
Narration Transcript – Route 440 PIC Presentation

Slide 1 – Title

Welcome, and thank you for joining this Public Information Center for the Preliminary Engineering phase of the **Route 440, Route 95 to Kreil Street** pavement reconstruction project.

This project is located in Edison and Woodbridge Townships, and Perth Amboy City in Middlesex County, New Jersey.

The Public Information Center is being held from May 26 through June 9, 2026, with a public comment period open through July 9, 2026.

Slide 2 – Agenda

The presentation will provide:

- An overview of the project and its purpose
- A summary of proposed improvements
- The anticipated project schedule
- Opportunities for public input

Slide 3 – Purpose and Need

The primary purpose of the NJ Route 440 Northbound (NB) & Southbound (SB) project is to improve the existing pavement conditions throughout this roadway section from milepost 0.05 to 4.0. In addition, this project will address the safety and operational concerns within the project limits.

The primary needs of this project include:

- Existing pavement is substandard in the current conditions.
 - Safety and operational concerns along the roadway and ramps based on current data.
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Slide 4 – Project Limits

The project limits extend along Route 440 , both northbound and southbound, from the New Jersey Turnpike / Route 95 in the west up at approximate milepost 0.05 to Kreil Street in the east at approximate milepost 4.0 immediately before the Outerbridge Crossing bridge.

The project corridor passes through Edison and Woodbridge Townships and Perth Amboy City.

Route 440 within project limits is classified as an urban principal arterial freeway or expressway, with a posted speed limit of 55 miles per hour in both directions.

Slide 5 – Existing Conditions

These images illustrate general views of existing conditions along the project corridor including the following locations:

- King George Post Road bridge overpass
 - Southbound exit to Woodbridge Avenue
 - Railroad bridge crossing overpass
 - A view from the New Brunswick Avenue overpass and
 - A view from the Amboy Avenue overpass.
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Slide 6 – Key Safety Issues

Based on a review of existing conditions and current data, several safety issues have been identified along this corridor.

These include continued degradation of the roadway and ramp pavement conditions, substandard weaving conditions between ramps, and outdated guide rail systems.

Additionally, the corridor experiences traffic congestion along the mainline and ramps.

Other concerns include substandard pier protection at bridges over Route 440.

Slide 7 – Anticipated Safety Benefits

The proposed improvements are expected to substantially enhance safety and traffic operations.

Key benefits include reduced crashes through improved ramp configurations, such as the elimination of the Route 440 northbound ramp to Woodbridge Avenue.

The project will also introduce extended auxiliary lanes, improved pavement conditions, and upgraded guide rail systems.

Pedestrian and bicycle accessibility will be enhanced through ADA-compliant upgrades at ramp intersections within the project area.

Additionally, Intelligent Transportation Systems, including new dynamic message signs and cameras, will improve traffic monitoring and communication.

Finally, pier protection upgrades will enhance bridge safety.

Slide 8 – Key Project Features / Proposed Work

The project includes a range of improvements, such as:

- Full-depth reconstruction of the mainline pavement
- Ramp resurfacing and reconstruction
- Improvements to weaving sections
- Garden State Parkway southbound ramp widening
- Widening of auxiliary lanes
- Guide rail upgrades
- Construction of retaining walls to minimize impacts from roadway work
- Drainage system improvements
- Stormwater management facilities
- Traffic signal installation at the Route 440 northbound exit ramp junction on Woodbridge Avenue
- Overhead sign structure upgrades and installation
- Signing, striping, and lighting improvements
- Intelligent Transportation System upgrades
- Pier protection retrofits, and

- ADA curb ramp upgrades
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Slide 9 – Construction Phasing/Staging Overview

Minimizing traffic impact during construction will be one of the biggest challenges of this project.

The project will be constructed in two phases.

Phase 1 will include the section east of the Garden State Parkway, while Phase 2 will address the section west of the Garden State Parkway.

The construction duration for Phase 1 is anticipated between 2031 and 2033. While Phase 2 is anticipated to be conducted between 2034 and 2036.

Phasing allows the project to be built more efficiently while maintaining traffic flow and minimizing disruptions

Slide 10 – Phase 1 (East of GSP) Construction Sequence

Phase 1 will be constructed in two stages to minimize traffic impacts. Stage 1 will construct the northbound side and then stage 2 will construct the southbound side.

Pre-stage and post-stage activities will maintain traffic flow while allowing for median work.

A temporary cross-over lane will be used during both stages between Garden State Parkway and Outerbridge Crossing bridge.

Northbound and southbound work will be separated into staged construction, including substages to facilitate ramp construction and temporary conditions.

Traffic along mainline will remain open during Phase 1 construction.

Slide 11 – Phase 2 (West of GSP) Construction Sequence

Phase 2 will also be staged to minimize traffic impacts.

The sequence will include pre-stage activities such as ramp widening, signal installation, and roadway widening.

Work will be divided into multiple stages for northbound and southbound construction.

Traffic along mainline will remain open during Phase 2 construction.

Slide 12 – Short-term / Temporary Ramp Closures and Detours

During pavement resurfacing and rehabilitation of ramps, ramp closures will be required.

In Phase 1, 16 ramps along Route 440 northbound and 11 ramps along Route 440 southbound will experience temporary or partial closures, primarily during weekends or nighttime operations.

In Phase 2, 9 ramps along Route 440 northbound and 6 ramps along Route 440 southbound will experience temporary or partial closures, primarily during weekends or nighttime operations, along with one anticipated long-term closure for Ramp WL, which is the ramp from Route 440 northbound to Woodbridge Avenue southbound, and one permanent ramp closure at Ramp WS, which is the ramp from Route 440 northbound to Woodbridge Avenue northbound, to improve overall traffic operations under future conditions.

Slide 13 – Anticipated Project Schedule

The project is currently in the Preliminary Engineering phase and is anticipated to continue through the end of 2026.

The next phase, Final design, is anticipated to occur from late 2026 through 2030.

Construction is currently anticipated to begin in 2031, contingent upon the programming authority.

Slide 14 – Public Feedback

Public input is an important part of this process.

We encourage you to submit comments using the project website through July 9, 2026:

<https://wspengages.com/Rt440Pavement#Comments>

For additional information or questions, please contact Patience Sengbey from the NJDOT Office of Government and Community Relations at the phone number or email listed on this slide.

Slide 15 – Closing

Thank you for taking the time to view this presentation on the Preliminary Engineering phase for the Rt 440, Route 95 to Kreil Street pavement reconstruction project.

We appreciate your interest in this project and encourage you to share your feedback during the public comment period through July 9, 2026.