



NEWARK BAY
HUDSON COUNTY EXTENSION
IMPROVEMENTS PROGRAM

A FUTURE-FORWARD MODERNIZATION AND SAFETY PROGRAM

Architectural animation of the future Newark Bay Bridge



BUILDING FOR SAFETY

At the New Jersey Turnpike Authority, safety and relieving traffic congestion and its negative impacts on drivers, communities, and the environment are top priorities, which is why we're undertaking this critical modernization and safety program to rebuild the Newark Bay-Hudson County Extension. Opened to traffic in 1956, the Turnpike Extension is 8.1 miles of critical transportation infrastructure from Interchange 14 in Newark to the Jersey Avenue intersection in Jersey City. It is an official State of New Jersey evacuation route. The Turnpike Extension consists primarily of 29 bridges that are at the end of their life. **Replacing them is a necessity.**

FEATURED NEWS

2025

NOVEMBER

PUBLIC HEARING COMMENT RESPONSE REPORT

The Public Hearing Comment Response Report for Project 1 c

[LEARN MORE >>>](#)

2025

OCTOBER

SMALL BUSINESS OPPORTUNITIES INFORMATION

Nearly 100 small businesses attended this information sessi
Larry Crump.

[LEARN MORE >>>](#)



PREPARING FOR THE FUTURE

The communities adjacent to the Turnpike Extension are growing and the ports are thriving.

In Hudson County, it is projected that over the next decade, there will be an additional 80,000 residential units, 15 million square feet of office space, and nearly 4 million square feet of retail. Much of this development will occur in Jersey City and Bayonne due to their



PRIORITIZING ENVIRONMENTAL JUSTICE

The neighborhoods closest to the Turnpike Extension will be negatively impacted if repairs are not made.

Many neighborhoods closest to the Turnpike Extension are working-class communities of color, which is why environmental justice has been a key part of the planning and design process since the beginning. The rebuilding of the Turnpike Extension will be based on the most current environmental process and include stormwater basins to help reduce local flooding.



BUILDING FOR NEW JERSEY

SETTING THE RECORD STRAIGHT

MYTH vs **FACT**

MYTH

significant issues below the surface of the structures and they cannot handle the weight of electric vehicles or the trucks headed to the ports.

MYTH

TAXPAYER DOLLARS ARE BEING USED TO FUND THE PROGRAM.

FACT

No City, County, State, or Federal tax dollars will be utilized to fund this important Program.

The Program is being funded through toll revenue.

MYTH

MOST OF THE TRAFFIC ON THE TURNPIKE EXTENSION IS HEADED INTO NEW YORK.

FACT

Traffic heading into the Holland Tunnel is not the cause of projected increases in traffic along the Turnpike Extension corridor.

Independent origin-destination data show nearly 80% of eastbound Turnpike Extension traffic is bound for Jersey City (56%), Bayonne (17%), and other parts of Hudson County (6%).

MYTH

THERE WILL BE NO NEW LANES BETWEEN INTERCHANGE 14C AND JERSEY AVENUE IN JERSEY CITY.

FACT

lanes as well as add standard shoulders in each direction for safety and maintenance.

MYTH

THIS PROGRAM WILL CREATE ENVIRONMENTAL JUSTICE ISSUES.

FACT

Environmental justice has been a significant part of the planning and design of this entire Program from the very beginning.

The first project of the Program, the reconstruction between Interchanges 14 and 14A, has undergone 2 rigorous environmental review processes, both federal and state.

MYTH

THIS PROGRAM IS TAKING MONEY AWAY FROM PUBLIC TRANSIT.

FACT

The New Jersey Turnpike Authority is also investing in the expansion of public transit.

On average, the Turnpike Authority contributes approximately half a billion dollars a year from its toll revenue—a historic level of funding—to the State of New Jersey for public transit.

BE ALERTED.

We're dedicated to your safety and convenience. Check for traffic alerts before your commute!



LEARN MORE.

We encourage you to learn more about the Program.

[PROJECT 1 FACT SHEET](#)

[PROGRAM FACT SHEET](#)

[ENVIRONMENTAL ASSESSMENT](#)