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SUBJECT	Highways
STATE	New Jersey

IMPLEMENTING
the
MASTER PLAN
for
HIGHWAY CONSTRUCTION
in
NEW JERSEY

- 1965
- 1966
- 1967
- 1968
- 1969
- 1970
- 1971
- 1972
- 1973
- 1974
- 1975

NEW JERSEY STATE HIGHWAY DEPARTMENT

New Jersey State Library



STATE OF NEW JERSEY
STATE HIGHWAY DEPARTMENT
TRENTON

April 21st
19 64

Senator Richard R. Stout
Chairman, Joint Legislative
Highways Committee
301 Main Street
Allenhurst, New Jersey

Assemblyman William T. Hiering
Vice Chairman, Joint Legislative
Highways Committee
Court House Square
Toms River, New Jersey

Gentlemen:

During the period since announcement of the New Jersey State Highway Department's Master Plan in 1958, there has been continued interest in the timing of major projects and repeated requests for a precise schedule. The Highway Department, restricted by annual appropriations insufficient in amount to meet the requirements of the Master Plan, has always felt that publication of such an all-inclusive list might lead to geographical disputes between the various areas of the State and segments of its economy which could well diminish benefits of the overall program.

However, in deference to the request of your Joint Committee, the Department at this time submits its proposal for completion of the Master Plan in 1975.

The overall program is presented in two parts. One indicates those projects which are tentatively scheduled for inclusion in the 1964-65 Construction Program to be financed by existing State and Federal revenue sources. The extensive program which follows would insure the consummation of the Master Plan in the succeeding ten years. However, this would require funds far in excess of those estimated to be available from existing sources.

In compiling this ten-year program, therefore, the basic assumption was made that funds would be provided as needed. It should be emphasized that if State appropriations for highway construction continue at the present level, without substantial increase as indicated, many of the projects scheduled for construction at an early date would have to be deferred.

Senator Richard R. Stout
Assemblyman William T. Hering

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April 21, 1964

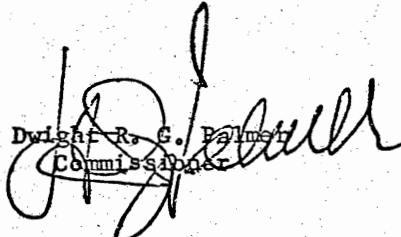
There is one exception to the general situation as outlined above - as far as the Interstate routes are concerned, the Highway Department is sufficiently confident of Federal and State financial support to have developed a concrete and positive timetable for completion of these projects in 1972. However, it must be remembered that the Federal Government is the major source of financial support for the Interstate Program.

The annual schedules as presented herein were developed on the basis of the existing traffic and accident statistics and reasonable projections into the future. As actual existing need is the basic criteria, it is not surprising that New Jersey's urban areas would receive the greatest attention, particularly in the early years of the program.

However, as the years pass, there will doubtless be shifts in population, industrial concentrations and emergencies which will require changes, additions and perhaps even deletions in the Master Plan. The priorities established by these schedules are extremely sound in the first years but move progressively toward the realm of uncertainty as they go forward in time.

On this basis, the Highway Department strongly urges that it would be unwise to freeze any of the proposed program by legislation without allowance for annual revision by the Department.

Dwight R. G. Palmist
Commissioner



INTRODUCTION

The New Jersey State Highway Department's long-range plan of highway improvements required to provide for the safe, swift and convenient movement of 1975 traffic, termed the "Master Plan", was announced in 1958. It called for the expenditure of between 2 3/4 and 3 billion dollars over what was then a 17-year period.

Continuing estimates since then have shown the higher figure to be more accurate. Therefore, adequate financial support for the overall program from its inception would have required an average annual expenditure in the neighborhood of \$175 million. After taking all available Federal Aid into account, the required average annual State appropriation would have amounted to approximately \$95 million.

However, State appropriations from 1958 to date have been far short of this level. Even after all State and Federal funds presently expected to be available through June 30, 1965 have been utilized, the cost of completing the entire Master Plan according to the original timetable still stands close to \$1.85 billion.

The attached listings indicate: (1) those projects which the Highway Department tentatively intends, subject to the approval of the Chief Executive, to include in the 1964-65 Construction Program, and; (2) those projects which comprise the remainder of the present Master Plan.

The tentative 1964-65 Construction Program is based on the anticipated State appropriation as recommended in the Chief Executive's Annual

Budget Message to the Legislature, together with the unmatched balance of the 1964-65 Federal Aid Apportionment announced in July 1963 and the estimated 1965-66 Apportionment expected to be announced in July 1964.

The Highway Department has no knowledge of the State appropriations which may become available during the remaining ten fiscal years 1965-66 through 1974-75. As a matter of fact, until July 1, 1964, we will not know our allotments for our 1964-65 program. However, the remaining \$1.85 billion cost of the Master Plan was divided into ten annual programs ranging from \$174 to \$192 million.

This level of activity now becomes necessary if completion of the overall program is to be in any way synchronized with actual needs. The alternative would be to stretch execution of the program over a longer period of time -- 15 years instead of ten, for example -- but this approach fails to recognize either the present or added needs which will develop between 1975 and 1980, if not sooner.

During the first half of the suggested ten-year program, estimated Federal Aid would amount to approximately \$470 million and the required State matching funds to approximately \$127 million. State highway construction on a non-Federal aid basis, therefore, would have to be increased from the present level of \$12 million a year to an average of approximately \$65 million annually. The average annual State appropriation during the first five years of the period beginning

July 1, 1965 would be approximately \$90 million, as contrasted with the present level of \$36 million.

At the end of the first half of the suggested program in 1969-70, all of the Federal Aid 90-10 funds presently scheduled for apportionment would have been utilized and construction of the final segments of New Jersey's Interstate Routes should be under way. (Since all work must be completed and final vouchers submitted to the Federal Bureau of Public Roads by October 1972, and most major construction projects require two working seasons, it can be seen that 1970 is the final year for starting construction.)

Beginning in 1970-71, barring a new or extended Federal Aid Program which cannot be counted upon at this time, only about \$17 or \$18 million a year in regular 50-50 Federal funds would be available.

The average annual State appropriation required for completion of the Master Plan on schedule would therefore rise to approximately \$169 million during the second half of the decade.

Averaged out over the entire ten-year period, the additional State funds required to implement the Master Plan on schedule amount to \$94 million a year above the present level of appropriations, exclusive of operating costs.

In determining the priority of the various projects in the Master Plan, a number of criteria were used:

1. Interstate projects are scheduled according to a "critical path" study. The estimated costs of all of these routes is known, the location of most of them has been fixed through public hearings, the approximate amounts of the annual Federal apportionments can be estimated and, most important, the timetable for completion has been fixed by Congress. These factors permit more accurate scheduling than is possible on other projects. There may be an increase in Interstate Route costs as a result of the new Cost Estimate now being prepared, however, in this event, the Federal Aid would also increase.
2. Primary, Urban and Non-Federal projects have been assigned priorities on the basis of traffic volume and accident experience on the existing State Highway System, projected growth rates, and the need for providing better highway facilities in the more rural areas of the State.

It should be recognized that the differences in the amounts which should have been available for highway construction during recent years and the amounts actually appropriated or otherwise made available represent a "deficit" which places a large number of projects in a high-priority classification. Since it would be outside the limits of practicality to start at once on all these projects, many of which should be in operation at the present time, weight was given to those in which initial planning or engineering has already taken place or is presently under way.

Furthermore, experience dictates the necessity of revising the Master Plan each year. New residential or commercial development may thrust one project into sudden prominence, temporarily eclipsing the need for one already on the drawing boards. New projects are added almost every year and occasionally a need disappears through approval of a toll facility, as in the case of the Atlantic City Expressway.

It should come as no surprise that the majority of projects suggested for early action are in the urban portion of the State. Many of these are accounted for by the "deficit" mentioned earlier.

And it should be obvious that the Highway Department cannot hope to accomplish its mission without immediate and substantial expansion of its staff. The total operating costs of the Divisions of Roads, Bridges, and Right-of-Way and certain related Bureaus now amount to approximately \$10 million a year, including \$2 million in Federal Aid. This should be increased to approximately \$13 million initially, with a later increase scheduled for the second half of the suggested ten-year program.

In our opinion, the studies which over a period have been under way by the Department's staff and qualified management consultants will emphasize not only staff additions but some reorganization to enable the Department to execute the Master Plan.

TENTATIVE
1964-65 CONSTRUCTION
PROGRAM

March 16, 1964
 Revised April 20, 1964

NEW JERSEY STATE HIGHWAY DEPARTMENT
 BUREAU OF PLANNING AND TRAFFIC
 1964-1965 CONSTRUCTION PROGRAM
 Summary

	<u>Federal Funds</u>		<u>State Funds</u>		Grand Total
	Total	Matching	Non-Matching	Total	
<u>1956 Federal Aid Act 50-50</u>					
Fiscal Year 1965					
Primary - Urban	\$ 5,880,000	\$ 5,880,000		\$ 5,880,000	\$ 11,760,000
Fiscal Year 1966					
Primary - Urban	\$ 16,358,333	\$14,818,333 (A)	\$ 500,000	\$15,318,333	\$ 31,676,666
<u>1956 Federal Aid Act 90-10</u>					
Fiscal Year 1965	\$ 1,047,704	\$ 116,411		\$ 116,411	\$ 1,164,115
Fiscal Year 1966	\$ 71,121,000	\$10,358,451 (B)	\$ 500,000	\$10,858,451	\$ 81,979,451
Non-Federal Funds			\$ 4,160,138	\$ 4,160,138	\$ 4,160,138
<u>Operating Costs - Const. & R.O.W.</u>					
Interstate Routes (90-10)	\$ 1,875,000	\$ 208,333			
Primary & Urban Routes 50-50	\$ 625,000	\$ 625,000			
Legislative Allocation of Federal Funds	\$ 2,500,000		\$ 5,879,593	\$ 6,712,926	\$ 9,212,926
	\$96,907,037			\$43,046,259	\$139,953,296

(A) Does not include \$ 290,000 for HPS which will be matched in 1965-1966 Construction Program.
 Does not include \$ 1,250,000 which will be matched from future balances.

(B) Does not include \$ 121,660 for HPS which will be matched in 1965-1966 Construction Program.

NEW JERSEY STATE HIGHWAY DEPARTMENT

Revised March 16, 1964
April 20, 1964

Bureau of Planning and Traffic

1964-1965 CONSTRUCTION PROGRAM

Primary & Urban Projects 50-50

ITEM	ROUTE	DESCRIPTION	COUNTY	FEDERAL	STATE	TOTAL	ITEM
1	U.S. 1	Route 18 to College Farm Rd.- Widening, Resurf. & Structures	Middlesex	\$ 1,000,000	\$ 1,000,000	\$ 2,000,000	1
2	15	Tierneys Corner to Woodport - Dualization	Morris	1,250,000	(A)	1,250,000	2
3	17	Lake St. Overpass - Construction	Bergen	1,000,000	1,000,000	2,000,000	3
4	17	Linwood Ave. Overpass - Construction (Deficiency)	Bergen	1,000,000	1,000,000	2,000,000	4
5	20 Fwy.	Paterson Peripheral Hwy.-Rt. U.S. 46 to Valley Rd.-Construct.	Passaic	2,500,000	2,500,000	5,000,000	5
6	24 Fwy.	D. L. & W. R.R. to Passaic River - Construction	Morris-Union	3,500,000	3,500,000	7,000,000	6
7	35	Red Bank to Route 36, Keyport - Improvements	Monmouth	2,500,000	2,500,000	5,000,000	7
8	38	Maple Shade Circle Revision - Construction	Burlington	500,000	500,000	1,000,000	8
9	42 Fwy.	Route 295 to Turnerville - Widening	Camden	500,000	500,000	1,000,000	9
10	72	Garden State Parkway to Manahawkin Bridge - Dualization	Ocean	2,750,000	2,750,000	5,500,000	10
11	73 Ext.	Tansboro to Atlantic City Expressway - Construction	Camden	1,000,000	1,000,000	2,000,000	11
12	208	Marlot Ave. to Oakland - Partial Dualization	Bergen-Passaic	2,500,000	2,500,000	5,000,000	12
13		Operating Costs		625,000	1,918,510 (B)	2,543,510	13
14		Miscellaneous - Engr., R.O.W., Const., Utilities & Contract Adjustments	Statewide	1,668,333	2,168,333 (C)	3,836,666	14
15		Joint Federal Project (1964-1965)		280,000	280,000	560,000	15
16		Joint Federal Project (1965-1966)		290,000	(D)	290,000	16
				<u>\$22,863,333</u>	<u>\$23,116,813</u>	<u>\$45,980,176</u>	

(A) To be matched from commitment cancellations and savings.

(B) Includes \$1,293,510 of non-matching State Funds for operating costs.

(C) Includes \$500,000 of non-matching funds for Non-Federal participating items. This item includes funds for final Engr. & R.O.W. acquisition for the Lincoln Tunnel-Holland Tunnel Connector

(D) Will be matched in next years construction program.

NEW JERSEY STATE HIGHWAY DEPARTMENT
Bureau of Planning and Traffic
1964-1965 CONSTRUCTION PROGRAM

March 16, 1964
 Revised April 20, 1964

Interstate Projects 90-10

ITEM	ROUTE	DESCRIPTION	COUNTY	FEDERAL	STATE	TOTAL	ITEM
1	78	Pattenberg Road to Port Street, Newark - Engineering - R.O.W. Construction	Union-Essex-Hunterdon-Somerset	\$19,800,000	\$ 2,200,000	\$22,000,000	1
2	80	Delaware Water Gap to Netcong - Engineering, R.O.W. & Partial Construction	Warren-Sussex-Morris	9,000,000	1,000,000	10,000,000	2
3	80	Route 53 to Paterson	Passaic-Essex-Morris	12,600,000	1,400,000	14,000,000	3
4	280	Newark to Route 80 - R.O.W.	Essex-Morris	15,680,000	4,320,000	20,000,000	4
5	287	Route U.S. 1 to New Jersey Turnpike - R.O.W. and Engineering	Middlesex	900,000	100,000	1,000,000	5
6	287	Bernardsville to Route 10 - R.O.W. and Partial Construction	Morris	5,850,000	650,000	6,500,000	6
7		Operating Costs		1,875,000	4,794,416 (A)	6,669,416	7
8		Miscellaneous-Engineering, R.O.W., Construction, Utilities and Contract Adjustments	Statewide	6,196,060	1,188,451 (B)	7,384,511	8
9		Joint Federal Project (1964-1965)		1,047,704	116,411	1,164,115	9
10		Joint Federal Project (1965-1966)		1,094,940	-- (C)	1,094,940	10
TOTAL				\$74,043,704	\$15,769,278	\$89,812,982	

- (A) Includes \$4,586,083 of Non-Matching State Funds for Operating Costs.
 (B) Includes \$500,000 of Non-Matching Funds for Non-Federal Participating Items.
 (C) Will Be Matched in Next Year's Construction Program.

Revised March 16, 1964
April 20, 1964

NEW JERSEY STATE HIGHWAY DEPARTMENT
BUREAU OF PLANNING AND TRAFFIC
1964-1965 CONSTRUCTION PROGRAM

Non-Federal Projects

<u>ITEM</u>	<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COUNTY</u>	<u>TOTAL</u>	<u>ITEM</u>
1	7	Hackensack River to Passaic River - Improvements	Hudson	\$ 1,500,000	1
2	24	Washington - Hackettstown - Resurfacing	Warren	500,000	2
3	35	Cliffwood Avenue - Intersection Improvements	Monmouth	300,000	3
4	35	Route U. S. 1 to Route 27 - Widening	Middlesex	1,000,000	4
5	U.S. 46	Island Closings and Improvements	Morris	2,000,000	5
6		Misc. Road & Bridge Construction, Resurfacing, Channelization, Drainage, R.O.W.	Statewide	<u>1,500,000</u>	6
			TOTAL	\$ 6,800,000	
			TOTAL AVAILABLE	\$ 4,160,138	

A
SUGGESTED 10 YEAR PROGRAM
for
IMPLEMENTING
the
MASTER PLAN

MASTER PLAN SCHEDULE

1 9 6 5 - 1 9 7 5

SUMMARY OF FUNDS (in 000's)

	<u>65 - 66</u>	<u>66 - 67</u>	<u>67 - 68</u>	<u>68 - 69</u>	<u>69 - 70</u>	<u>70 - 71</u>	<u>71 - 72</u>	<u>72 - 73</u>	<u>73 - 74</u>	<u>74 - 75</u>	<u>T O T A L</u>
<u>INTERSTATE PROJECTS</u>											
90-10	82,743	85,597	85,597	85,596	82,315	-	-	-	-	-	421,848
<u>PRIMARY & URBAN PROJECTS</u>											
FREEWAYS	57,000	69,000	59,000	89,000	49,000	116,500	128,000	118,500	80,000	86,000	852,000
LAND SERVICE ROADS	39,700	33,500	38,000	8,600	52,700	55,350	46,350	65,100	96,450	74,660	510,410
<u>NON-FEDERAL</u>											
PROJECTS	1,383	3,960	6,016	1,988	5,694	11,283	7,628	1,311	13,357	13,681	66,301
TOTAL	\$180,826	\$192,057	\$188,613	\$185,184	\$189,709	\$183,133	\$181,978	\$184,911	\$189,807	\$174,341	# 1,850,559

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS (90-10)

1965 - 1966

ROUTE	DESCRIPTION	COUNTY	TYPE
I-76	Broadway to North of Market Street	Camden	R.O.W.
I-78	Schuyler Avenue to Elizabeth Avenue	Essex	R.O.W. Const.
I-78	W. of Route 21 to Port Street	Essex	R.O.W. Const.
I-80	Route 53 to Jackson Avenue	Morris, Essex, Passaic	Const.
I-95	Federal City Road to Route 130	Mercer & Middlesex	Engr.
I-278	W. of 3rd Ave. (Roselle) to Springfield Ave.	Union	Engr. R.O.W.
I-280	Morris - Essex Line to Oakwood Avenue	Essex	Const.
I-280	E. of G. S. Parkway to Roseville Avenue	Essex	Const.
I-280	Clifton Avenue to West of Route 21	Essex	R.O.W.
I-287	Morris Twp. - Morristown Line to Madison Avenue	Morris	Const.
I-287	East of Hanover Avenue to N. Y. State Line	Morris, Passaic & Bergen	R.O.W. Const.
I-295	Gloucester - Salem Line to US 130	Gloucester	Const.
I-295	Marne Highway to Trenton I-95	Burlington & Mercer	R.O.W. Const.

TOTAL (FEDERAL & STATE)

\$82,743,283.

1965 - 1966

PRIMARY & URBAN PROJECTS

FREEWAYS

<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COUNTY</u>	<u>TOTAL</u>
440	Route U.S. 9 to Outerbridge Crossing	Middlesex	
35	Eatontown to Route 66	Monmouth	
20	Valley Road to Route I-80	Passaic	
21	Present Termims to Main Avenue	Passaic	
29	Lalor Street to Route 37	Mercer	
75	Route I-280 to Central Avenue	Essex	
24	Route I-78 to Route 24 (Morris Co. Line)	Union	
81	Bridge over Elizabethport R. R. Yards	Union	
18	Garden State Parkway to Route 36 (including Rt. 35 Fwy. Int.)	Monmouth	
55	Roadway Route 47 Millville to Route 47 at Maurice River	Cumberland	
			57,000,000

LAND SERVICE ROUTES

4	Widening Route 17 to Route I-95	Bergen	
4 & 17	Interchange	Bergen	
U.S. 1	Grade Separations	Union	
33 & U.S. 130	Interchange Construction	Mercer	
4 & 208	Interchange	Bergen	
21 Spur	Route 20 to Route U.S. 46 Interchange	Passaic	
68	Dualization from Georgetown Road to Fort Dix Holland Tunnel to Lincoln Tunnel Connector	Burlington Hudson	
			39,700,000

NON-FEDERAL PROJECTS

87	Absecon Boulevard to Brigantine	Atlantic	
157	Route U.S. 30 to Route U.S. 9	Atlantic	
			1,383,000

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS (90-10)

1966 - 1967

ROUTE	DESCRIPTION	COUNTY	TYPE
78	Delaware River Br. to Still Valley	Hunterdon	Engr.
78	2000' E. of Springfield Ave. - Schuyler Ave.	Union & Essex	Const.
78	Elizabeth Ave. to Frelinghuysen Ave.	Essex	Const.
80	East of Union Ave. to Riverview Drive Rd.	Passaic	Const.
95	Scotch Rd. to Federal City Road	Mercer	Engr.
95	Rt. 130 to Main Street	Middlesex	Engr.
278	W. of Elizabeth Ave. to Oak St. at Pinewood Ave.	Union	R.O.W.
280	Roseville Ave. to Third St.	Essex	Const.
280	2nd St. and Harrison Ave. to Rt. I-95	Hudson	R.O.W.
287	W. of N. J. Tpke. to Pierson Ave.	Middlesex	Const.
287	Passaic River to Morris Twp.-Morristown Line	Morris	Const.
287	Madison Ave. to 1600' E. of Hanover Ave.	Morris	Const.
287	2000' S. of Passaic Bergen Line to 1200' N. of Darlington Ave.	Passaic & Bergen	R.O.W.
295	S.W. of Marne Highway to Florence Columbus Rd.	Burlington	Engr.&R.O.W.
495	Rts. 1 & 9 to Hudson County Blvd. East	Hudson	Const.

TOTAL (FEDERAL & STATE)

\$ 85,596,500.

1966 - 1967

PRIMARY & URBAN PROJECTS

FREEWAYS

<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COUNTY</u>	<u>TOTAL</u>
440	New Jersey Turnpike to Route U. S. 9	Middlesex	
35	Route 66 to Route 33	Monmouth	
20	Route I-80 to Market Street (Including Route I-80 Int.)	Passaic	
21	Passaic River Bridge and Approaches	Passaic & Bergen	
29	Lalor Street to Route 37	Mercer	
75	Central Avenue to Springfield Avenue	Essex	
81	Humboldt Avenue to E. Jersey Avenue (Roadway)	Union	
18	Route 34 to Garden State Parkway	Monmouth	
18	Albany Street to Raritan River & Raritan River Bridge	Middlesex	
55	Structures Route 47 Vineland to Route 47 Millville	Cumberland	
24	Passaic River to Morristown Structures	Morris	
			69,000,000

LAND SERVICE ROUTES

U.S. 1	Widening and Resurfacing	Union	
17	Route 3 to Route 4 Widening	Bergen	
35	Red Bank to Keyport Improvements	Monmouth	
37	Dualization Garden State Parkway to Mathis Bridge	Ocean	
U.S. 46	Widening in Hackettstown	Warren	
	Holland Tunnel to Lincoln Tunnel Connector	Hudson	
			33,500,000

NON-FEDERAL PROJECTS

7	Ridge Road to Essex County Line	Bergen	
33	Route 35 to Route 71	Monmouth	
37	F.A. Route 66 to Route 35	Ocean	
79	Rural-urban to center of Freehold	Monmouth	
7	Center Street to Passaic County Line	Essex	
			3,960,000

1967 - 1968

PRIMARY & URBAN PROJECTS

FREEWAYS

<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COUNTY</u>	<u>TOTAL</u>
35	Route 33 to Route 38	Monmouth	
20	Market Street to Lafayette Street	Passaic	
29	Lalor Street to Route 37	Mercer	
75	Belmont Avenue to Springfield Avenue	Essex	
81	E. Jersey Avenue to Route I-278	Union	
18	Route U. S. 9 to Route 34	Monmouth	
18	Raritan River Bridge	Middlesex	
73	Delair Bridge to Maple Ave., Merchantville	Camden	
55	Roadway-Route 47 Malaga to Route 47 Millville	Cumberland	
440	Grading-Route 440 to Bayonne Bridge	Hudson	
			\$59,000,000

LAND SERVICE PROJECTS

208	Lincoln Avenue to Marlot Avenue	Bergen	
U. S. 1	Widening and Resurfacing	Middlesex	
17	Route 4 to Franklin Turnpike-Widening	Bergen	
3	Passaic River to Route U.S.46-Grade Separations & Widening	Passaic	
			\$38,000,000

NON-FEDERAL PROJECTS

54	Hammonton Bypass	Atlantic	
U. S. 9	Route U.S. 9 to Garden State Parkway	Ocean	
35	Hamilton Ave. to Sheridan Ave. (Seaside Heights)	Ocean	
59	Between Route 28 & South Avenue	Union	
79	Route U.S. 9 to Freehold line	Monmouth	
153	Old Route 3 (Secaucus)	Hudson	
U. S. 9	Route 50 to Atlantic County line	Cape May	
154	Haddonfield Road to Route 70	Camden	
36	County Road 3 east of Circle to Route 71	Monmouth	
4	East Paterson	Passaic	
439	Route 82 to Route 27	Union	
			\$6,016,000

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS (90-10)

1968 - 1969

ROUTE	DESCRIPTION	COUNTY	TYPE
I-78	Delaware River to Still Valley	Hunterdon	R.O.W.
I-80	Route 611 to Netcong	Warren, Sussex & Morris	Const.
I-95	Scotch Road to New Brunswick	Mercer & Middlesex	R.O.W. Const.
I-278	3rd Avenue to Springfield Avenue	Union	Const.
I-287	Franklin Avenue to Route 17	Bergen	Const.
I-295	Marne Highway to Trenton	Burlington & Mercer	R.O.W. Const.

TOTAL (FEDERAL & STATE)

\$85,596,500.

1968 - 1969

PRIMARY & URBAN PROJECTS

FREEWAYS

<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COUNTY</u>	<u>TOTAL</u>
35	Route 38 to Old Route 35	Monmouth	
20	Lafayette Street to existing Route 20	Passaic	
21	Route U.S. 46 to Passaic River	Bergen	
29	Lalor Street to Route 37	Mercer	
75	Springfield Avenue to Route I-78	Essex	
24	Passaic River to Madison	Morris	
81	Route U.S. 1 to R. R. Yards	Union	
18	Route U.S. 9 to Route 79	Monmouth	
73	Maple Avenue to Route I-295	Camden	
55	Route 47 at Woodbury - New Sharon Road to Route 47 Pitman	Gloucester	
440	Structures Route 440 to Bayonne Bridge	Hudson	
			89,000,000

LAND SERVICE ROUTES

45	Widening Route U.S. 322 to Salem County Line	Gloucester	
U.S. 9	Route 34 to Monmouth County Line - Dualization	Middlesex	
208	Dualization Lincoln Avenue to Grandview Avenue	Passaic	
77	Bridgeton to Millville	Cumberland	
82	Improv. - Springfield Avenue to Route 439	Union	
			8,600,000

NON-FEDERAL PROJECTS

439	Route 27 to Goethals Bridge Approach	Union	
165	Lambertville	Hunterdon	
3	Co. Rd. #5 to New Jersey Turnpike	Hudson	
67	Route 5 to Route U.S. 1, Fort Lee	Bergen	
			1,988,000

NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS (90-10)

1969 - 1970

ROUTE	DESCRIPTION	COUNTY	TYPE
I-78	Delaware Riv. Bridge to Still Valley	Hunterdon	Const.
I-80	Route 519 to Route 517	Warren	Const.
I-95	Scotch Road to 2000' E. of Federal City Road	Mercer	Const.
I-95	W. Windsor - Lawrence Twp. Line to 550' N. of So. Main St. (Milltown)	Mercer & Middlesex	R.O.W. Const.
I-278	W. of Elizabeth Ave. to W. of Third Ave. (Roselle)	Union	Const.
I-278	Oak St. at Pinewood Ave. to South of Boulevard	Union	Const.
I-280	Clifton Ave. to W. of Rt. 21	Essex	Const.
I-280	I-80 off Rt. 46 to Morris - Essex County Line	Morris	Const.
I-280	E. End of Passaic River Br. to 2nd St. & Harrison Ave.	Hudson	Const.
I-280	D.L. & W.R.R. & P.R.R. Yards to I-95	Hudson	Const.
I-287	800' N. of Rt. 10 to 3600' S. of Rt. 46	Morris	Const.
I-287	Main Road to Towaco Road	Morris	Const.
I-287	NE of Rt. 23 to S. of Passaic - Bergen County Line	Passaic	Const.
I-287	Route 17 to New York State Line	Bergen	Const.
I-295	Route 130 to Copley Road	Gloucester & Camden	Const.
I-295	American Legion Highway to Florence - Columbus Road	Burlington	Const.

TOTAL (FEDERAL & STATE)

\$82,315,301.

1969 - 1970

PRIMARY & URBAN PROJECTS

FREEWAYS

<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COUNTY</u>	<u>TOTAL</u>
24	Rt. U.S. 202 to Madison	Morris	
18	Raritan River to Rt. U.S. 22	Middlesex & Somerset	
73	Rt. I-295 to Rt. 73 Evesham	Camden & Burlington	
55	Westville to Woodbury - New Sharon Rd.	Gloucester	
440	Paving Rt. 440 to Bayonne Bridge	Hudson	
21	Rt. U.S. 46 to Rt. I-80 Interchange	Bergen	
			\$49,000,000

LAND SERVICE ROUTES

27	Metuchen to Rahway	Middlesex	
23	Singac to Packanack Lake	Passaic	
77	Bridgeton to Millville	Cumberland	
U.S.206	Belle Meade to Somerville	Somerset	
53	I-80 to Rt. 10	Morris	
U.S.1&130	Interchange	Middlesex	
208	Dualization Grandview Ave. to Oakland	Bergen	
88	Manasquan Canal Bridge & Approaches	Ocean	
U.S. 9	Monmouth Co. to Rt. U.S. 9	Ocean	
U.S. 206	Trenton to Princeton Widening	Mercer	
37	New Bridge over Barnegat Bay	Ocean	
33 & 34	Interchange	Monmouth	
			\$52,700,000

NON FEDERAL PROJECTS

63	Hudson Co. Line to Rt. U.S. 1	Bergen	
155	Cinnaminson Ave. Cinnaminson Twp.	Burlington	
U.S. 322	Delaware River to Rt. 47 & 42	Gloucester	
93	Rt. U.S. 1 & 9 to Rt. U.S. 46	Bergen	
			\$ 5,694,000

PRIMARY & URBAN PROJECTSFREEWAYS

<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COUNTY</u>	<u>TOTAL</u>
24	U.S. 202 to U.S. 206	Morris	
23	Stockholm to Sussex	Sussex	
40	Woodstown By-pass	Salem	
US 9	US 9 Pleasantville to Absecon, Structures	Atlantic	
23	I-280 to NJ 23, R.O.W. & Structures	Essex	
40	Structures	Gloucester	
69	Pennington to Trenton	Mercer	
50	A.C. Expressway to Mays Landing	Atlantic	
322	Delaware River to US 322 Swedesboro	Gloucester	
92	Rocky Hill to Hightstown	Mercer, Middlesex & Somerset	
55	Pitman to Rt. 47 Malaga	Gloucester	
			\$116,500,000.

LAND SERVICE ROUTES

53	Route 10 to US 202	Morris	
88	Rt. 70 to Point Pleasant Widening	Ocean	
US 9	US 9 to Route 72	Ocean	
34	Rt. 33 to N.A.D. Earle Entrance	Monmouth	
4 Pky	Grade Separation - Stone Harbor Road	Cape May	
33 & 130	Grade Separation, Robbinsville	Mercer	
21	McCarter Highway Urban Renewal	Essex	
69	Pennington to Hunterdon County Line, Widening	Mercer	
69	Mercer County Line to Ringoes, Widening	Hunterdon	
17	Route 4 to Franklin Tpk, Widening	Bergen	
US 9	US 30 to Somers Point, Widening	Atlantic	
70	Marlton to Red Lion US 206	Burlington	
US 206	Route 92 to Somerville, Widening	Somerset	
			\$55,350,000.

NON-FEDERAL

71	Route 35 Brielle to Oceanport	Monmouth	
			\$11,283,000.

1971 - 1972

PRIMARY & URBAN PROJECTS

FREEWAYS

<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COUNTY</u>	<u>TOTAL</u>
24	Mendham to US 202	Morris	
23	Sussex to New York State Line	Sussex	
US 9	US 9 Pleasantville to Absecon, Roadway	Atlantic	
23	I-280 to NJ 23, Roadway	Essex	
40	55 Fwy Malaga to US 40	Gloucester	
37	Robbinsville to County Rt. 526	Mercer & Monmouth	
54	Millville to Buenna	Cumberland & Atlantic	
68	Fort Dix to Four Mile Circle	Burlington	
38	Mount Holly to Fort Dix	Burlington	
94	Newton to Ross Corner	Sussex	
208	Oakland to Midvale, R.O.W. & Structures	Bergen & Passaic	
50	Mays Landing to Tuckahoe River (Include Bridge)	Atlantic	

\$128,000,000.

LAND SERVICE ROUTES

US 9	Route 72 to New Gretna	Ocean	
34	N.A.D. Earle to Colts Neck	Monmouth	
70	US 206 (Red Lion) to Whitesbog	Burlington	
34	Middlesex County Line to Rt. 18 Fwy	Monmouth	
49	Bridgeton to Miller Avenue	Cumberland	
US 9	Adelphia to 38 Fwy	Monmouth	
35	Route 36 to Shark River Improvements	Monmouth	
34	US 9 to Monmouth County Line	Middlesex	
18 Spur	18 Fwy to Morris Avenue	Middlesex	
27	County Rt. 518 to New Brunswick	Middlesex	
24	Phillipsburg to Washington, Widening	Warren	
35	Route 38 Belmar to 35 Fwy	Monmouth	
69	Clinton to Warren County Line	Hunterdon	
70	Whitesbog to Route 37	Ocean	
47 & US40	Grade Separation Malaga	Gloucester	
33	Improvements in Freehold	Monmouth	

\$46,350,000.

1971 - 1972

PRIMARY & URBAN PROJECTS

NON-FEDERAL PROJECTS

<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COUNTY</u>	<u>TOTAL</u>
4	Jct. NJ 17 to US 1	Bergen	
10	NJ 53 to Essex County Line	Morris	
44	Bridgeport to US 130	Gloucester	
34	Monmouth County Line to US 9	Middlesex	
152	John Fitch Way	Mercer	
			\$7,628,000.

1972 - 1973

PRIMARY & URBAN PROJECTS

FREEWAYS

<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COUNTY</u>	<u>TOTAL</u>
24	Mendham to U.S. 206	Morris	
U.S.9	Pleasantville to Somers Point	Atlantic	
23	Rt. 23 Verona to I-80, Structures	Essex & Passaic	
37	Co. Rt. 526 to Toms River	Monmouth & Ocean	
38	U.S. 9 to Rt. 34	Monmouth	
94	Ross Corner to 23 Fwy.	Sussex	
208	Oakland to Midvale, Roadway and Wanaque Res. Br.	Bergen & Passaic	
56	Millville to Mays Landing	Cumberland & Atlantic	
50	Tuckahoe River to Seaville	Cape May	
			118,500,000

LAND SERVICE ROUTES

34	Colts Neck to 18 Fwy.	Monmouth	
46	Widening Hackettstown to Butzville	Warren	
49	Miller Ave. to Rt. 47	Cumberland	
U.S.9	38 Fwy. to Ocean Co. Line	Monmouth	
18 Spur	Morris Ave. to I-287	Middlesex	
27	Mercer Co. Line to Rt. 518	Mercer	
24	Washington to Hackettstown Widening	Warren	
45	Co. Rt. 540 to U.S. 40	Salem	
69	Flemington Circle to Rt. 523	Hunterdon	
70	U.S. 9 to Manasquan River	Ocean	
33	Freehold to Rt. 34	Monmouth	
69	Widening	Warren	
33	Trenton to Robbinsville Widening	Mercer	
U.S. 206	Newton Bypass	Sussex	
66	Asbury Ave. Grade Separation	Monmouth	
33	Hightstown to Mon. Co. Line Widening	Mercer & Middlesex	
U.S.206	Princeton to Somerset Co. Line	Mercer	
U.S.202	Lambertville to Mt. Airy Dualization	Hunterdon	
U.S.22	Whitehouse Sta. Grade Separation	Hunterdon	
U.S.206	Columbus to Rt. 38 Dualization	Burlington	
27	Kingston (Princeton Twp.) Relocation	Mercer	
U.S.30	Camden Co. Line to Egg Harbor City	Atlantic	
U.S.30	Berlin to Atco Lake Dualization	Camden	
			65,100,000

1972 - 1973

PRIMARY & URBAN PROJECTS

NON-FEDERAL PROJECTS

ROUTE

DESCRIPTION

COUNTY

TYPE

65
34
79

Tpk. Overpass Port St.
Middlesex Line to Matawan
U.S. 9 to Freehold

Essex
Monmouth
Monmouth

1,311,000

1973 - 1974

PRIMARY & URBAN PROJECTS

FREEWAYS

<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COUNTY</u>	<u>TOTAL</u>
24	Rt. 69 to Mendham	Morris & Hunterdon	
23	Rt. 23 Verona to I-80, Roadway	Essex	
38	Fort Dix to U.S. 9	Burlington, Ocean & Monmouth	
208	Midvale to Burnt Meadow Rd.	Passaic	
49	Shiloh to Millville	Cumberland	
			80,000,000

LAND SERVICE ROUTES

U.S.46	Dualization Hackettstown to Columbia	Warren
45	U.S. 40 to Gloucester Co. Line	Salem
69	Rt. 523 to Clinton	Hunterdon
70	Rt. 37 to U.S. 9	Ocean
33	Midd. Co. Line to Freshold	Monmouth
U.S.206	Stanhope to Newton	Sussex
U.S.202	Mt. Airy to Ringoes Dualization	Hunterdon
U.S.206	Rt.38 to Rt. 70	Burlington
U.S.30	G.S. Parkway to Absecon	Atlantic
U.S.30	Atco Lake to Chiselhurst Dualization	Camden
U.S.40	Rt. 48 to Rt. 77 Widening	Salem
U.S.40	Mays Landing to McKee City Widening	Atlantic
72	Dualization from Rt. 70 to Manahawkin	Burlington
15	Morris Co. Line to Sparta Dualization	Sussex
U.S.206	Bedminster to Peapack-Gladstone Dualization	Somerset
45	U.S. 322 to Salem Co. Dualization	Gloucester
U.S.206	Morris Co. Line to Rt. 24 Dualization	Morris
94	Warren Co. Line to Newton Widening	Sussex
36	First Ave. to Sandy Hook Dualization	Monmouth
169	Improvements	Hudson
77	Salem Co. Line - Rt. 45	Gloucester
U.S.206	Completion of Dualization in Atlantic Co.	Atlantic
29A	Lambertville Relocation	Hunterdon

1973 - 1974

PRIMARY & URBAN PROJECTS

LAND SERVICE ROUTES (Contd.)

<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COUNTY</u>	<u>TOTAL</u>
U.S.9	Stone Harbor Blvd. Improvements	Cape May	
79	Middlesex Co. Line to Rt. 18	Monmouth	
77	Dualization - Salem Co.	Salem	
84	Rt. 23 to N.Y. Line Improvements	Sussex	
29A	Frenchtown Relocation & Divided Rdwy.	Hunterdon	
			96,450,000

NON-FEDERAL PROJECTS

4	Pass. Co. Line to Rt. 208	Bergen	
U.S.9	So. End G.S. Pky. By Pass	Cape May	
10	Orange to Bloomfield	Essex	
29	Stockton to Frenchtown	Hunterdon	
93	Rt. U.S. 46 to Rt. 4	Bergen	
73	Rt. 130 to Bur. Co. Line	Camden	
62	Rt. 46 to W. Paterson	Passaic	
			13,357,000

1974 - 1975

PRIMARY & URBAN PROJECTS

FREEWAYS

<u>ROUTE</u>	<u>DESCRIPTION</u>	<u>COUNTY</u>	<u>TOTAL</u>
24	Phillipsburg to Route 69	Morris & Hunterdon	
208	Burnt Meadow Road to N. Y. State Line	Passaic	
49	Deepwater to Shiloh	Salem & Cumberland	
322	Swedesboro to Williamstown	Gloucester	
55		Cape May	

86,000,000

LAND SERVICE ROUTES

206	Newton to Montague	Sussex	
206	Route 70 to Atlantic County Line	Burlington	
US 30	Egg Harbor City to Absecon	Atlantic	
US 30	Chiselhurst to Atlantic County Line Dualization	Camden	
40	Route 77 to Gloucester County Line	Salem	
40	Gloucester County Line to Mays Landing	Atlantic	
15	Sparta to Ross Corner Dualization	Sussex	
US 206	Peapack Gladstone to Morris County Dualization	Somerset	
US 206	Route 24 to Netcong Dualization	Morris	
94	Newton to New York State Line	Sussex	
77	Route 45 to Salem County Line Dualization	Gloucester	
77	Dualization	Salem & Cumberland	
23	Morris County Line to Smiths Mills	Morris	
94	Widening - Sussex County Line to Columbia	Warren	

\$74,600,000.

NON-FEDERAL PROJECTS

10	Morris County Line	Essex	
10	Livingston to West Orange	Essex	
10	West Orange to end of State Highway	Essex	
29	Frenchtown to Warren County	Hunterdon	
29	Hunterdon Line to Route 46	Warren	

\$13,681,000

INTERSTATE SYSTEM

The most logical rule of thumb for measuring the relative complexity of Interstate freeway construction in the various states is the per-mile cost of completion of toll-free miles to full or acceptable Interstate standards. This is arrived at in the instance of each state by dividing the number of toll-free miles to be provided into the total estimated cost. In New Jersey this per-mile cost of constructing the Interstate System is approximately \$3,524,000 per mile. The per-mile cost among the various states ranges from \$346,000 per mile in Montana to \$6,192,000 per mile in Delaware and \$16,690,000 in the District of Columbia. New Jersey's cost per mile is exceeded by only two other states and the District of Columbia.

1 PERCENTAGE OF NON-TOLL MILEAGE COMPLETED TO FULL OR ACCEPTABLE STANDARDS

	PERCENTAGE							Bond Issues	Dedicated Funds
	10	20	30	40	50	60	70		
Michigan								X	X
Connecticut								X	
New York								X	X
New Hampshire								X	X
Ohio								X	X
Pennsylvania								X	X
Rhode Island								X	
Maryland								X	X
Illinois									X
Kentucky								X	X
Indiana								X	X
Massachusetts								X	X
Virginia									X
Washington								X	X
California									X
Louisiana								X	X
NEW JERSEY									
Minnesota								X	X
Delaware								X	
West Virginia								X	X
District of Columbia								X	X
Hawaii								X	

CHART I - Comparing the percentages of toll-free miles completed to full or acceptable standards among the 22 states having a per-mile construction cost of \$1 million or more, we find that New Jersey's percentage is exceeded only by 16 states. However, all of these have had the benefits of either bond issues or highway user revenues (motor vehicle fees and motor fuel taxes) dedicated in whole by constitutional mandate or in part by statute, and in most instances, both.

CHART II - Comparing the percentages of toll-free miles open to traffic at the end of the last calendar year in each of the 22 states having per-mile construction costs of more than \$1 million, we find New Jersey's percentage exceeded by only 14 states of which all have had the benefits of either bond issues or dedicated funds, and in most instances, both.

2 PERCENTAGE OF NON-TOLL MILEAGE IMPROVED AND OPEN TO TRAFFIC

	PERCENTAGE							Bond Issues	Dedicated Funds
	10	20	30	40	50	60	70		
Michigan								X	X
Connecticut								X	
Maryland								X	X
New York								X	X
New Hampshire								X	X
Washington								X	X
Ohio								X	X
Illinois									X
California								X	X
Massachusetts								X	X
Pennsylvania								X	X
Rhode Island								X	
Kentucky								X	X
Indiana								X	X
NEW JERSEY									
Virginia									X
Minnesota								X	X
Louisiana								X	X
District of Columbia								X	X
Hawaii								X	
West Virginia								X	X
Delaware								X	

* ALL STATES WITH CONSTRUCTION COSTS OF \$1,000,000 OR MORE PER MILE

Source: U.S. Bureau of Public Roads

January 1, 1964

