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New Jersey Highway Department  
Trenton, New Jersey

**ALTERNATE TRENTON TO ASBURY PARK ROUTE**

August 5, 1964

**PARSONS, BRINCKERHOFF, QUADE & DOUGLAS**  
New York Trenton

**New Jersey State Library**

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MAURICE N. QUADE  
WALTER S. DOUGLAS  
ALFRED HEDEFINE  
RUSH F. ZIEGENFELDER  
WILLIAM H. BRUCE, JR.  
JOHN E. EVERSON  
ROBERT H. MEADE

CONSULTANTS

JOHN O. BICKEL  
EUGENE L. MACDONALD

August 5, 1964

The Honorable Dwight R. G. Palmer  
Commissioner  
New Jersey Highway Department  
1035 Parkway Avenue  
Trenton 25, New Jersey

Re: Alternate Trenton to Asbury  
Park Route

Dear Commissioner Palmer:

As defined in our contract with the New Jersey State Highway Department, dated October 25, 1963, we have conducted alternative route studies and have prepared cost estimates for a proposed limited-access highway from the vicinity of Trenton, New Jersey, to the vicinity of Asbury Park, New Jersey, roughly paralleling State Route 33 as shown on the Related Highways map. The proposed project was studied as a freeway or a parkway. However, an alternative plan and cost estimate was prepared in which the project was considered as a toll road to be constructed and operated by an Authority. It is understood that the findings of our study, which are summarized in this letter and on the attached tabulations, are to be used by the State, together with estimates of traffic and revenue and bond financing costs, prepared by Coverdale & Colpitts, as an aid in preliminary determination of the engineering and financial feasibility of the project.

Our preliminary engineering studies were based on a thorough review of available data, field reconnaissance, and new aerial photography. Discussions were held with planning officials of Monmouth and Mercer Counties to obtain information on land-use planning. Construction cost estimates were prepared in accordance with methods



generally accepted by the State Highway Department and the Bureau of Public Roads, and these estimates are available in detail for review. Costs related to construction, administration, maintenance, and operation as a toll facility were estimated based on current experience with other toll highways.

The alignment which was selected for detailed cost studies, as shown in a solid red line on Fig. 1, would begin at an interchange with State Route 33 near the State Fairgrounds at Trenton. It would extend southeasterly then easterly, passing just south of Robbinsville after interchanging with proposed Interstate Route 295, County Route 533, and U. S. Route 130. The line would pass between Robbinsville and the Trenton-Robbinsville Airport, then extend easterly to just north of Perrineville with interchanges at the New Jersey Turnpike and County Route 539. Continuing easterly, the line would interchange with County Route 537 and U. S. Route 9, both just north of County Route 524, near Freehold. East of U. S. Route 9, the line would turn southeasterly to Allaire State Park then easterly to the intersection of State Routes 34 and 38. Interchanges would be provided at County Route 547 north of its intersection with County Route 524 and at State Route 34. From State Route 34, the line would follow State Route 38 to the proposed State Route 35 freeway, the eastern terminus of the selected alignment. Additional ramps would be constructed at the existing State Route 38-Garden State Parkway interchange.

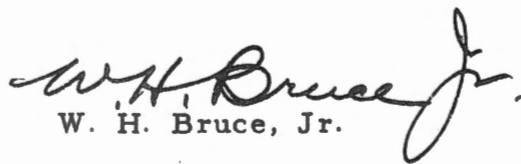
It is estimated that the project can be constructed as a freeway for a total cost of \$64,600,000, as shown in Table 1. The freeway would have a typical cross section, as shown on Fig. 3, with a total width, including outside shoulders, of 132 feet. Structures would be planned to accommodate future expansion of the roadway to six lanes.

As a toll road, with minimum acceptable design standards, it is estimated that the project cost would be about \$61,180,000, as shown in Table 2, not including necessary costs related to revenue bond financing. The toll road would have a typical cross section, as shown on Fig. 2 with a total width including outside shoulders of 100 feet. In this case, neither the roadway or structures would be planned for additional lanes. Costs of maintenance and operation for the toll road alternative are estimated to be \$1,360,000 in 1968, the assumed first year of operation, and are estimated to increase two per cent each year throughout the life of the project, as shown in Table 3.

A total of nine alternative alignments were studied and their costs were estimated. Our findings indicate that the construction costs might vary above or below the estimated cost by about ten per cent, depending on which specific alignment is selected.

Very truly yours,

PARSONS, BRINCKERHOFF, QUADE & DOUGLAS

  
W. H. Bruce, Jr.

New Jersey State Highway Department  
**ALTERNATE TRENTON TO ASBURY PARK ROUTE**

Table 1

**PROJECT COST ESTIMATE - FREEWAY ALTERNATIVE**

Construction Costs		\$50,503,000
Less: Garden State Parkway Interchange	\$270,400	
New Jersey Turnpike Interchange	792,500	- 1,062,900
Net Construction Cost		<u>\$49,440,100</u>
Engineering		4,944,000
Right-of-Way		<u>4,361,000</u>
Subtotal		\$58,745,100
Contingencies		<u>5,854,900</u>
Total Project Cost		<u>\$64,600,000</u>

Table 2

**PROJECT COST ESTIMATE - TOLL ROAD ALTERNATIVE**

Construction Costs		
Buildings		\$ 947,000
Highway and Bridges		44,852,000
Less Rt. 38 Improvement by Others		- 1,373,000
Less 1/2 Turnpike Interchange by Others		- 357,750
Subtotal		<u>\$44,068,250</u>
Preliminary Engineering		300,000
Right-of-way		3,925,000
Toll Facilities		500,000
Engineering and Architectural		5,228,000
Administrative and Legal		900,000
Nonrecurring Costs		<u>705,000</u>
Subtotal		\$55,626,250
Contingencies		<u>5,553,750</u>
Total Project Costs		<u>\$61,180,000</u>

New Jersey State Highway Department  
**ALTERNATE TRENTON TO ASBURY PARK ROUTE**

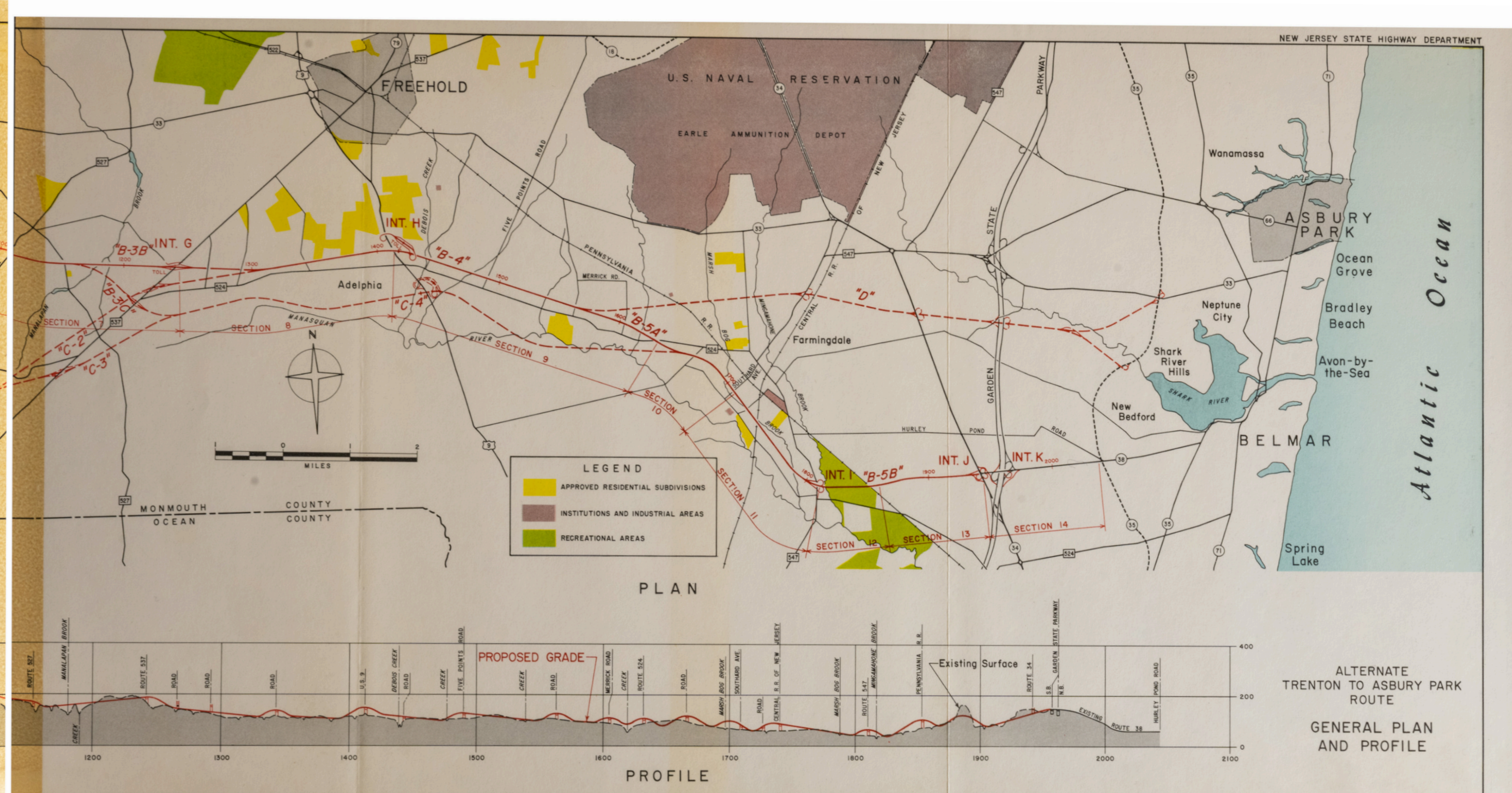
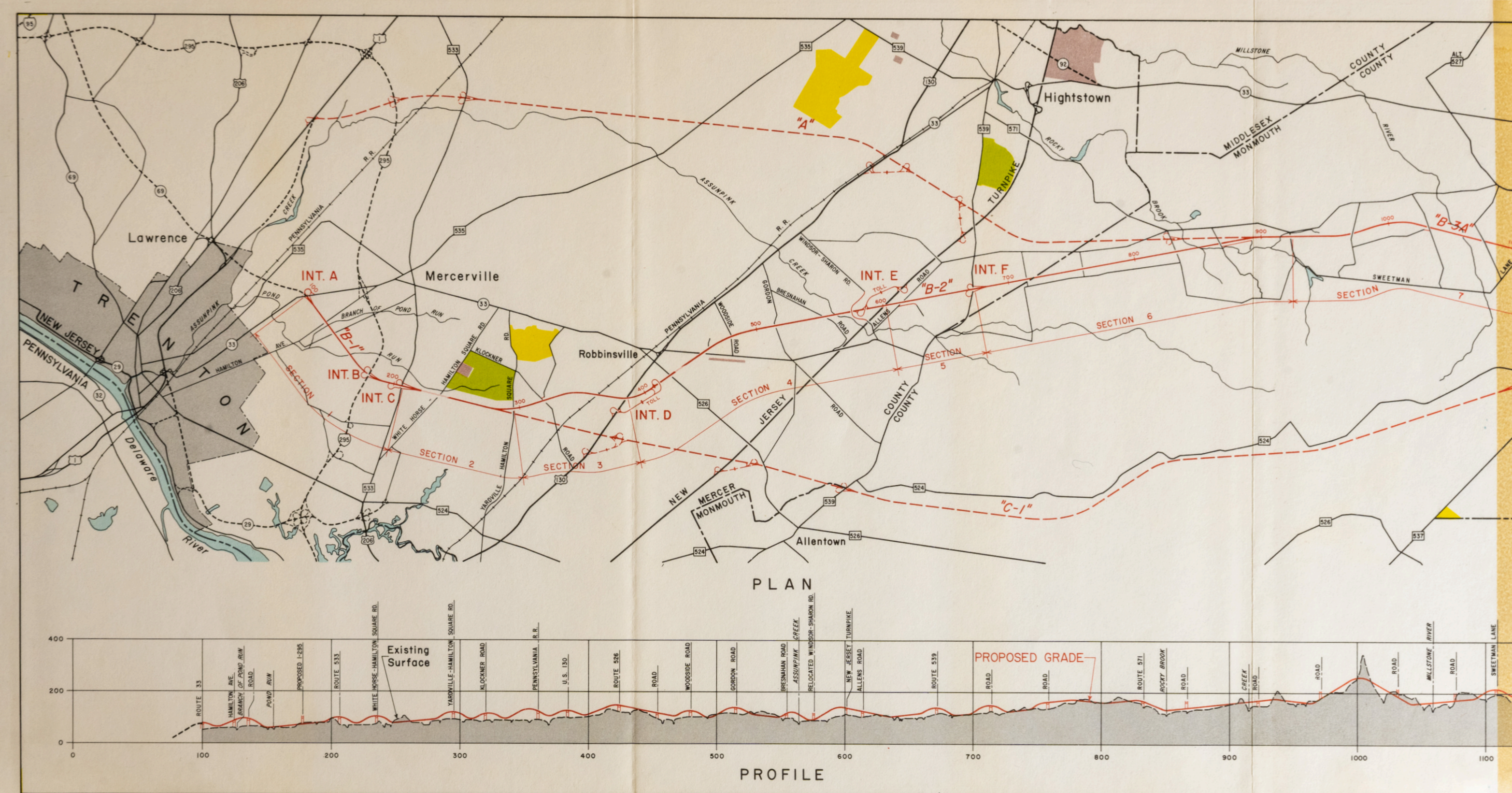
Table 3

**MAINTENANCE AND OPERATIONS COSTS  
TOLL ROAD ALTERNATIVE**

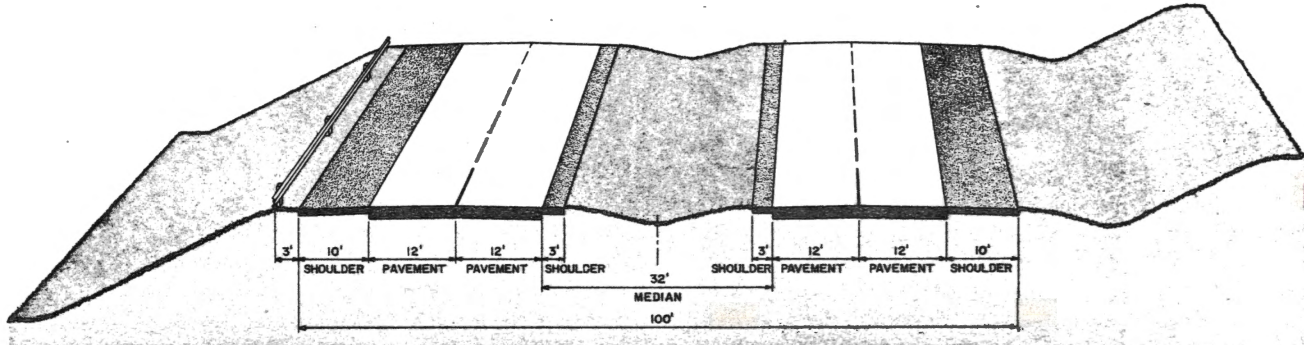
Projection 1968 to 2007 (40 Years)  
2% Compounded Annual Increase

1968	\$1,360,000	1988	\$2,021,000
1969	1,387,000	1989	2,061,000
1970	1,415,000	1990	2,103,000
1971	1,443,000	1991	2,145,000
1972	1,472,000	1992	2,187,000
1973	1,502,000	1993	2,231,000
1974	1,532,000	1994	2,276,000
1975	1,562,000	1995	2,321,000
1976	1,593,000	1996	2,368,000
1977	1,625,000	1997	2,415,000
1978	1,658,000	1998	2,463,000
1979	1,691,000	1999	2,513,000
1980	1,725,000	2000	2,563,000
1981	1,759,000	2001	2,614,000
1982	1,794,000	2002	2,667,000
1983	1,830,000	2003	2,720,000
1984	1,867,000	2004	2,774,000
1985	1,904,000	2005	2,830,000
1986	1,942,000	2006	2,886,000
1987	1,981,000	2007	2,944,000

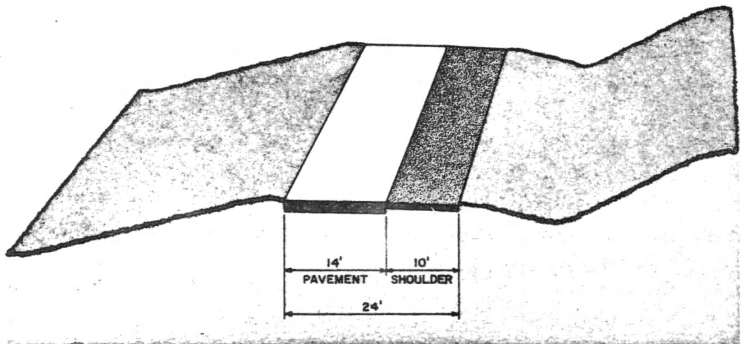




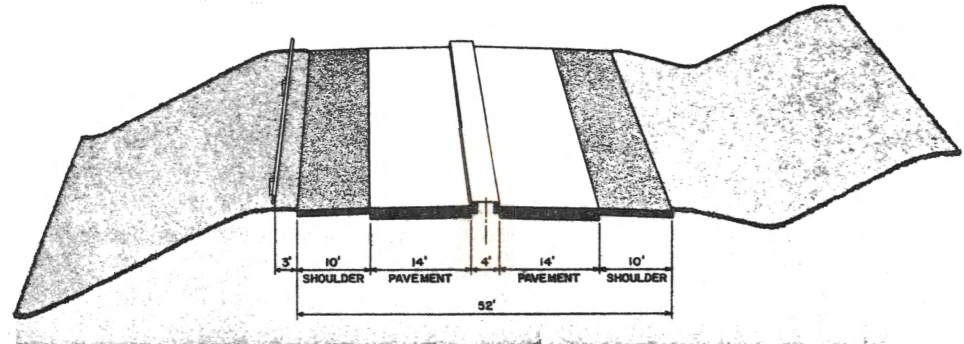
ALTERNATE  
TRENTON TO ASBURY PARK  
ROUTE  
GENERAL PLAN  
AND PROFILE



NORMAL SECTION

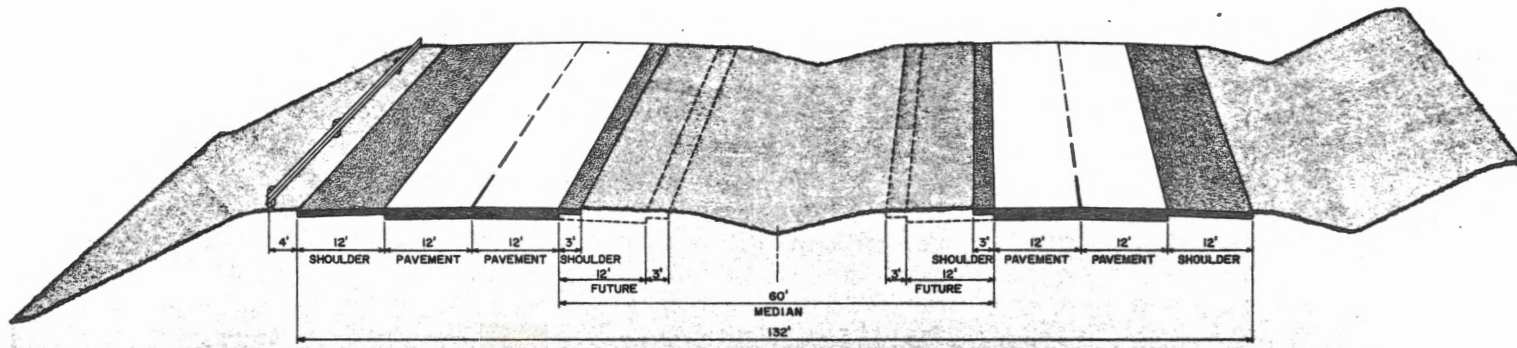


ONE WAY RAMP

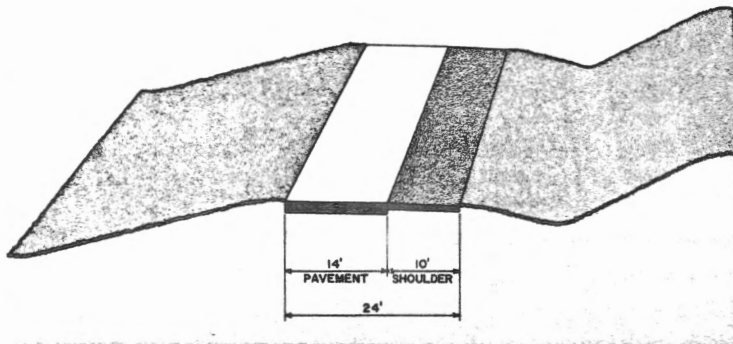


TWO WAY RAMP

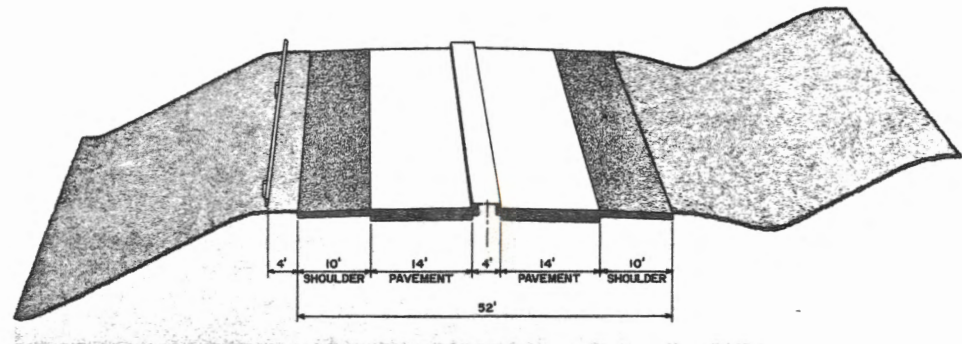
ALTERNATE  
TRENTON TO ASBURY PARK  
ROUTE  
TOLL ROAD  
TYPICAL SECTIONS



NORMAL SECTION



ONE WAY RAMP



TWO WAY RAMP

ALTERNATE  
TRENTON TO ASBURY PARK  
ROUTE  
FREEWAY  
TYPICAL SECTIONS