



Virtual Public Information Center

Routes 3 and 495 Interchange North Bergen, Hudson County September 21 – October 5, 2026

The New Jersey Department of Transportation (NJDOT), committed to developing transportation improvements that balance safety, transportation needs, the environment, community concerns, and costs is holding a **Virtual Public Information Center** to provide residents, commuters, and businesses with information on the **Routes 3 and 495 Interchange** project. You are encouraged to actively participate by providing comments online or by mail or email.

THE MEETING

To reach as many people as possible, this Public Information Center will be held virtually. Please visit the project website any time between September 21 - October 5, 2026 to learn more about the project and leave comments:

NJRoute3-495Interchange.com

The comment period will remain open until November 3, 2026. You will have an opportunity to review a presentation, project graphics, submit questions, and leave feedback. Property owners with rental units are advised that tenants are also invited and encouraged to participate.

THE PROJECT BACKGROUND

The Routes 3 and 495 interchange currently operates as a high-volume urban interchange with several geometric, structural, and operational limitations. Both highways are four- to six-lane divided principal arterials with concrete median barriers, providing critical regional connections to the NJ Turnpike, Lincoln Tunnel, and Routes 1 and 9. There are multiple substandard design elements such as limited stopping sight distances, tight curve radii, inadequate acceleration and deceleration lane lengths, and constrained shoulder widths. Structures within the interchange are in poor condition, with both Route 495 bridges over Route 3 in poor condition, requiring replacement. Operationally, the interchange is heavily congested, especially along Route 495.

THE PROPOSED PROJECT

The Routes 3 and Route 495 interchange is proposed to be reconstructed to address safety, operational, and geometric deficiencies while maintaining all traffic movements. Mainline roadway and ramps within the project limits will be rebuilt to provide standard lane and shoulder widths, and existing guiderail will be replaced. Route 3 eastbound will be realigned and reconstructed with a new bridge over Ramp J (Route 3 eastbound to Route 495 eastbound), while all four existing interchange bridges will be replaced. Route 495 eastbound will be reconfigured into separate express and local roadways, improving access to local destinations such as North Bergen and Union City while maintaining efficient travel to the Lincoln Tunnel and eastern Hudson County destinations.

The interchange ramps will be reconfigured to eliminate left-hand exits and entrances, eliminate weaving conflicts, and improve traffic operations. The Route 3 South Service Road will be reduced to one lane, and the structure carrying Route 3 over Ramp J will be converted from a left-hand exit to a right-hand exit. Ramp B (Route 3 eastbound to Route 495 eastbound) will

be realigned to eliminate an at-grade intersection and weaving section, and Ramps A (Route 3 westbound to Route 495 eastbound) and H (Route 495 eastbound local to Route 3 eastbound) will be redesigned to remove existing conflict points. On the westbound side, Ramps C (Route 3 westbound to Route 495 westbound) and D (Route 495 westbound to Route 3 westbound) will be refined to simplify bridge structures, lower roadway profiles, reduce impacts to the North Bergen Park and Ride, and improve constructability. A two-lane exit will be provided at the ramp to 30th Street/Columbia Avenue and JFK Boulevard with a decision lane to either the ramp or to Route 495 eastbound. Columbia Avenue will be widened and reconfigured at its intersection with Paterson Plank Road to improve operations. The project also includes multiple stormwater detention basins, relocation of 196 parking spaces at the North Bergen Park and Ride and overhead sign structures will be replaced with the new configuration. Collectively, these improvements are intended to enhance safety, reduce congestion and delays, improve traffic operations, and modernize the interchange for long-term service.

CONSTRUCTION STAGING

This project will be completed in five stages while maintaining at least two lanes of traffic in each direction on Route 495, all interchange movements, and the Exclusive Bus Lane. Prior to Stage 1, new parking spaces will be constructed at the North Bergen Park and Ride and a temporary alignment for Ramp D will be built. Stages 1 and 2 focus on constructing the new Route 495 bridges over Ramp J and Route 3, building the Ramp D bridges, advancing work on Ramp B, and shifting traffic onto newly completed bridge sections. In Stage 3, the first half of the new structure carrying Ramp J, Ramp A, and Route 495 Local Eastbound will be constructed, Route 495 Westbound will be placed on its permanent alignment, Route 495 Express Eastbound and the new Ramp B will open, and additional ramp improvements will be completed. Stage 4 completes the new bridge carrying Ramp J, Ramp A, and Route 495 Local Eastbound and shifts traffic onto the finished structure. In Stage 5, permanent alignments for Ramps H and K will be constructed, the Route 495 eastbound ramp to Columbia Avenue will be widened, and the existing traffic signal will be replaced, completing the project.

ANTICIPATED PROJECT SCHEDULE

Complete Preliminary Engineering: End of 2026

Complete Final Design: Early 2029

Start Construction: Fall 2029

Complete Construction: End of 2033

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