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PROPOSAL
for a
CENTRAL NEW JERSEY
EXPRESSWAY SYSTEM
August 23, 1965

A Report by a Task Force Study Committee
appointed by
GOVERNOR RICHARD J. HUGHES

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August 23, 1965

Honorable Richard J. Hughes
Governor, State of New Jersey
State House
Trenton, New Jersey

Dear Governor Hughes:

In accordance with the assignment given me as Chairman of a Task Force to find ways and means of building a modern east-west highway connecting Mercer County with Monmouth and Ocean Counties, I am pleased to recommend the details of the plan proposed by the Task Force.

A new system of freeways and toll roads, including modernized land service highways, will be created with your approval by combining the resources of the existing transportation agencies-- the New Jersey Highway Authority, the New Jersey Turnpike Authority, and the New Jersey State Highway Department. The proposed network is not incompatible with the existing master plan of the State Highway Department for highways in the central part of our State.

Specifically, the New Jersey Turnpike Authority will build a toll feeder road from the Trenton North-South Freeway, at Whitehead Road, to an improved Route 33 at a point east of Hightstown. This portion of the plan provides Mercer County with a direct connection to the New Jersey Turnpike.

The State Highway Department will continue the improvement of existing Route 33 between Hightstown and Asbury Park as previously planned, including a by-pass south of Freehold to be constructed as a Freeway.

The New Jersey Highway Authority will finance and build a toll road from the Woodbridge-Metuchen area to the Garden State Parkway near Toms River with a spur leading off the main stem at a point designated as "Midway" to the Garden State Parkway at Route 38. The lower reach of this toll road will serve the Toms River-Long Beach Island area, and the spur from "Midway" to Route 38 will serve the Asbury Park-Belmar area. These improvements will accommodate trucks as well as passenger cars.

August 23, 1965

To complete the western portion of the midstate expressway, the State Highway Department will continue construction of the previously planned Route 29 Freeway from the State House to Route 37, east of White Horse. Route 37 will be extended as a Freeway across U. S. Route 130 and the New Jersey Turnpike to "Midway."

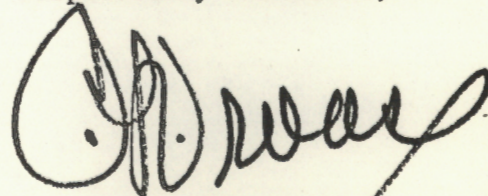
This Freeway, together with the toll spur from "Midway" into Route 38, constructed by the New Jersey Highway Authority, will provide a direct express route serving Trenton and Asbury Park area in addition to serving Trenton, Toms River, and points south.

In addition to the foregoing, the State Highway Department will improve existing Routes 37 and 38 at the terminals of the proposed toll road and toll spur in Monmouth and Ocean Counties so that expanded and modernized connections will be available to carry motorists to the seashore communities involved.

To accomplish this program, legislation will promptly be needed authorizing certain segments of the general alignment of the work. Completion of construction is feasible not more than three years after authorization is received to proceed. This overall plan will not only improve transportation between existing centers of population, particularly for east-west travelers, but also will open new territory in the south central part of the State, which, to date, has not had the development opportunity of some other sections.

It has been a pleasure to serve you in this important and constructive advance in our State's transportation facilities, and my appreciation is expressed to the New Jersey Turnpike Authority, the New Jersey State Highway Department, the New Jersey Highway Authority and their excellent staffs for the support and assistance rendered in reaching these conclusions.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "P. L. Troast", written in a cursive style.

Paul L. Troast,
Chairman

The purpose of this memorandum is to advise you of the results of the field work conducted by the New Jersey State Department of Environmental Protection and the New Jersey State Department of Health in the New Jersey State Park System during the summer of 1962. The field work was conducted in the New Jersey State Park System and the results are summarized in the attached report.

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Director

TASK FORCE COMMITTEE

Paul L. Troast - Chairman
Dwight R. G. Palmer, State Highway Commissioner
Sylvester C. Smith, Jr., Chairman, N. J. Highway Authority
Joseph Morecraft, Jr., Chairman, N. J. Turnpike Authority
William J. Flanagan, Executive Director, N. J. Turnpike Authority
D. Louis Tonti, Executive Director, N. J. Highway Authority
James R. Schuyler, State Highway Engineer

Advisory Members

Frank Thompson, Jr., Member of Congress
James J. Howard, Member of Congress

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SECRET

The Commission on the Organization of the Executive Branch of the Government, established by Executive Order of the President, has the honor to acknowledge the receipt of your report on the subject of the proposed reorganization of the Department of the Interior. The Commission is deeply indebted to you for the thoroughness and insight of your study and for the valuable suggestions which it contains. The Commission is currently engaged in a study of the proposed reorganization of the Department of the Interior and will submit its report to the President in the near future.

REPLY

Very truly yours,
John Edgar Hoover, Director

Enclosure

100-100000

Approved for Release by NSA on 05-08-2014 pursuant to E.O. 13526

Very truly yours,

John Edgar Hoover, Director

Enclosure

INTRODUCTION

The need for east-west vehicular transport routes in the central section of the State of New Jersey embracing limited access and fast transportation highways and modernization and safety improvement of existing roads has been recognized over a period of years.

The Task Force also found the development of a fast route north and south for truck and passenger traffic to be an important and needed facility for the development of the middle and southern parts of the State. The master plan by the State Highway Department has generally contemplated these needs. The mission of the Task Force was how to bring into early service these needed highway improvements, and the key to this solution has proved to be a new "joint effort" approach by the three agencies.

Funds are available or will be provided without deferring any highway improvements under construction or being designed in any other section of the State, north or south. The plan as a whole will also be of benefit to the two Authorities. The use of existing Authority organization, personnel and experience will also be advantageous in raising the necessary funds.

The Task Force recommendation contemplates a comprehensive and vastly

broadened plan, so that these needed improvements can be undertaken with promptness and completed at the earliest date possible which is estimated to be early 1969. Some parts of the plan recommended are already undertaken and in progress by the State Highway Department.

RECOMMENDED PLAN

The following is the plan which the Task Force recommends:

1. East-West Expressway from Trenton to both Monmouth and Ocean Counties effected by two dividing routes at the eastern end. See Symbols 4, 7 and 8, Figure 1 in the Appendix. The western portion would be constructed by the State Highway Department for \$48,000,000 which includes \$24,000,000 of Federal Funds. See Symbol 4, Figure 1. The eastern portion except at the terminals would be part of the Garden State Parkway System to be described later. See Symbols 7 and 8, Figure 1. The easternmost sections to be built by the State Highway Department are already in progress or are to be undertaken immediately. These additions will cost \$9,500,000 and will continue to be financed by the Highway Department. See Symbols 2 and 3, Figure 1.
2. The Turnpike Authority has always contemplated an expressway from Hightstown to Trenton to expedite truck and vehicular passenger service into the City of Trenton. Present facilities are inadequate. This improvement also serves to improve the

approach to present Route 33. The Turnpike has a preliminary engineering and feasibility report, and the Task Force recommends that this construction be undertaken at an estimated cost of approximately \$25,000,000. Legislation will be needed so that this project can be promptly undertaken. See Symbol 5, Figure 1.

3. The Task Force recommends that the present Route 33, which is 10 miles north of the proposed Expressway, at "Midway", be improved for safety and traffic capacity purposes, in accordance with State Highway Department commitments. This work is also in progress. The cost is \$13,000,000 -- which funds are available. A limited access road around Freehold should be authorized by legislation. See Symbol 1, Figure 1.
4. The New Jersey Highway Authority is now charged by legislation with examining the feasibility of an Expressway from New Brunswick to Toms River. Parkway officials feel justified on the basis of current preliminary studies that the Authority should undertake the financing, construction and operation of a north-south expressway which would be used by trucks as well as passenger cars from a point near the Woodbridge - Metuchen area to Toms River with a branch from a point called "Midway", easterly to the intersection of the Garden State Parkway and Route 38. The Task Force recommends the Highway Authority undertake this project. The present legislation, however, has the terminus at the vicinity of Interchange 9 of the New Jersey Turnpike. The Task Force study indicates that this should be changed to a northern terminus near Woodbridge in the vicinity of Route 287 and U. S. 1, as the New

Jersey Highway Authority studies show this change would add traffic thereby improving feasibility of the project. The cost of this project is estimated at \$92,000,000 and the studies of the New Jersey Highway Authority, with the adoption of this complete plan indicate to the Authority Commissioners that it is feasible, and will add to the revenues on the present Garden State Parkway. The need for fast truck transport to this central section of the State, and the coast resorts, has impressed the Task Force and this route will aid economic development as far south as Cape May. See Symbols 6 and 7, Figure 1.

NEW JERSEY TURNPIKE AUTHORITY

Trenton - Hightstown Extension

The extension as studied is for a four-lane roadway divided by a sixty foot wide median. It is proposed to run in a southwesterly direction from the existing Route 33 crossing the existing Turnpike immediately north of Interchange 8 in Hightstown to connect with the Trenton Freeway, in the vicinity of its present terminus at Whitehead Road, in the Township of Lawrence. The entire alignment is 14.0 miles in length and is located entirely in Mercer County.

Preliminary studies indicate that the proposed connection is feasible from an engineering and financial standpoint. The proposed location is through relatively undeveloped property and the entire alignment would require the acquisition of only four buildings.

A cost estimate of the proposed Trenton - Hightstown Extension has been

prepared and includes the cost of construction, right-of-way, utility adjustments, engineering and contingencies. This estimate indicates a cost of approximately \$23,461,000 to build the 14.0 mile Extension.

Since its opening in 1951 the New Jersey Turnpike has established a remarkable record in providing a much needed, safe traffic facility for the major north-south movement of through traffic. Traffic from the north destined for the Trenton Area generally has utilized the Turnpike north of Interchange 9 in New Brunswick. An alternate, but slower route has been to use Interchange 8 at Hightstown and follow Route 130 and Route 33 into Trenton. A large segment of Route 33 traversed on this latter route has been through built-up areas. This has pointed up the need for a better, more direct route capable of handling the increased passenger and commercial traffic desiring to ride through this corridor. At the same time, while Route 1 has been improved and has so far been able to cope with increasing traffic volumes, its usefulness as a land service road is hampered by its need to carry north-south through traffic. The plan for the Trenton - Hightstown Extension should provide both the relief for Route 1 and the balance of the east-west Trenton - Asbury Park improvement.

The project would begin at the present end of the Trenton North-South Freeway at Whitehead Road, in the Township of Lawrence, Mercer County, and continue in a northeasterly direction, generally paralleling Route 1, for a distance of approximately three miles. The alignment would then swing east crossing the main line of the Pennsylvania Railroad. At

this general location, a future interchange may be constructed with Route 295, which is presently planned to be located around the eastern side of the City of Trenton.

From the crossing of the Pennsylvania Railroad the new roadway would continue in an easterly direction, generally following on the north side of an existing power line, for a distance of about five miles. After crossing under Old Trenton Road, it would then run in a northeasterly direction, following Old Trenton Road, for approximately three miles and then turn east crossing under U. S. Route 130. It is proposed to continue the Extension east and cross over the existing Turnpike approximately 4,000 feet north of the existing ramp bridge at Interchange 8. The Extension would then continue eastward and connect with existing Route 33 approximately one or two miles east of the Turnpike.

Access ramps to this facility are planned at the southern end at Whitehead Road and at the eastern end of Route 33. Ramps would be provided at the crossing of the existing Turnpike for the movements between Trenton and the north. All other movements are intended to be made at existing Interchange No. 8.

Two new toll plazas are proposed under this plan. The first would be approximately $4\frac{1}{2}$ miles from the southern end of the Extension immediately east of Quaker Bridge Road, while the second toll plaza would be midway between the existing Turnpike and Route 33 at the eastern end of the new construction.

A total of 26 separate bridge structures are required for this Extension. Full twelve foot shoulders will be included for all roadways and are also included on all structures carrying the Turnpike Extension over existing railroads or local roadways.

The proposed plan for the Extension from Trenton to the existing Turnpike at Hightstown is considered entirely feasible from an engineering and fiscal standpoint. There appear to be no major construction difficulties. The land required for the construction is generally farm land with only four buildings to be taken. The plan as proposed is therefore considered a good practical solution upon which a firm estimate of cost for such a project has been based.

Legislation will be required to enable the Authority to undertake the project.

A general plan showing the Scope of the Project is illustrated in Figure 2.

NEW JERSEY HIGHWAY AUTHORITY

In May 1964, the New Jersey Highway Authority was authorized by Senate Bill No. 211, which later became Chapter 208, Laws of 1964, to construct and operate an addition to the Parkway from a point near Toms River to a point near New Brunswick in the vicinity of Turnpike Interchange No. 9. Necessary studies to determine feasibility of the project were undertaken by the Authority's consultants early in 1965.

It became apparent early in the study, however, that Route 18 near New Brunswick and Turnpike Interchange 9 is already over capacity and could not handle additional traffic generated by a new toll road. The Monmouth and Middlesex County planners agreed that a new crossing of the Raritan River is essential for the growth of the area. It seemed logical, therefore, to extend the study route north to a junction with Route 287.

The Task Force recommends financing and construction by the New Jersey Highway Authority of a toll road from the Route 287 - Route 1 area to the Parkway near Toms River. This route is essentially the one under study now and marked in Figure 1 as Symbols 6 and 7. In addition, the plan provides for a spur leading from this route in the vicinity of a point called "Midway" to the Parkway at State Highway Route 38 and marked Symbol 8 on Figure 1. Amending legislation will be required for both the northern extension and the spur.

The attributes of the proposed plan are:

1. Monmouth, Mercer and Ocean Counties will have a modern east-west expressway for passenger and commercial vehicles (sections 4, 8 and 2, plus sections 4, 7 and 3 on Figure 1) serving the shore area from Trenton-Hamilton Township area.
2. The western portions of Monmouth and Ocean Counties will have a much needed north-south artery opening areas hitherto inaccessible via modern expressways.
3. Middlesex County will have a new north-south route serving contemplated industrial areas on both sides of the Raritan River. Also, this area of Middlesex County affected by the Verrazano Bridge, U. S. 1 and New Jersey Turnpike will

benefit from a new crossing of the Raritan River under this plan.

4. The Parkway now carries commercial traffic from Toms River south. New sections 6 and 7, Figure 1, under this plan will provide a high speed commercial artery from Cape May, Atlantic and Ocean Counties to northern New Jersey and New York which will add impetus to the industrial development of those southern counties.
5. The existing Garden State Parkway from the Raritan River south through Monmouth County is carrying unprecedented volumes of traffic with congestion every summer weekend. Under this plan, new sections, as represented by Symbols 6 and 7, Figure 1, added to the Parkway system will substantially relieve the present congestion on the Parkway and make the Parkway more useful to motorists with a destination to the northern shore area.
6. Sections as represented by Symbols 6 and 7, Figure 1, under the Task Force plan also will defer over \$30 million worth of improvements planned for the future on the existing Parkway from the Raritan River south to Toms River.
7. Fort Monmouth as well as the Naval Air Station at Lakehurst are among the military installations which will benefit by exceptional service under this plan.

NEW JERSEY STATE HIGHWAY DEPARTMENT

Route 29, Mercer County: A modern expressway system to connect the heart of Trenton with major north-south highways serving the State's capital city is in the process of being built.

The Highway Department's plans and specifications provide for extending the Route 29 Freeway from Calhoun Street near the western edge of the City's business section to a connection with U. S. Route 206 in Hamilton Township southeast of Trenton. A short extension from the proposed Route U. S. 206 interchange will connect with Route 37 leading to New Jersey shore resorts.

Included in the Highway Department's design is a connection with Interstate Route 295, which is being built from Deepwater in Salem County to a connection with Interstate 95 north of Trenton, bypassing the most congested area of the city entirely. The existing Route 29 Freeway (Trenton East-West Freeway) is connected with Interstate Route 95 at the new Scudder Falls Bridge.

A major section of the Route 29 connection with U. S. 206 lies in the area of the existing John Fitch Way along the Delaware River, and will serve a new State office building complex now under construction as well as existing State offices and a new municipal redevelopment area.

From Calhoun Street south, the proposed new highway would consist of two separated roadways running through Mahlon Stacy Park, with the southbound roadway closest to the Delaware River. This portion is completed to Willow Street. The next contract for this project is scheduled for advertisement late in 1965, and will include road and bridge construction between Willow and Federal Streets.

The two roadways will part at Federal Street, with the southbound lanes continuing along the river past Riverview Cemetery and then curving inland to join the northbound roadway again on the northeasterly side of the

Pennsylvania Railroad's Bordentown Branch tracks near the City Sewage Disposal plant. From there the new highway would curve around to the proposed connection with U. S. Route 206 just south of the White Horse Traffic Circle.

Plans call for the northbound roadway to utilize the old bed of the Delaware and Raritan Canal from the vicinity of the sewage disposal plant to Federal Street, where it would turn toward the river to join up with the southbound roadway again.

In effect, this would create a giant loop, with traffic circling around it in a counter-clockwise direction. The spur to the Trenton North-South Freeway, for both directions of traffic, would leave the loop near the present junction of Broad and Federal Streets and continue straight along the old canal right-of-way to the Stockton Street interchange near the Armory. Figure 3 illustrates the scope of the project.

Route 33: The New Jersey State Highway Department has held a public hearing and is in the process of preparing plans, specifications and estimates for the dualization of Route 33 in Mercer, Middlesex and Monmouth Counties and will let a contract this season for one section of Route 33.

Improvements to the route will be made over a distance of 18 miles from the vicinity of the New Jersey Turnpike eastward to the vicinity of the Garden State Parkway, and on Corlies Avenue, in Neptune, which terminates at Main Street (State Highway Route 71) Ocean Grove.

Route 33 will be dualized from the Turnpike in East Windsor Township, Mercer County, eastward through Monroe Township, Middlesex County and Millstone Township, Monmouth County to a location about 1500 feet east of Millhurst Road in Manalapan Township, Monmouth County.

The highway will then be relocated to the south crossing Route 9 and continue easterly to connect with existing Route 33 in the vicinity of Jerseyville in Howell Township and would then continue eastward on the existing alignment to a point about 3,000 feet west of the Route 34 intersection. The Route would be relocated to the south and again meet existing Route 33 at the Route 33 and 34 traffic circle in Wall Township.

The dualization will then continue on the present alignment of Route 33 from the traffic circle to the Garden State Parkway in New Shrewsbury Township. See Figure 4 for the location.

Each roadway will consist of two traffic lanes 12 feet in width with an outer shoulder ten feet wide and an inner shoulder three feet wide. A grass median island about 26 feet wide will divide the roadways.

Route 37 Freeway: The alignment recommended for route studies, preliminary to the development of plans and specifications, will begin at an interchange with State Highway Route 37 east of White Horse, Mercer County, extending easterly to an intersection with Route 130 between Yardville and Robbinsville. East of the intersection with Route 130, the alignment will extend in an easterly direction crossing the New Jersey Turnpike to an interchange with the proposed Toll Highway previously discussed at a point to be determined by engineering analyses, but which has been named "Midway" because it is the proposed intersection of three expressways in the central part of New Jersey.

This freeway, a portion of the Central New Jersey East-West Expressway, will be constructed to freeway standards which mean gradients will be relatively flat, curvature will be slight, access along the right-of-way will be controlled, all crossings with local roads will be grade separated by means of overpasses or underpasses, and the traveled roadways will be separated by a wide center island.

Figure 5 illustrates, by means of typical sections, the dimensions and placement of shoulders, pavements, and median, and the same for ramp connections.

Route 37 Toms River - Seaside Heights: A new roadway will be built alongside the present roadway from the Garden State Parkway to the Mathis Bridge. The new roadway will carry two lanes of westbound traffic and can be expanded to three lanes.

Planning by the State Highway Department envisioned a companion structure to the north of the existing Mathis Bridge. Since traffic volumes demonstrate the need for a new structure, the Task Force recommends this structure be built.

The present roadway, which carries two lanes of traffic, will be widened to carry three eastbound lanes. Much of the necessary right-of-way for this work has already been acquired by the Highway Department.

The dual roadways will be separated by a grass center island as much as 40 feet wide. Left-turn jughandles will be built for east and westbound traffic as required.

The plan calls for a grade separated interchange at the intersection of Routes 37 and 166.

It is recommended that construction work be performed as far as practical so as not to conflict with summer traffic.

As part of this program, work is scheduled to commence shortly after Labor Day on a portion of Route 37 in Dover Township, in Ocean County, in the vicinity of Long Swamp Brook to a point near Longfellow Avenue.

Washington Street now carries one lane of traffic in each direction and has its eastern terminus at Route 37. It will be widened for a short distance to carry two lanes of traffic in each direction. Route 37 presently carries one lane in each direction and will be widened to a total width of 50 feet between curbs.

Eastbound traffic on Route 37 will continue onward beyond Washington Street or connect to Washington Street through a new ramp.

Westbound traffic on Route 37 will cross the highway to Washington Street through a left-turn jughandle.

Eastbound traffic on Washington Street will continue through to connect with eastbound Route 37 or use a turn slot located west of Marmor Avenue to turn into the westbound lanes of Route 37 under the protection of traffic signals.

The proposed traffic channelization arrangement will permit connections with the local road to and from the highway as well as a turnaround for both directions of highway traffic.

The present left turn movement by westbound Route 37 traffic into Washington Street will be relieved by the jughandle. This addition will eliminate lines of cars on the highway waiting to make the left turn into Washington Street across oncoming traffic.

The location of this work is illustrated in Figure 6.

Also bids will be received on September 2 on a project of dualizing a portion of Route 37 between Martin Road including Fischer Boulevard and the Mathis Bridge as illustrated in Figure 7.

Route 38 - Monmouth County: Between the intersection of existing Routes 34 and 38 in Wall Township, and Routes 38 and 35, West Belmar, the State Highway Department owns a right-of-way width in excess of 200 feet. Existing Route 38 was designed and constructed in 1941 so that at a future date the highway could be dualized to provide two, two-lane roadways separated by a grass center island as much as 40 feet wide.

It is the recommendation of the Task Force that the design for this dualization be undertaken immediately so that the construction can commence in time for the project to be completed by the time the Parkway Spur from "Midway" to Route 38, Monmouth County, is completed.

Figure 8 indicates the area involved in this project.

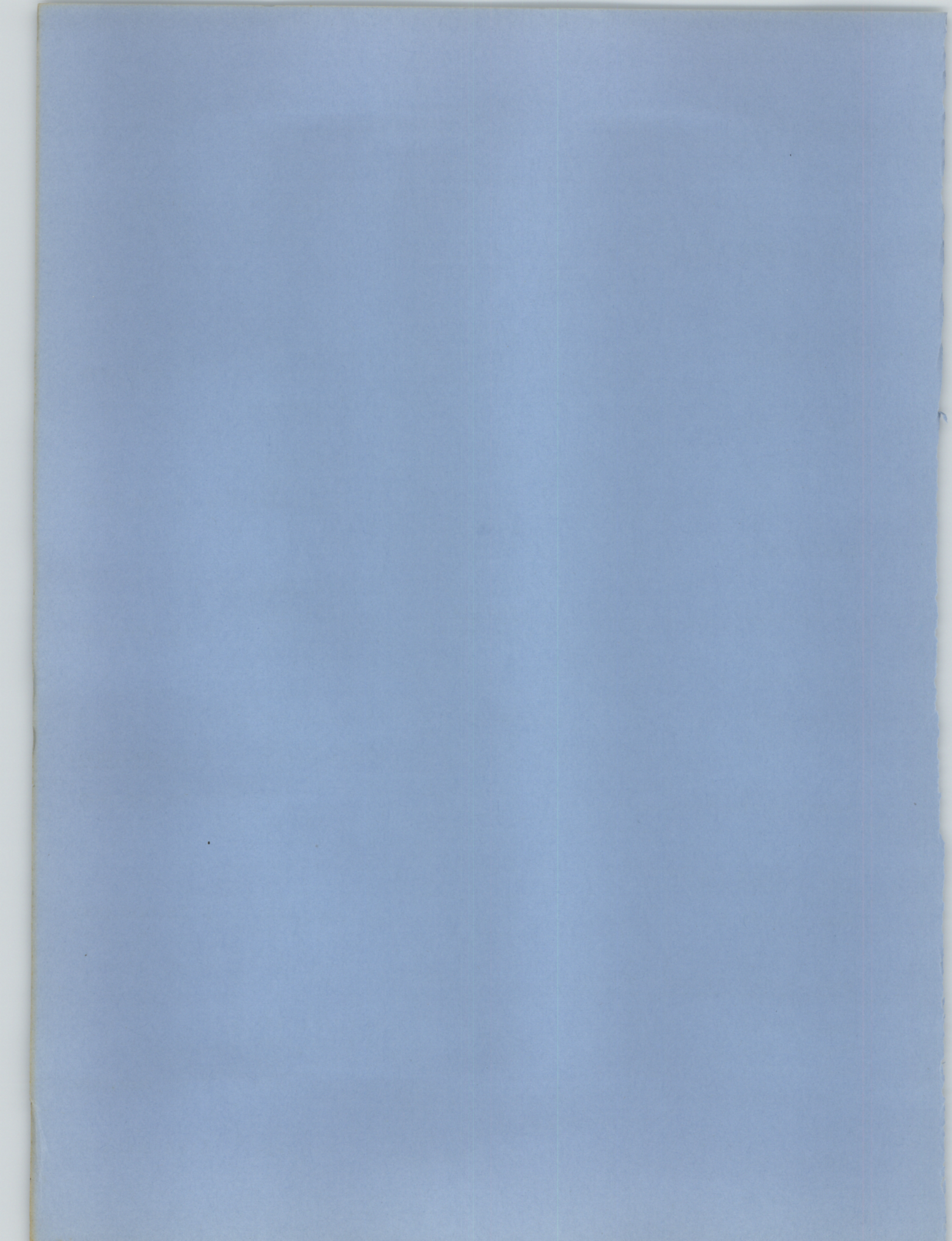
Route 66 - Monmouth County: The right-of-way for Route 66, between Route 33 and Asbury Avenue, in Neptune Township, has already been prepared to the extent of preliminary grading and drainage installation for conversion to a dual highway. Dualization now exists on Route 66 between Asbury Avenue and Route 35.

The Task Force recommends construction to create continuous dualization of this Route from the intersection of Routes 33 and 66 to the intersection of Route 66 and 35 as part of the modernization program for an east-west land service route in Monmouth County.

Figure 9 shows the extent of this improvement.

#####

APPENDIX



ESTIMATE OF APPROXIMATE COST

	<u>Previously Scheduled</u>	<u>To Be Scheduled</u>	<u>Total</u>
<u>NEW JERSEY STATE HIGHWAY DEPARTMENT</u>			
Map Symbol 1			
State	\$ 6,500,000		
Federal	6,500,000		
	<u>\$13,000,000</u>		\$ 13,000,000
Map Symbol 2			
State		\$ 750,000	
Federal		750,000	
		<u>\$ 1,500,000</u>	\$ 1,500,000
Map Symbol 3			
State	\$ 2,000,000	\$ 2,000,000	
Federal	2,000,000	2,000,000	
	<u>\$ 4,000,000</u>	<u>\$ 4,000,000</u>	\$ 8,000,000
Map Symbol 4			
State	\$ 8,750,000	\$15,250,000	
Federal	8,750,000	15,250,000	
	<u>\$17,500,000</u>	<u>\$30,500,000</u>	<u>\$ 48,000,000</u>
Total State-Federal Funds			\$ 70,500,000
<u>NEW JERSEY TURNPIKE</u>			
Map Symbol 5		\$25,000,000	\$ 25,000,000
<u>NEW JERSEY HIGHWAY AUTHORITY</u>			
Map Symbol 6		\$64,000,000	
Map Symbol 7		\$13,200,000	
Map Symbol 8		\$15,600,000	
		<u>\$92,800,000</u>	\$ 92,800,000
TOTAL	\$34,500,000	\$153,800,000	\$188,300,000

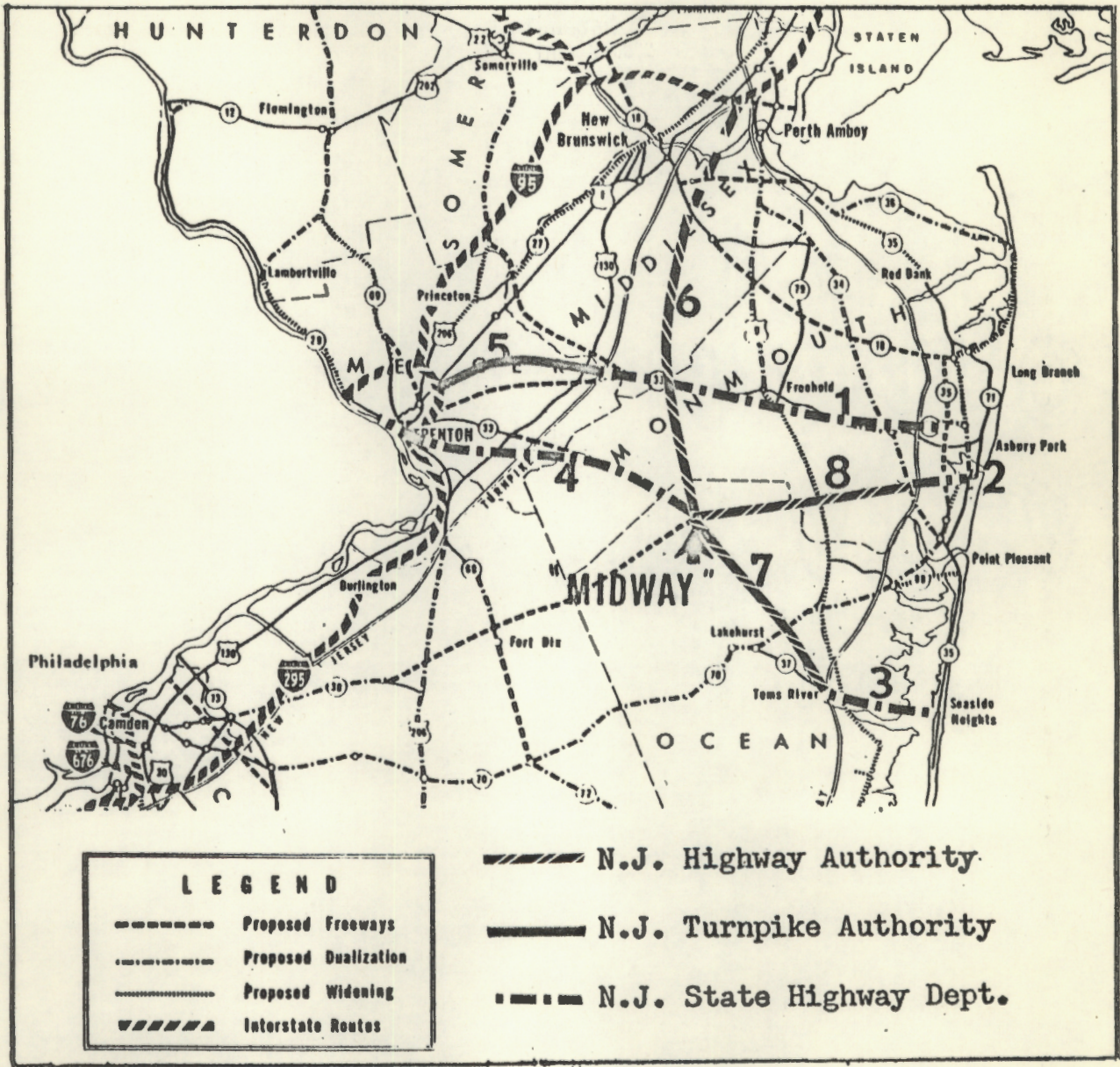


FIGURE 1



FIGURE 1

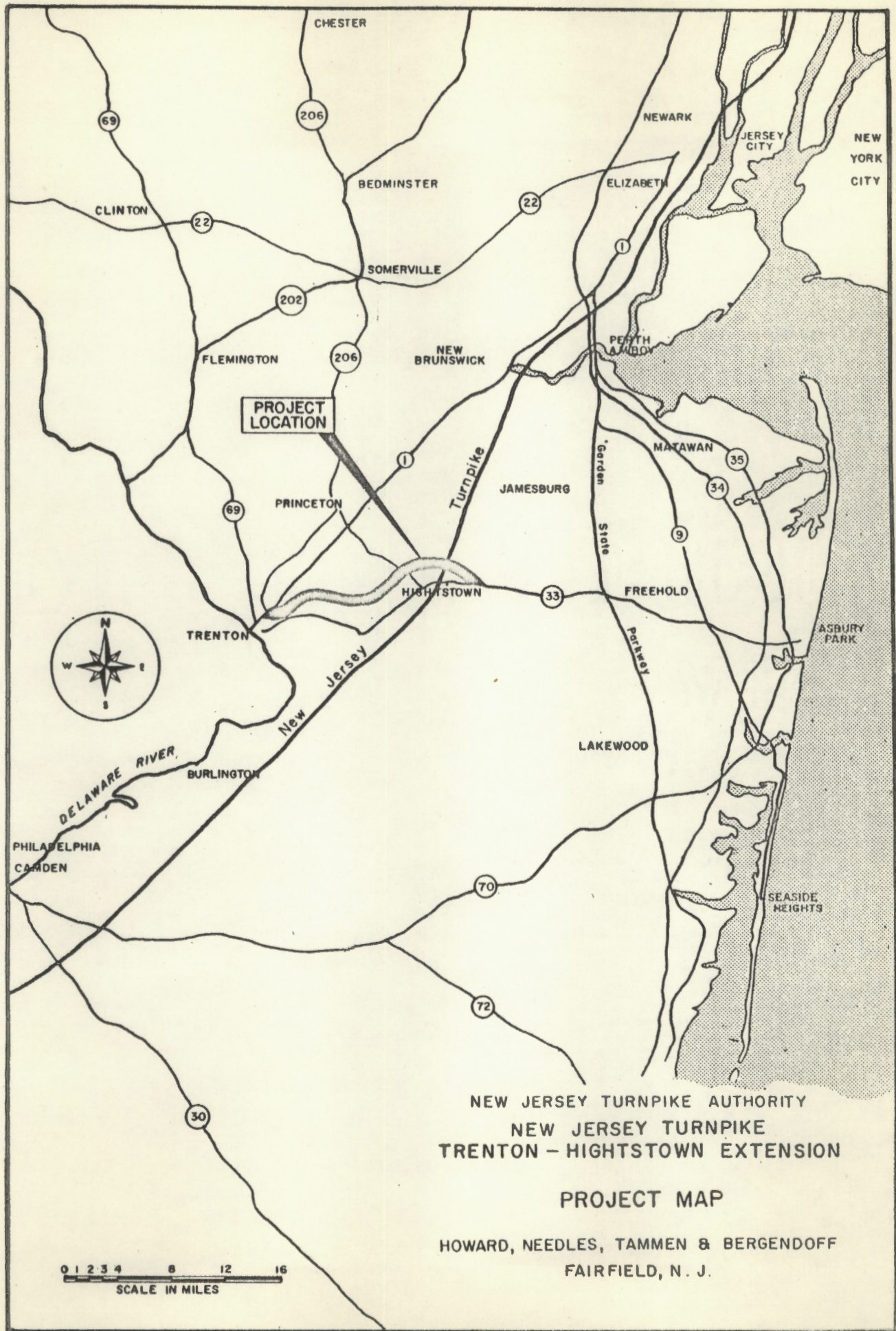


FIGURE 2



NEW JERSEY TURNPIKE AUTHORITY
 NEW JERSEY TURNPIKE
 TRENTON-BOHNSHOWN EXPANSION

PROJECT MAP

DEER TOWN & ...
 ...

SCALE 1" = 1/2 MILE
 ...



FIGURE 3



10

W. J. L. & O. M.

W. J. L. & O. M.

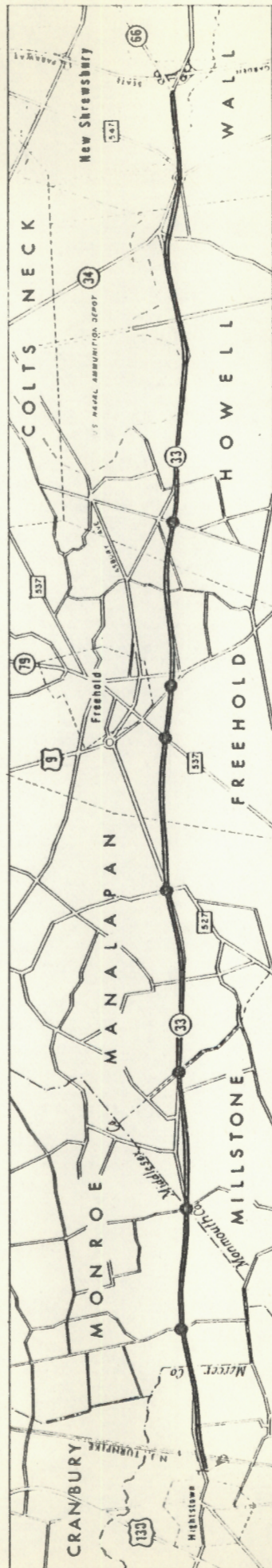
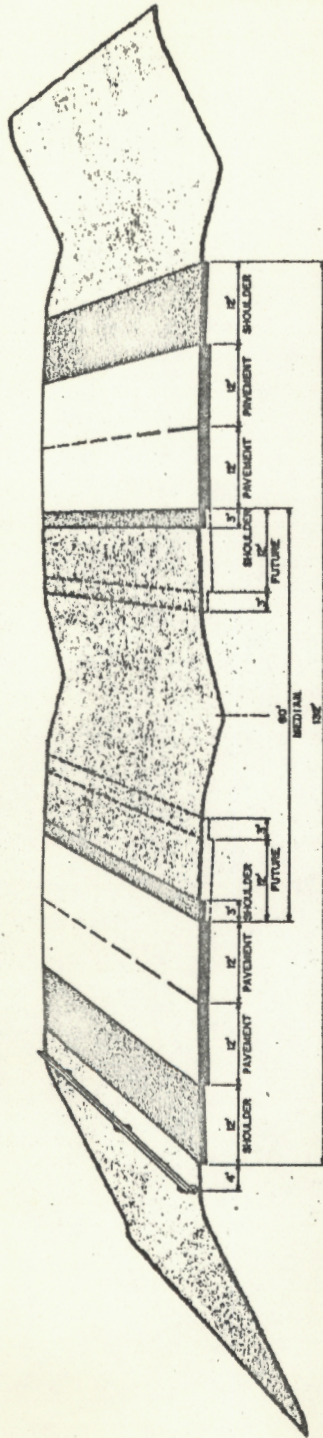


FIGURE 4

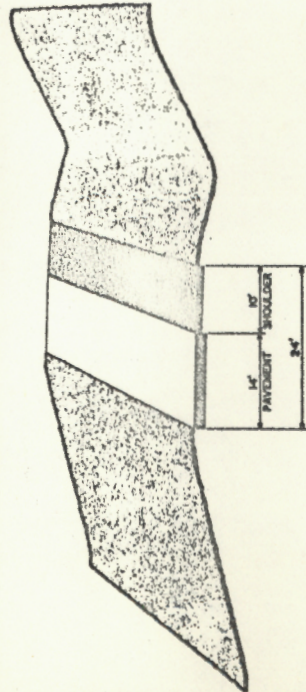
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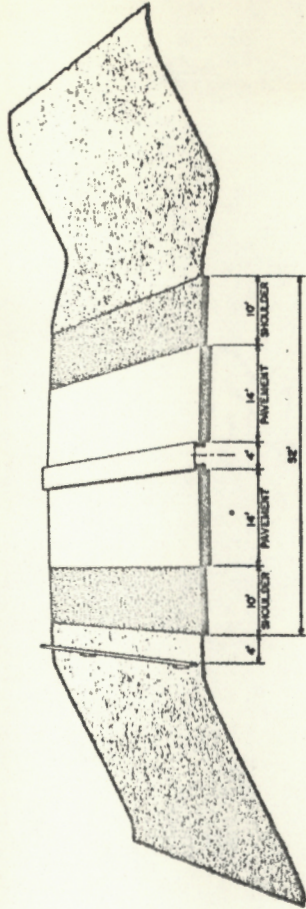
REVERSE SIDE



NORMAL SECTION



ONE WAY RAMP



TWO WAY RAMP

FREEWAY
TYPICAL SECTIONS

PARSONS, BRINCKERHOFF, GLADE & DOUGLAS

FIGURE 5

PLAN OF THE

PLAN OF THE

PLAN OF THE



PLAN OF THE

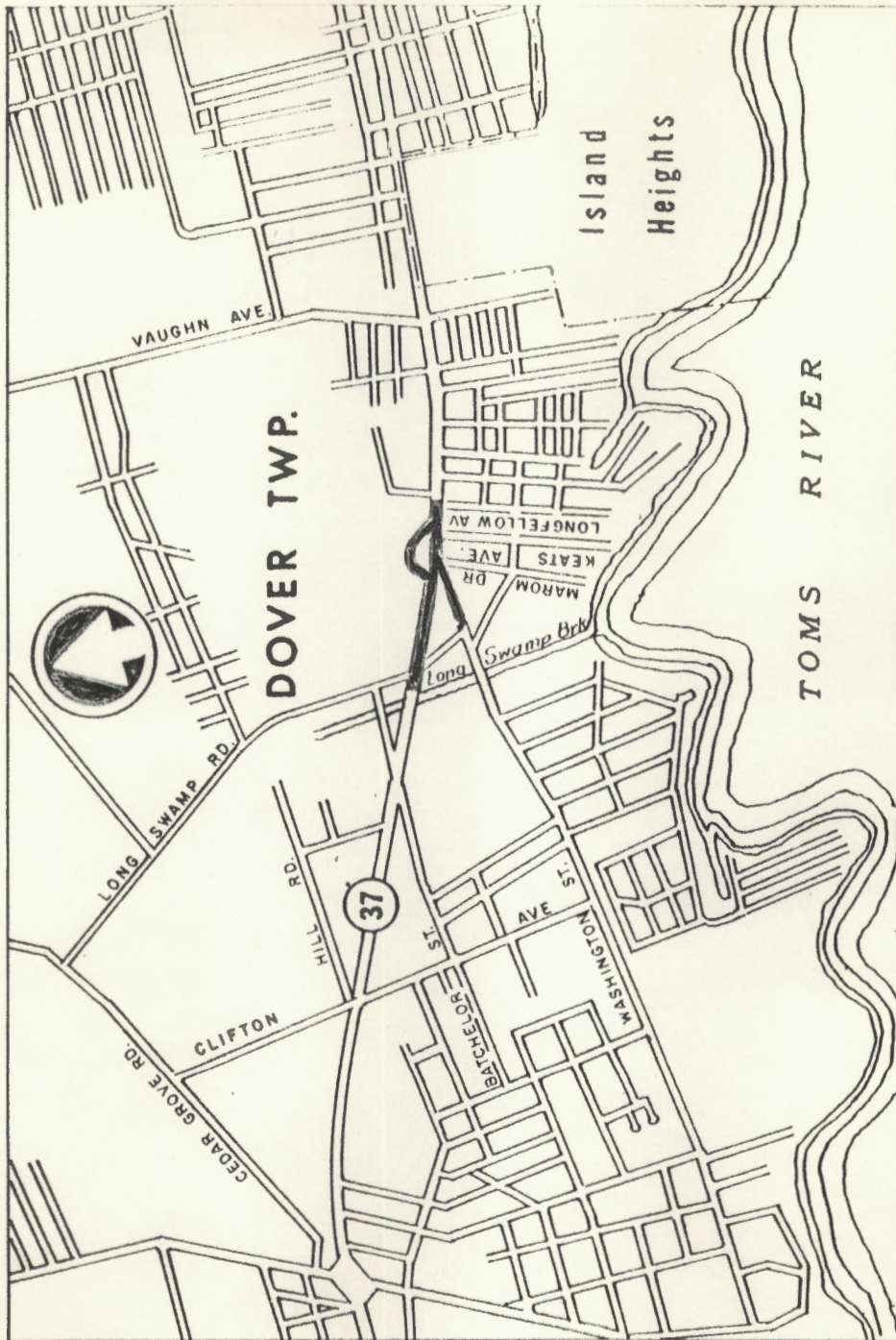
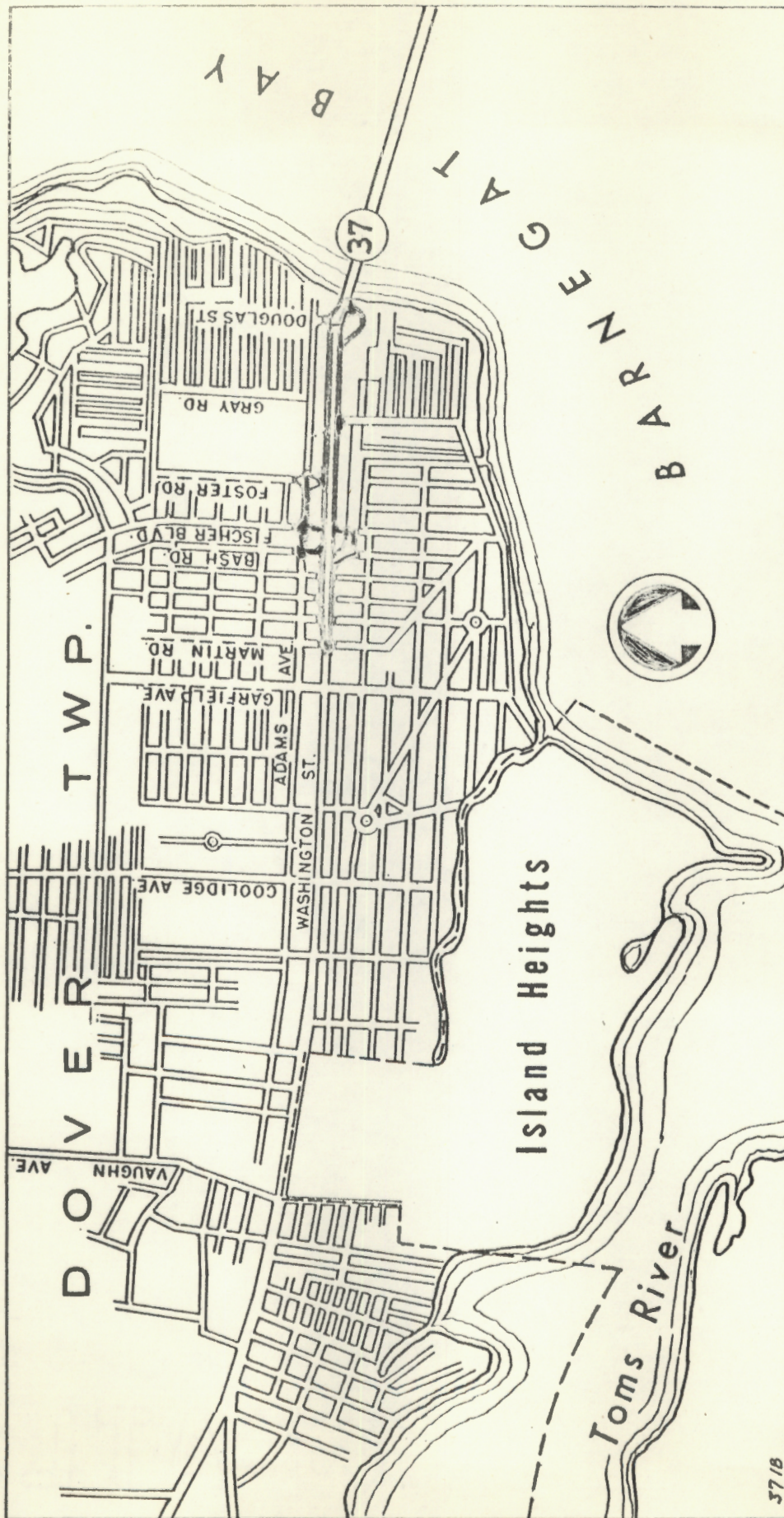


FIGURE 6



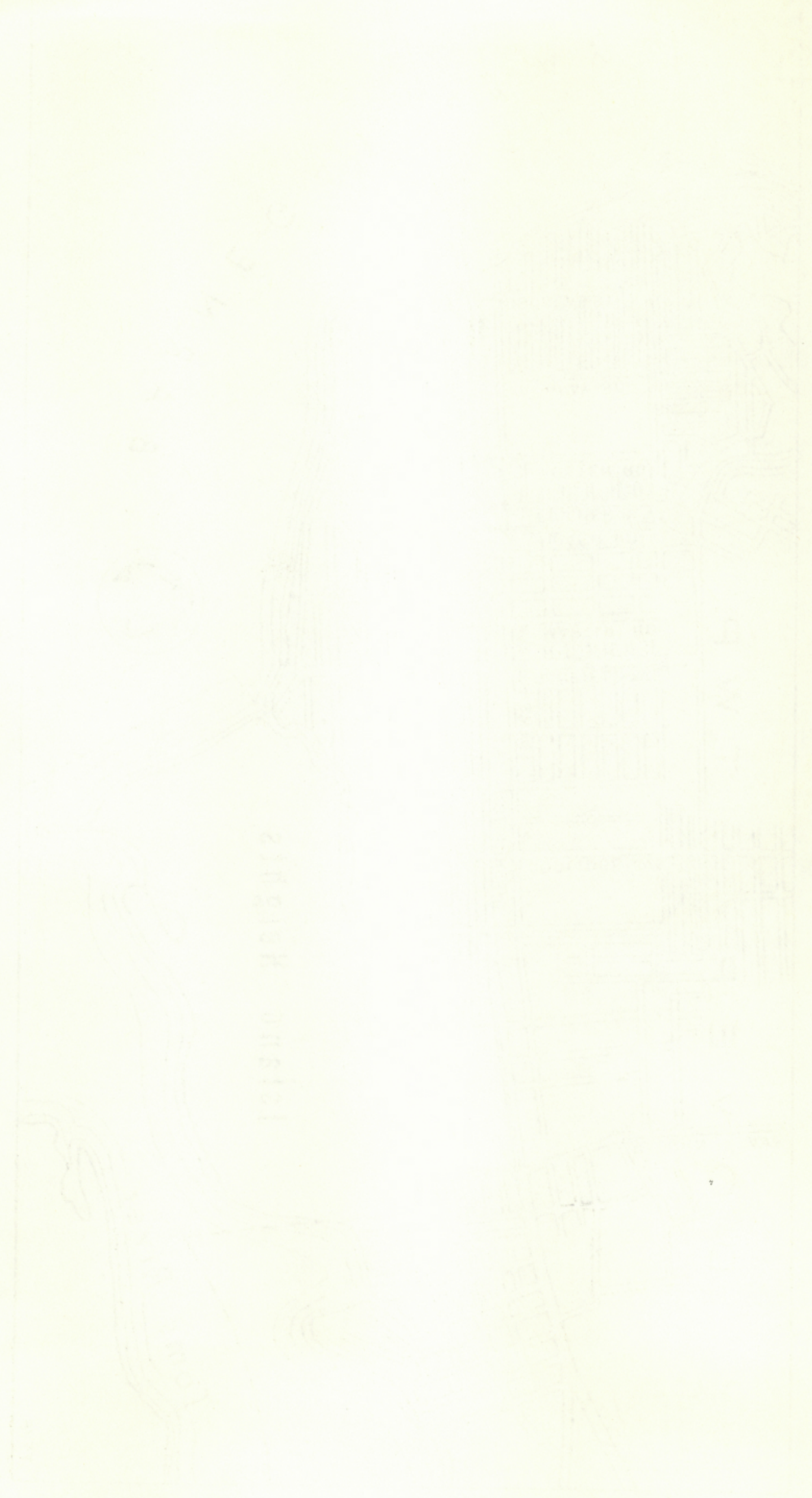
FIGURE 1



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FIGURE 7



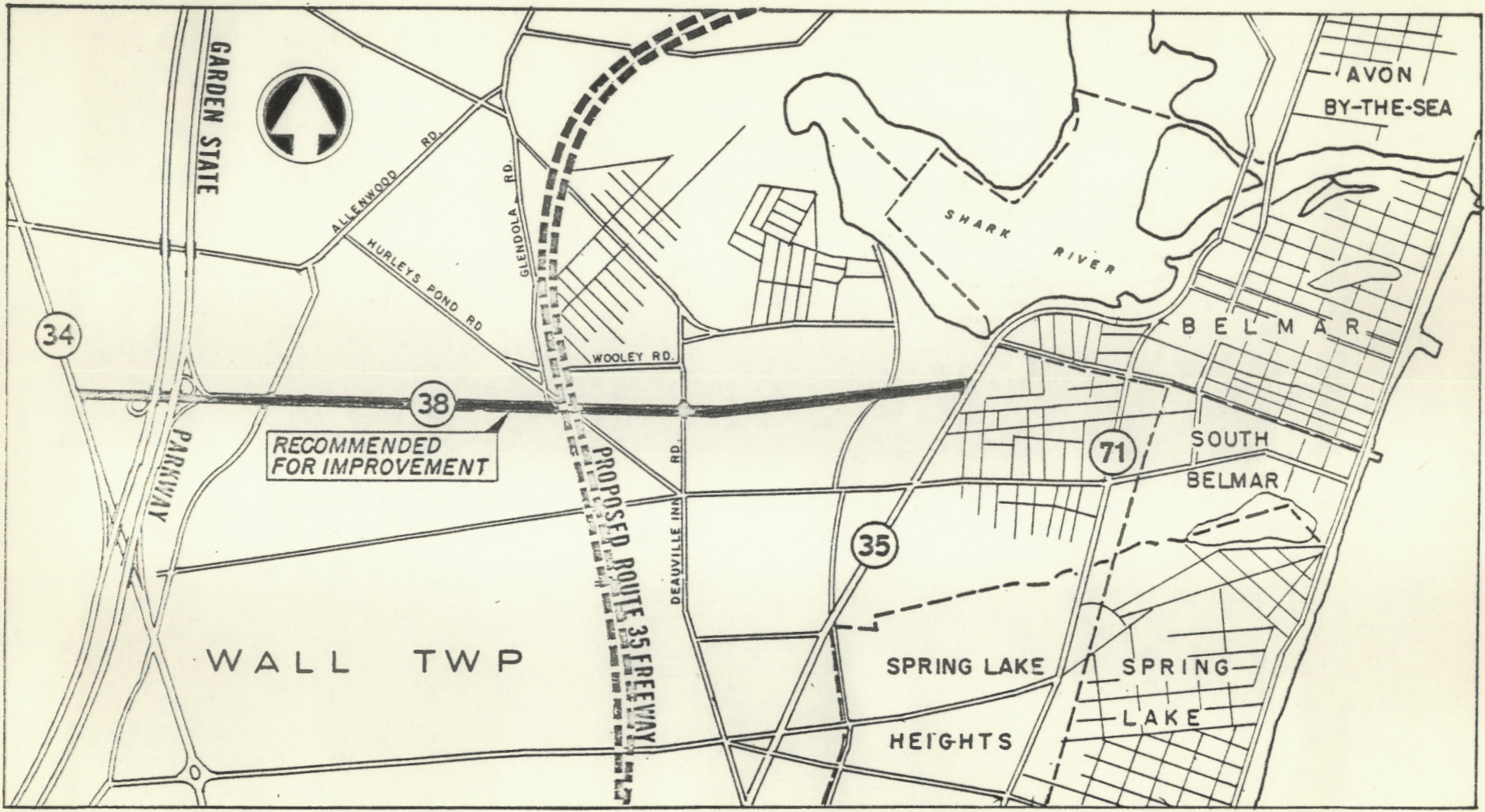


FIGURE 8



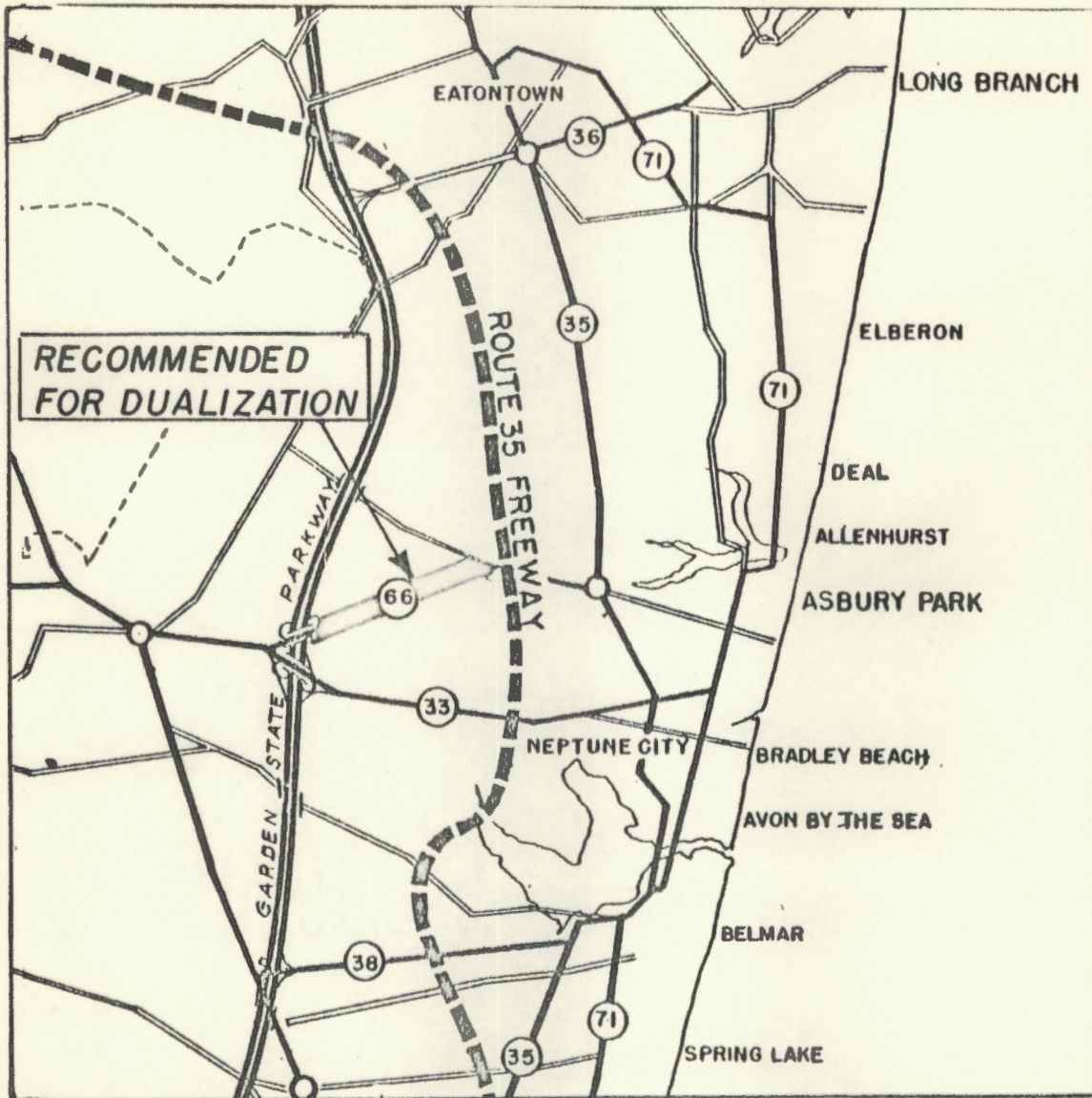


FIGURE 9

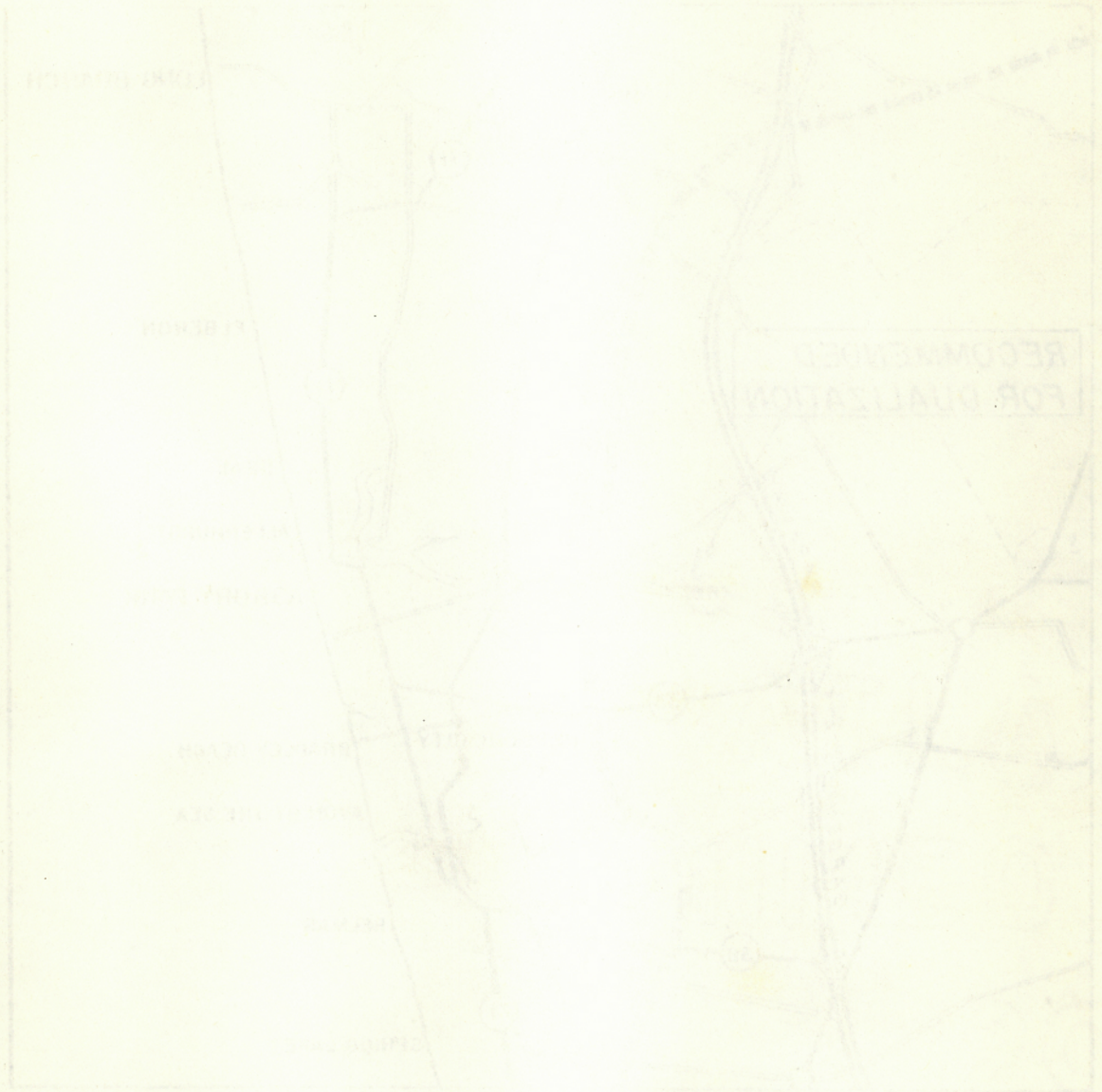


FIGURE 2