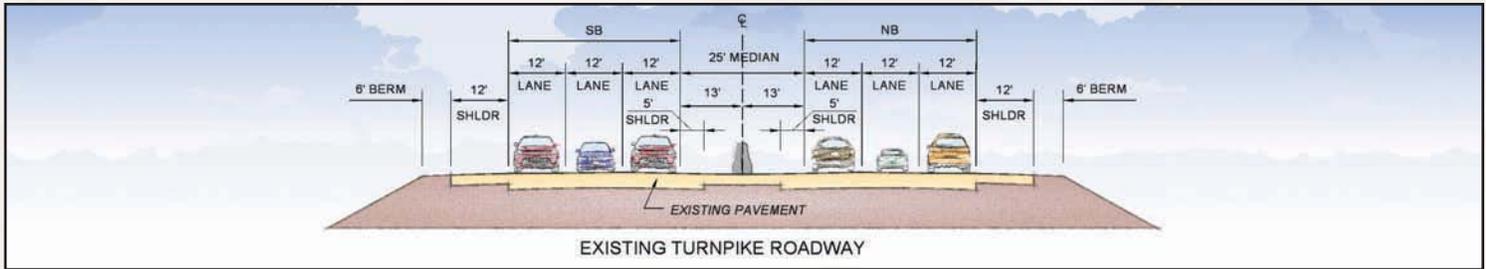
PRELIMINARY PROGRAM SCHEDULE

- ✓ Begin Final Engineering - Mid 2007
- ✓ Begin Construction - Mid 2009
- ✓ Complete Construction - End 2013

PROJECT CORRIDOR



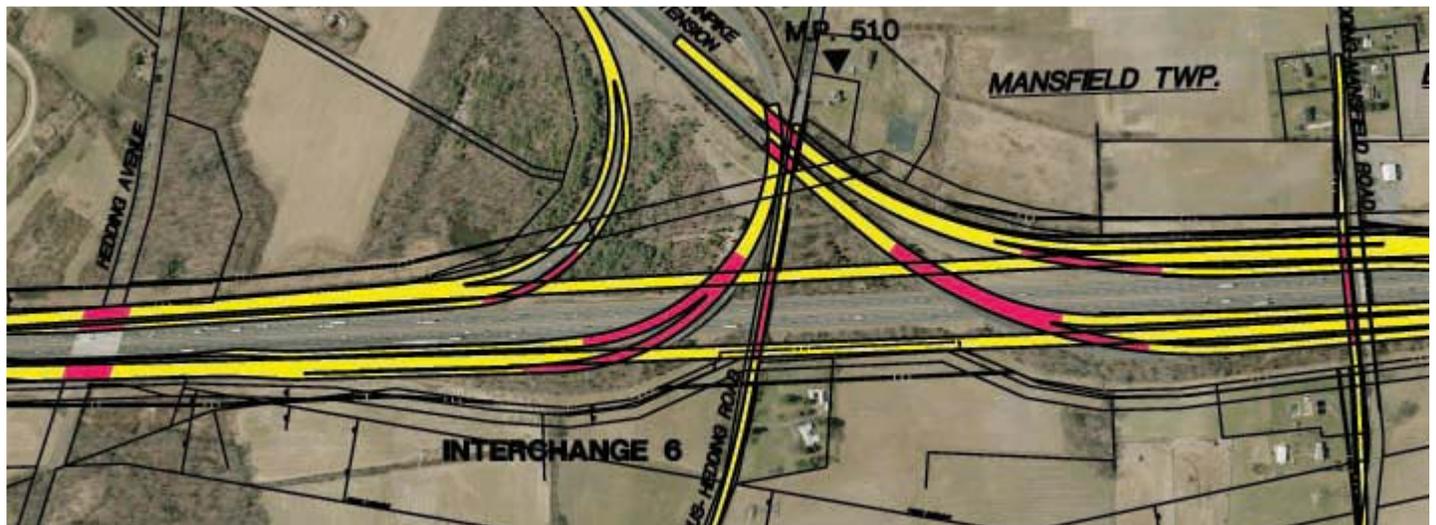
TYPICAL EXISTING & PROPOSED MAINLINE CROSS-SECTION



The existing six-lane facility is proposed to become a dual-dual 12-lane facility by adding two new roadways of three lanes each. The widening will generally occur by adding new outer lanes along each side of the existing Turnpike, thereby continuing the dual-dual roadway concept that exists along Turnpike segments to the north. The new outer lanes will serve automobile and commercial traffic, while the inner lanes will serve auto-

mobile traffic exclusively. The proposed dual-dual roadway will begin at a point approximately two miles south of Interchange 6 and will connect with the outer roadways of the existing dual-dual roadway south of Interchange 8A. Each three-lane roadway will also include a 12-foot wide right shoulder and a 5-foot wide left shoulder in accordance with the Authority's design requirements.

PROPOSED IMPROVEMENTS AT INTERCHANGE 6



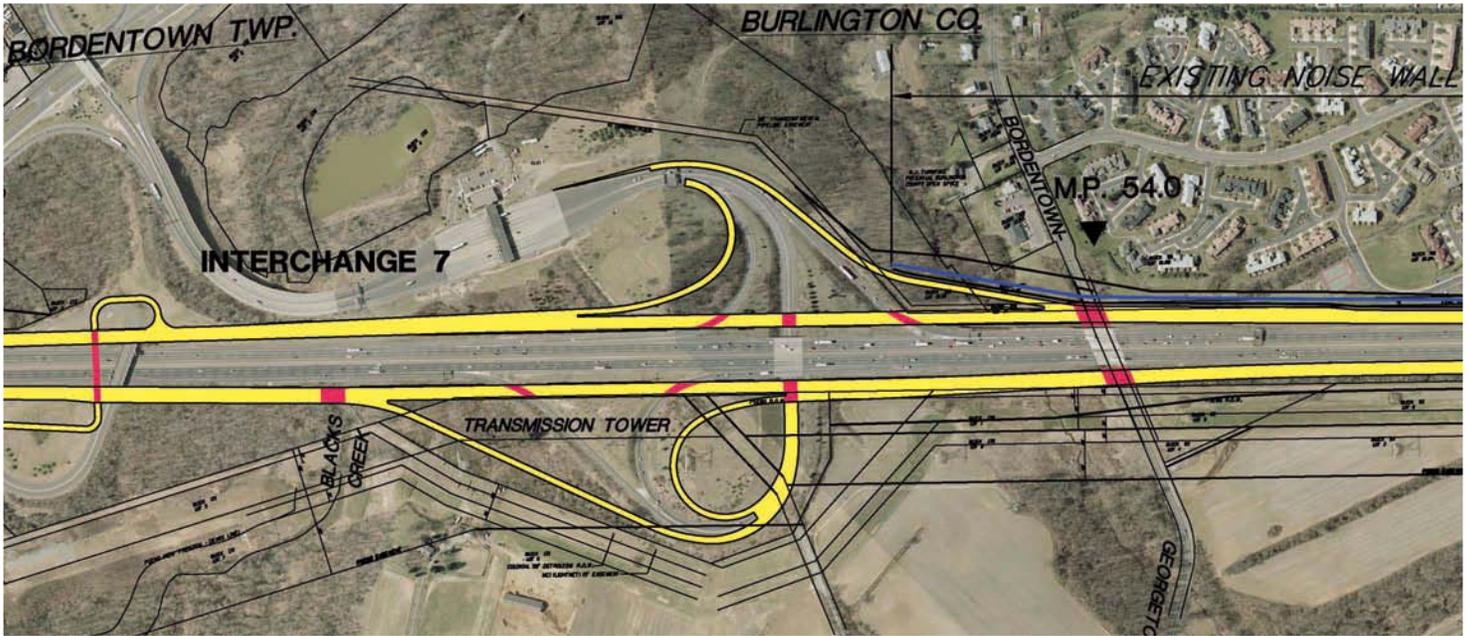
The Pearl Harbor Memorial Turnpike Extension (PHMTE) is a six-lane east-west roadway that connects the New Jersey Turnpike to the Pennsylvania Turnpike at the Delaware River to the west. The PHMTE terminates at the Turnpike Mainline at Milepost 51.00 in Mansfield

Township, Burlington County, with two-lane, high-speed ramp connections to and from the north, and one-lane, lower-speed ramp connections to and from the south. The ramp connections from the south to the PHMTE and from the PHMTE to the north pass over the

Turnpike mainline. The widening of the Turnpike through this area will result in the dual-dual roadway section extending approximately two miles south of the PHMTE and mainline Turnpike interconnection. The proposed design of this interconnection provides for two-lane

ramp connections to and from the north and single lane ramp connections to and from the south, for both the inner and outer roadways. These ramp connections will be elevated and cross over the various roadways.

PROPOSED IMPROVEMENTS AT INTERCHANGE 7



Interchange 7 is located at Milepost 53.7 in Bordentown Township, Burlington County, approximately 4,000 feet north of the Turnpike crossing of U.S. Route 206. This interchange provides a connection between the Turnpike and Route 206, and currently includes a 12-lane toll plaza located between the trumpet interchanges along the Turnpike and Route 206. The toll plaza and Turnpike interchange ramps were relocated in 1990. The design of the interchange ramps was developed at that time to accommodate the future dualization of the Turnpike with minimal disruption to existing ramps and roadways and to avoid impacts that the future dualization would have on the PSE&G electric

transmission facilities present at this interchange. As part of the Proposed Widening Program, the Turnpike Mainline would be widened with new three-lane outer roadways constructed through the Interchange 7 area. Although no change in the number of toll lanes at the Interchange 7 toll plaza is proposed, new ramps connecting the proposed outer roadways to the toll plaza would be required, along with minor modifications to the existing ramps. There would be twelve new mainline bridges, four in each direction within the Interchange area, as well as bridges over Route 206, Blacks Creek, Bordentown-Georgetown Road, and a new maintenance u-turn overpass near Milepost 53.3.

PROPOSED IMPROVEMENTS AT INTERCHANGE 7A



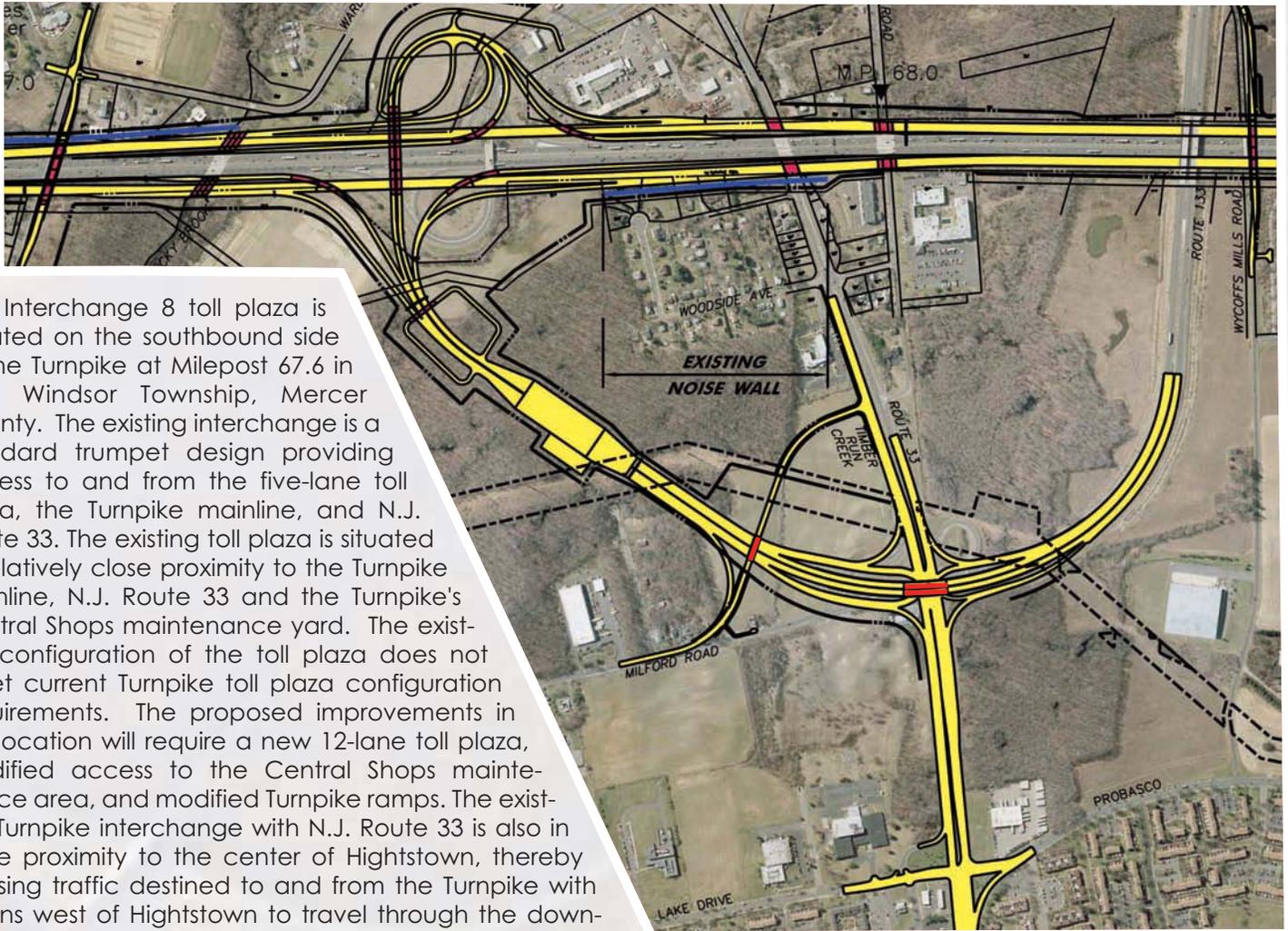
Interchange 7A is located near Milepost 60.5 in Hamilton and Washington Townships, Mercer County, and connects Route I-195 with the New Jersey Turnpike. The Route I-195 eastbound and westbound roadways pass over the Turnpike on separate bridge structures. The existing Turnpike toll plaza is situated in the southwest quadrant of the intersecting roadways, and has ten toll lanes; some of which serve as reversible lanes. In order to accommodate the projected increase in traffic volumes utilizing the Turnpike, the toll plaza must be widened from ten lanes to 13 lanes.

The proposed interchange consists of trumpet interchange ramp connections to the dual-dual Turnpike

roadways with two lane ramp connections to and from the north. The Interchange 7A trumpet interchange ramp connection with Route I-195 must each be widened to two lanes to accommodate the design year 2032 traffic volumes.

North of Interchange 7A, the Turnpike is presently designated as Interstate Route I-95. Subsequent to the completion of the Pennsylvania Turnpike/I-95 Interchange Project, discussed in the "Project Description," the Turnpike will be designated as Interstate Route I-95 south of Interchange 7A to the PHMTE interconnection and along the PHMTE to the Delaware River Bridge.

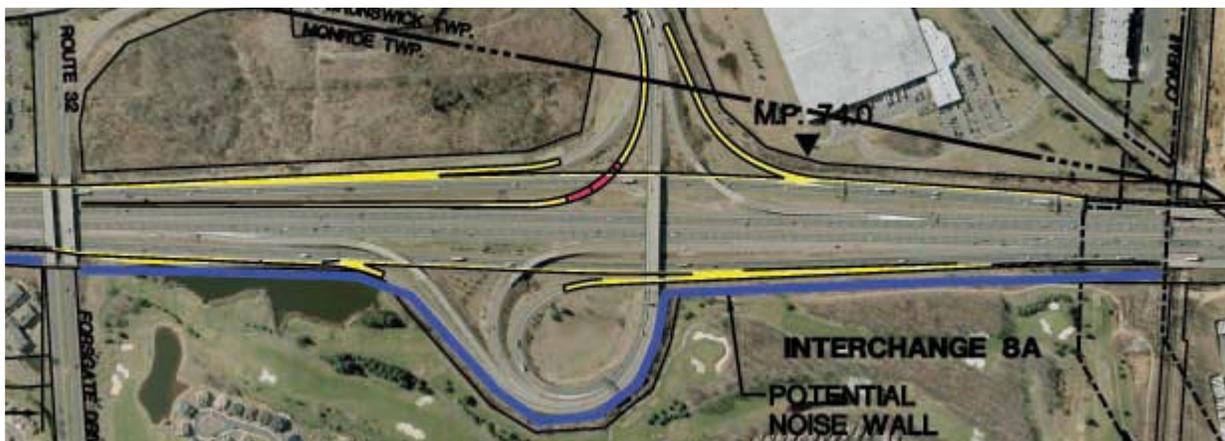
PROPOSED RELOCATION OF INTERCHANGE 8



The Interchange 8 toll plaza is located on the southbound side of the Turnpike at Milepost 67.6 in East Windsor Township, Mercer County. The existing interchange is a standard trumpet design providing access to and from the five-lane toll plaza, the Turnpike mainline, and N.J. Route 33. The existing toll plaza is situated in relatively close proximity to the Turnpike Mainline, N.J. Route 33 and the Turnpike's Central Shops maintenance yard. The existing configuration of the toll plaza does not meet current Turnpike toll plaza configuration requirements. The proposed improvements in this location will require a new 12-lane toll plaza, modified access to the Central Shops maintenance area, and modified Turnpike ramps. The existing Turnpike interchange with N.J. Route 33 is also in close proximity to the center of Hightstown, thereby causing traffic destined to and from the Turnpike with origins west of Hightstown to travel through the downtown Hightstown area. In the 1990s, the NJDOT completed construction of N.J. Route 133, to circumvent the Hightstown downtown area. The Authority proposes to relocate the Interchange 8 toll plaza to the east side of

the Turnpike and connect the interchange ramps directly with N.J. Route 133 by grade separating the existing N.J. Routes 33/133 signalized intersection.

PROPOSED IMPROVEMENT AT INTERCHANGE 8A



The proposed improvement at Interchange 8A will consist of adding a southbound entry ramp connection

from the toll plaza to the southbound inner roadway of the existing dual-dual Turnpike.

PUBLIC HEARING SCHEDULE

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PUBLIC HEARING AGENDA

- 5:00 PM Remarks – Hearing Officer
 Presentation – NJTA Engineering
 Further Remarks – Hearing Officer
 Public Officials Comments (Please sign in)
 Public Comments (Please Sign in)
- 8:00 PM Close of Public Hearing

The record shall remain open until October 12, 2007, fifteen (15) days after the last hearing. All written comments must be submitted in writing to the Hearing Officer.

Regular Mail

New Jersey Turnpike Authority
P.O. Box 5042
Woodbridge, New Jersey 07095

Email

tpkwidening@turnpike.state.nj.us.

All comments will be addressed in a written Final Hearing Report that will be issued after the hearings.

Throughout the course of the Widening Program, the New Jersey Turnpike Authority will maintain a web site that will be updated with timely information regarding the Widening Program.

www.njturnpikewidening.com

