

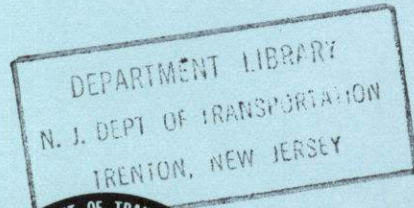
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Summary of Transportation Projects

Included Within the Bond Issue

"It is unlikely that the highway and railroad improvements discussed in this report can ever be provided at a cost below our present estimates. The longer we wait the more we will have to pay."

*Excerpted from:
"A Master Plan for Transportation"
March, 1968*



New Jersey State Library

NEW JERSEY DEPARTMENT OF TRANSPORTATION

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HIGHWAY PROJECTS

APPROVAL OF THE TRANSPORTATION BOND ISSUE will permit the Department of Transportation to move its full range of highway projects forward at the fastest possible rate for the next five to six years.

All major freeway projects on which alignments are now approved will be completely or substantially constructed within the Bond Issue. Freeway projects which do not now have approved alignments will be advanced through the planning and approval stages, placed under design with the critical right of way being obtained. Those freeways in this category which encounter the least obstructions or delay can expect to reach the construction stage with meaningful construction activity within the life of the Bond Issue.

Improvements to the present highway network -- dualizations, widenings, etc. -- will also be greatly advanced. All projects now under design will be constructed. A substantial portion of the first priority projects can also be designed and built with Bond funds.

Approval of the Bond Issue will also permit the Department of Transportation to give early attention to the most pressing of the second priority projects in its Master Plan. It is likely that some of these can reach the construction stage during the expected life span of the Bond Issue. A reserve will also be established to permit consideration of critical new projects, not now included in the Master Plan, which develop some urgency in succeeding years.

The Department estimates that during the next five to six years there will be \$640 million available for highway purposes if the Bond Issue is approved (\$440 million in Bond funds and \$200 million continuing State and Federal appropriations). It has tentatively allocated \$540 million for construction and rights of way necessary for construction projects. The Department contemplates applying the remaining \$100 million to the planning and design of the other projects on the Master Plan and to the advanced acquisition of rights of way to protect the alignment of these critical projects pending construction.

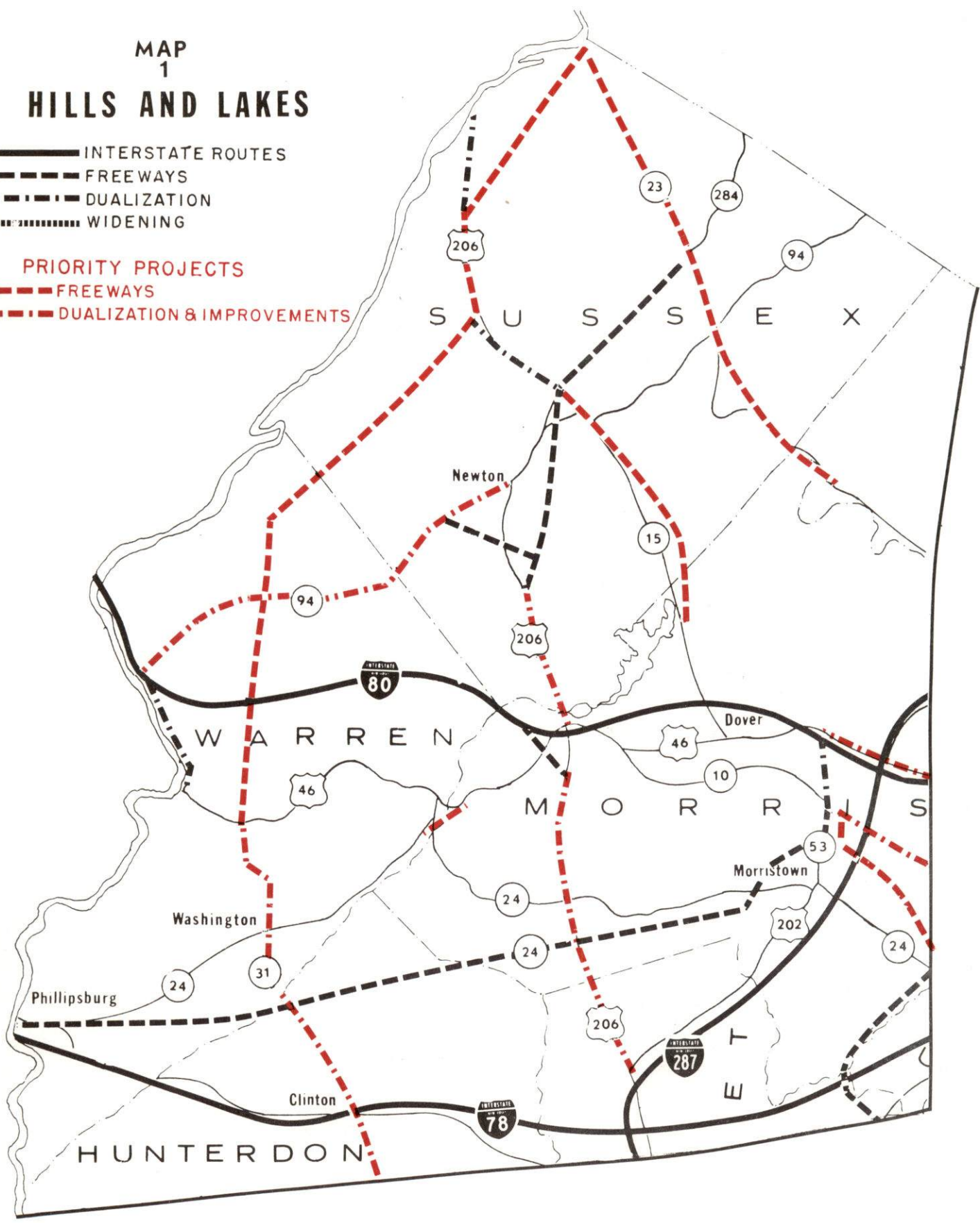
Construction funds will be allocated to projects as soon as design plans are completed. Projects, therefore, which are delayed by disputes over alignments, difficulties in acquiring essential rights of way or in relocating persons may tend to lose their present priority status. Lower priority projects which progress faster than now anticipated undoubtedly will achieve a higher priority than now listed. All projects ready to be constructed within the next five years can be placed under construction with the proceeds made available from the Bond Issue.

Bond Issue funds will be devoted to all types of State highway projects with the exception of Interstate projects. Since the Federal government underwrites 90 percent of the cost of Interstate projects, these specific highways will continue to be financed from regular Federal and State appropriations. Bond funds, however, can be used to increase the rate of construction on Interstate projects by advance funding them. The moneys advanced from Bond funds would be repaid from the Federal appropriations at a later date when Federal funds became available.

MAP 1 HILLS AND LAKES

- INTERSTATE ROUTES
- FREEWAYS
- · - · - · DUALIZATION
- ||||| WIDENING

- PRIORITY PROJECTS**
- · - · - · FREEWAYS
 - · - · - · DUALIZATION & IMPROVEMENTS



HILLS AND LAKES FREEWAYS

Route 15 - Hurdstown to NYS & WRR

This is a continuation of freeway construction that has been completed or programmed between Route I-80 and Lake Forest Drive. The by-pass of Sparta is vital to the free flow of recreational traffic.

Route 15 - NYS & W. Railroad to Ross' Corner

This will continue freeway construction from the Sparta by-pass to the juncture of Routes 94 and 206.

Route 23 - Stockholm to Port Jervis

The development of Tocks Island requires immediate planning leading to the early adoption of route location so that design can commence.

Route 24-46 Connector - Hackettstown

Planning studies are completed and a public hearing has been held. The formal adoption of alignment is imminent. Design will proceed immediately thereafter.

Route 24 - Route 78 to Morristown

Design plans for this freeway between Route I-78 and Speedwell Avenue in Morristown are now being developed. Early advancement of this portion of Route 24 Freeway is necessary because of the inadequacy of capacity on existing Route 24.

Route 31 - Buttzville to Foothills Freeway

This proposal will provide a link between Route 31 and the Foothills Freeway thereby substantially improving access from the Trenton area to Tocks Island. Work is now in the planning stage and no public hearing has been held.

Route 178 - Route 24 Freeway to Route 10

Planning work is completed and a public hearing has been held. The formal adoption of alignment is imminent.

Foothills Freeway - Route 31 Freeway to Route 23 Freeway

This freeway will be constructed at the base of the Kittatinny Mountains parallel to the Delaware Water Gap Recreation Area and will be the key access road to the Recreation Area. The planning for this highway is underway and no public hearing has been held.

DUALIZATIONS AND IMPROVEMENTS

Route 10 - From Montville Avenue to Route 53

The increased urbanization of western Essex County and Morris County has focused attention on the value of Route 10 as a collector-distributor highway. Planning for the dualization of this nine-mile section has just started.

Route 31 - Pennington to Buttzville

The anticipated heavy traffic flow generated by the development of Tocks Island requires the dualization of Route 31 from the Pennington Circle to Buttzville. Traffic will utilize the Route 31 Freeway from Buttzville northerly to the Foothills Freeway.

Route 46 - New Jersey Turnpike to Denville

Much of Route 46 is under capacity and hazardous. Improvements are in the planning stage between Route 17 and Little Ferry and it is proposed that the Little Ferry Traffic Circle be eliminated and a grade separation substituted. The six-mile section between Denville and Parsippany is being studied in an effort to eliminate unnecessary island crossings and to control all left turning movements by means of jughandles.

Route 46 - Baldwin Road

This project will provide a signalized intersection with jughandles.

Route 94 - Columbia to Newton

The improvements to this route are a part of the Tocks Island Approach Roadway System and are now under study. A public hearing has not been held. Initial construction will focus on the portion between Columbia and the proposed Foothills Freeway since this section is most important in providing access to Tocks Island.

Route 206 - Bedminster to Newton By-Pass

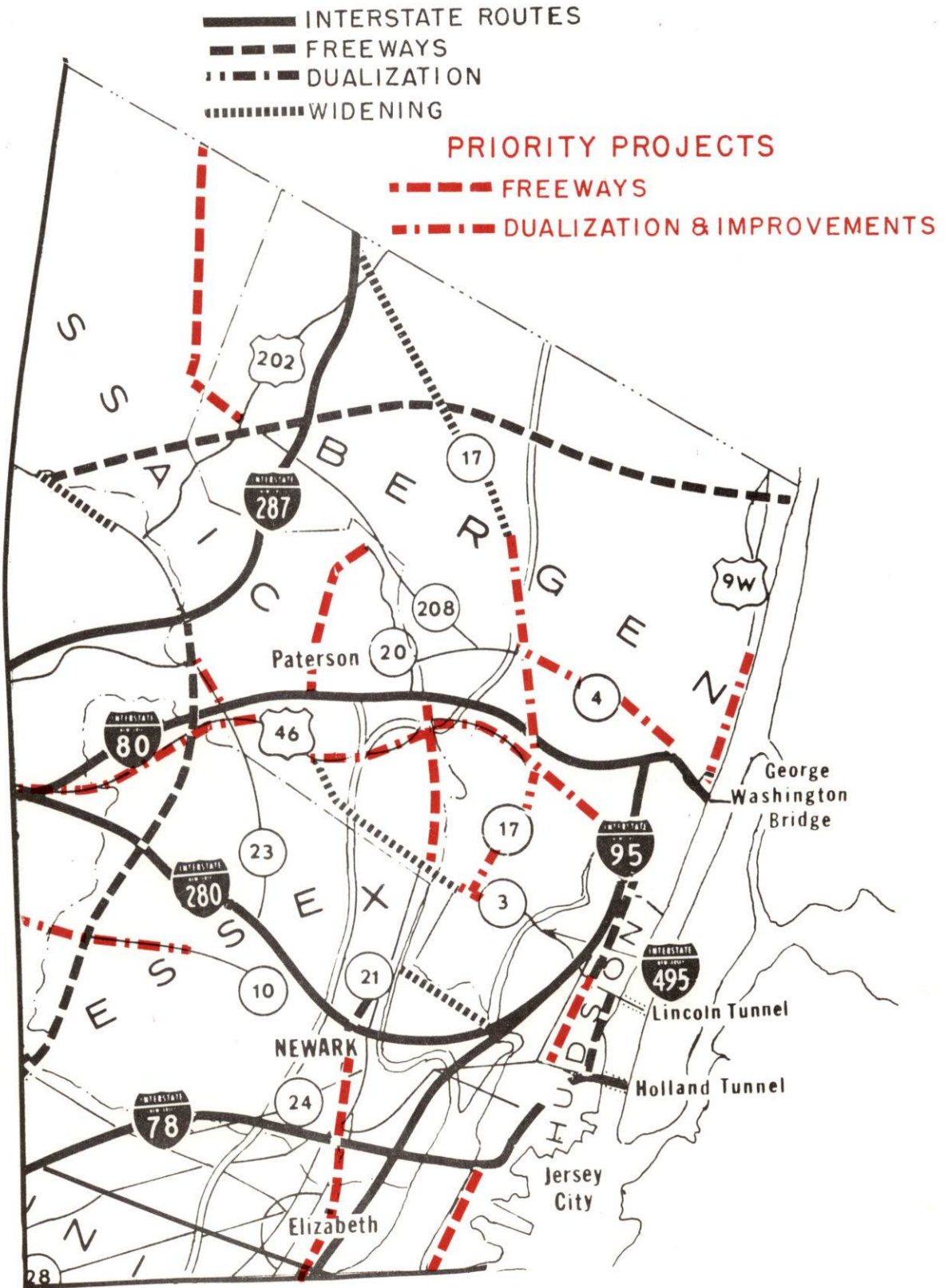
Route 206 will be a major feeder road to the Tocks Island Area from the Somerville - New Brunswick urban complex. The dualization of Route 206 is necessary since Route 206 is presently nearing capacity. Planning studies are not yet complete.

Route 206 - Newton By-Pass to Montague

This dualization is necessary to accommodate the increased flow of traffic generated by Route 15 Freeway and the Newton By-Pass and is a vital link in the Tocks Island Approach Roadway System.

MAP
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HEART OF MEGALOPOLIS



HEART OF MEGALOPOLIS

FREEWAYS

Route 1 & 9 - Relocation of Tonnelle Avenue

Route location studies are well advanced on the portion between the Pulaski Skyway and Route 3. No public hearing has been held.

Route 20 - Paterson Peripheral

The first contract between Route 46 and Valley Road is under construction. Design on the remainder is nearing completion.

Route 21 - Passaic to Route 80

This project will extend the construction now underway in Passaic and will provide a complete north-south freeway link between Route I-80 and the center of Newark.

Route 21 - Lafayette Street to Bridge Street - Penn Plaza

Planning work is completed and a public hearing has been held. Design is being coordinated with urban renewal.

Route 75 - Midtown Connector, Newark

Construction plans are being prepared and coordinated right-of-way acquisition with the City of Newark is underway. Initial effort will be concentrated at the interchange areas with Routes I-78 and I-280.

Route 81 - Elizabeth By-Pass

Planning for this by-pass is well advanced. The Department will be prepared to hold a public hearing this winter.

Route 208 - Oakland to New York State Line

Planning studies are nearing completion and following a review of recommended alignment with the officials of the local communities involved, a public hearing will be scheduled. This project will provide excellent access to the "Skylands" as well as to the town in upper Passaic County.

Route 440 - Bayonne Freeway

Grading operations for a portion of this freeway, which is being constructed in Newark Bay, have commenced. The remaining fill and pavement will be constructed in a series of contracts staged over the next several years.

DUALIZATIONS & IMPROVEMENTS

Route 3 - Route 20 to Route 17

Continuation of Route 3 improvements that have been completed between Tonnelle Avenue and Route 20.

Route 4 - Route I-95 to Route 208

A number of projects are being planned to improve this heavily congested highway. These plans include the revision of the interchange with Route 17 as well as the reconstruction of the interchange at Route 208. In addition, the six-mile section between Routes 17 and 95 will be widened.

Route 7 - Route 17 to Hackensack River

Initial work will be directed toward the reconstruction of the bridge over the Delaware, Lackawanna and Western railroad and the Fish House Road interchange.

Route 9W - East Clinton Avenue to George Washington Bridge Plaza

Industrial investment in this corridor has produced heavy traffic generators and coupled with the rapid urbanization of northern Bergen County demands a substantial increase in Route 9W capacity.

Route 17 - Improvements, Bergen County

The design for the improvements between Route 3 and Route 46 are completed and work has commenced.

Grade separations will be constructed at Prospect - Sheridan Avenues and Allendale Avenue.

Improvements between Route 4 and Linwood Avenue are scheduled as the third stage of Route 17 reconstruction.

Route 20 - Route 3 to Paterson Plank Road

This project will provide for widening and barrier curb construction to correct an existing hazardous condition on this short stretch of Route 20.

Route 22

The existing viaduct across the Penn Central Railroad consists of four sub-standard narrow lanes undivided. Engineering analysis has indicated that this structure is too narrow to provide for the physical separation of the traffic lanes. A companion structure is being planned to relieve the congestion and hazard on the present viaduct. A number of grade separations between the Garden State Parkway and Somerville are also being planned.

Route 23 - Cedar Grove and New York Avenue

Spot improvements within Cedar Grove and the elimination of a hazardous curve in Wayne Township at the juncture of Newark-Pompton Turnpike and New York Avenue will receive initial consideration.

Route 23

Existing Route 23 in Wayne Township traverses an area proposed for urban renewal. An early public hearing was held for the portion between Route 80 and the Erie-Lackawanna Railroad so that joint planning could proceed with the urban renewal authorities. In addition, a number of hazardous sections along the dualized portion of Route 23 are being studied so that the excessive number of island openings can be closed and appropriate revised intersections constructed.

CORRIDOR

FREEWAYS

Route 18 - New Brunswick to River Road

Initial work will concentrate on extending Route 18 across the Raritan to an interchange with River Road.

Route 18 - Route 9 to Route 35 Freeway

Design is well advanced on this portion of Route 18 Freeway in Monmouth County.

Route 18 - River Road Interchange - Route 22

This project is in the planning stage and route location has not as yet been established.

Route 29 - Federal Street to Route I-295

Continuation of a freeway that will tie the central business district of the State's capital with Route I-295 and Route I-195 thereby providing freeway access to the north, south and east.

Route 33 - Freehold By-Pass

The alignment of this by-pass was adopted after two public hearings and extensive discussions with local officials. This segment of the Central New Jersey Expressway System will link the dualized portions of Route 33 to the east and west of Freehold, a portion of which is now under construction.

Route 35 - Parkway Spur to Brielle

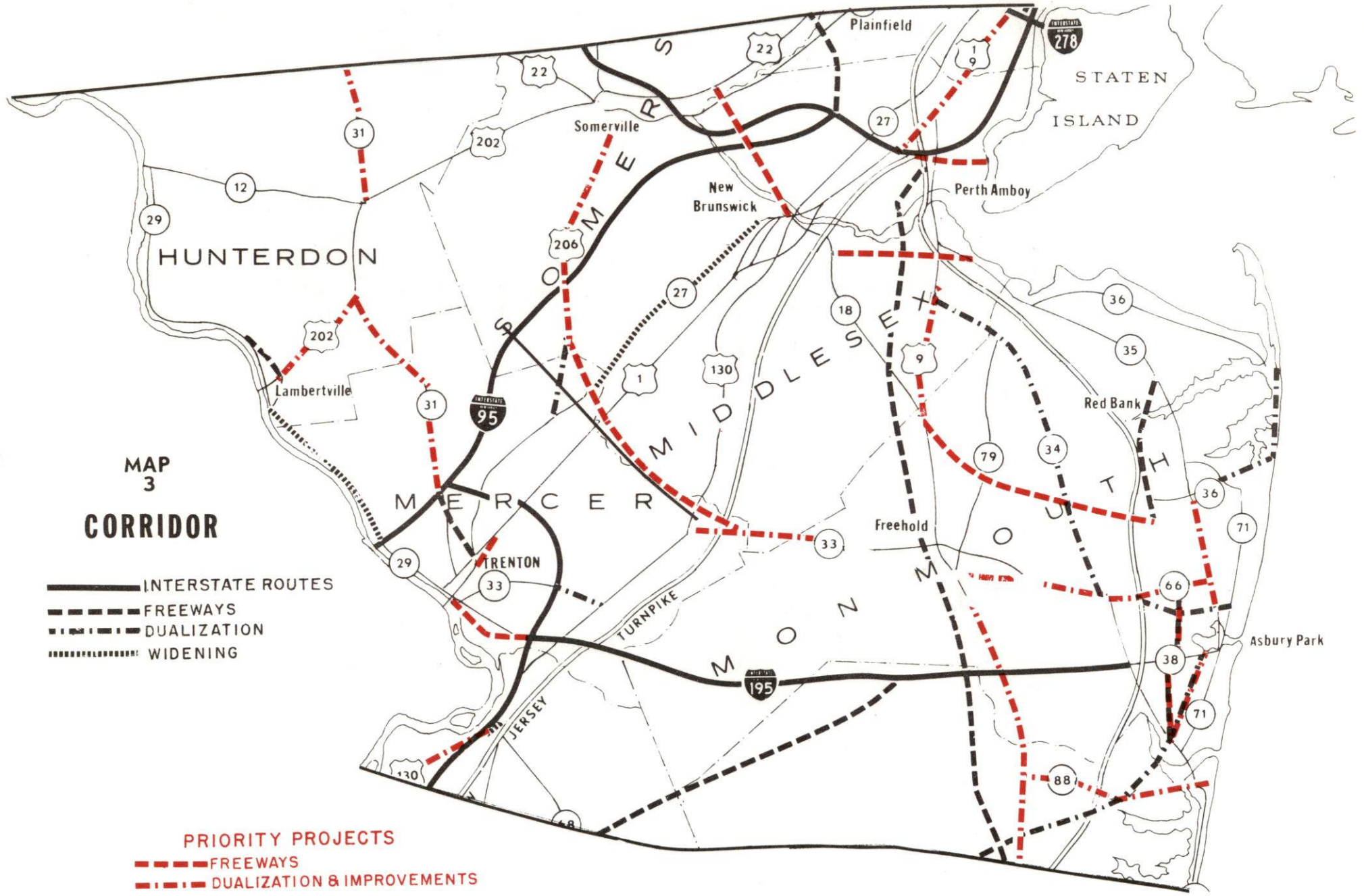
This freeway extends Route 18 Freeway south to the Brielle Circle. The portion between Deal Road and Route 38 is under construction.

Route 74-9 - Route 18 to Route 35

Planning has been completed and a public hearing will be conducted this winter prior to the adoption of alignment. Consideration will be given to the extension of Route 74 to Route U.S. 1.

Route 92 - Rocky Hill to Hightstown

Design is underway for the portion between Route 1 and Hightstown. A public hearing was recently held for the westerly end between Route 1 and Route 206 and alignment adoption is pending.



MAP
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CORRIDOR

- INTERSTATE ROUTES
- FREEWAYS
- . - . DUALIZATION
- WIDENING

- PRIORITY PROJECTS**
- FREEWAYS
 - . - . DUALIZATION & IMPROVEMENTS

Route 174 - Trenton Freeway Extension

This project, for which right-of-way has been completely acquired, will complete the Trenton North-South Freeway to Route U. S. 1.

Route 440 - Route I-95 to Outerbridge Crossing

Several construction contracts have been let and design plans for the remainder are nearing completion.

DUALIZATIONS & IMPROVEMENTS

Route 1 - Route 35 to Route I-278

The improvement of Route 1 through this stretch will complete the modernization of Route 1 between Trenton and the Elizabeth By-Pass. This improvement will include widening and grade separations. Planning is still under-way.

Route U.S. 1 - Route 287 to Route 35

The increase in capacity and elimination of bottlenecks such as the Green Street circle are contemplated in design plans providing for widening and grade separations.

Route 9 - Adelphia to Toms River

This is a continuation of the dualization of Route 9 which is either completed or under design from Route 34 to Adelphia.

Route 9 - Route 18 to Route 34

Route 9 has been dualized between Adelphia and Route 18 at Robertsville. This project will provide expressway service between Freehold and the Amboys.

Route 33 - Hightstown to Route 34

Two additional contracts, for which design is nearing completion, are required to complete the construction of this expressway between Hightstown and the Freehold by-pass.

Route 35 - Belmar to Eatontown

A series of contracts are being prepared to dualize this congested and hazardous stretch of land service highway. Particular importance is placed on eliminating a section of three-lane roadway between Asbury Avenue and Eatontown Circle.

Route 35 - Belmar to Brielle Traffic Circle

Dualization of this land service highway is essential because of the rapid urbanization of eastern Monmouth County. This project will continue the improvement of Route 35 presently being designed north of Belmar.

Route 66 - Route 33 to Asbury Avenue

Dualization of this 3 mile highway will provide an expressway connection between Route 33 and Route 35.

Route 88 - Route U.S. 9 to Point Pleasant

Planning is underway to widen the existing two-lane highway which is under capacity during the summer months. In addition, the reconstruction of the Lovelandtown Bridge is underway. Although this bridge is not on Route 88, from a traffic standpoint, it is associated with the improvements to Route 88.

Route 130 - Burlington to Bordentown

Continuation of widening, jughandles and barrier curb construction that has been completed between Camden Airport Circle and Burlington.

Route 202 - Lambertville to Ringoes

This dualization will connect the approach roadway to the new proposed Delaware River bridge at Lambertville with reconstructed Route 202 at Ringoes.

Route 206 - Route 92 to Somerville

With the construction of Route 92 Freeway between Hightstown and Rocky Hill, the dualization of Route 206 will be necessary to provide expressway connections between the Somerville area and the Central New Jersey Expressway System.

CITY TO SEA

FREEWAYS

Route 30 - East-West Connector

A public hearing has been held for this freeway spur between the Admiral Wilson Boulevard and the Ben Franklin Bridge, but the alignment has not been formally adopted.

Route 90 - Delair Bridge to Route 73

The design of this entire freeway has commenced following adoption of the alignment this year. Initial construction will occur at the westerly end to service the proposed new bridge.

DUALIZATIONS & IMPROVEMENTS

Route 37 - Route 70 to Garden State Parkway

Route 37 is now under design east of the Garden State Parkway. This project will continue the dualization west of the Parkway to Route 70 at Lakehurst. Planning studies are not yet complete.

Route 37 - Garden State Parkway to Seaside Heights

Partial construction has relieved congestion between Fisher Boulevard and the Mathis Bridge. This project will dualize the remainder and build a companion structure to the Mathis Bridge.

Route 51 - Camden Industrial Highway

This highway will traverse the waterfront of Camden between the Benjamin Franklin Bridge and Route U. S. 130. Planning studies are currently underway.

Route 72 - Route 70 to Garden State Parkway

The improvement of Route 72 between the Manahawkin Bay Bridge and the Garden State Parkway is now under construction. The dualization of this proposed project will distribute traffic from the Four-Mile Circle to the Atlantic shore area. Freeway construction is proposed between the new Burlington-Bristol Bridge and Route 70.

Route 73 - Route 30 to Atlantic City Expressway

Plans are completed for widening this extension of Route 73 and right-of-way has been acquired.

DIMINISHING ISOLATION

FREEWAYS

Route 40 - Woodstown By-Pass

The summer flow of traffic on Route 40 is restricted by being forced thru the business district of Woodstown. This project is in the preliminary planning stage.

Route 55 - Westville - Cape May

Alignment has been established between Franklinville and Port Elizabeth and the portion by-passing Millville is under construction. Route location studies are well advanced for the sections Westville to Franklinville and Port Elizabeth to Cape May.

Route 206 - Hammonton By-Pass

Route location studies have been underway for many years in an attempt to establish a by-pass alignment acceptable to the Town of Hammonton.

Route 322 - Chester - Bridgeport Bridge to Williamstown

Planning studies are nearing completion and a public hearing is scheduled for this winter or early spring. Initial construction contracts will be let between the new Delaware River Bridge and Interstate 295.

DUALIZATIONS & IMPROVEMENTS

Route 9

The construction of a grade separation at the intersections of Route U.S. 9 and Route 47 at Rio Grande is essential to the free flow of traffic into the Wildwood area during summer months.

Route 40 and 322 - Inside Thoroughfare to Jonathans Thoroughfare

Plans complete and right-of-way available for this widening.

Route 45 - Woodbury to Mantua

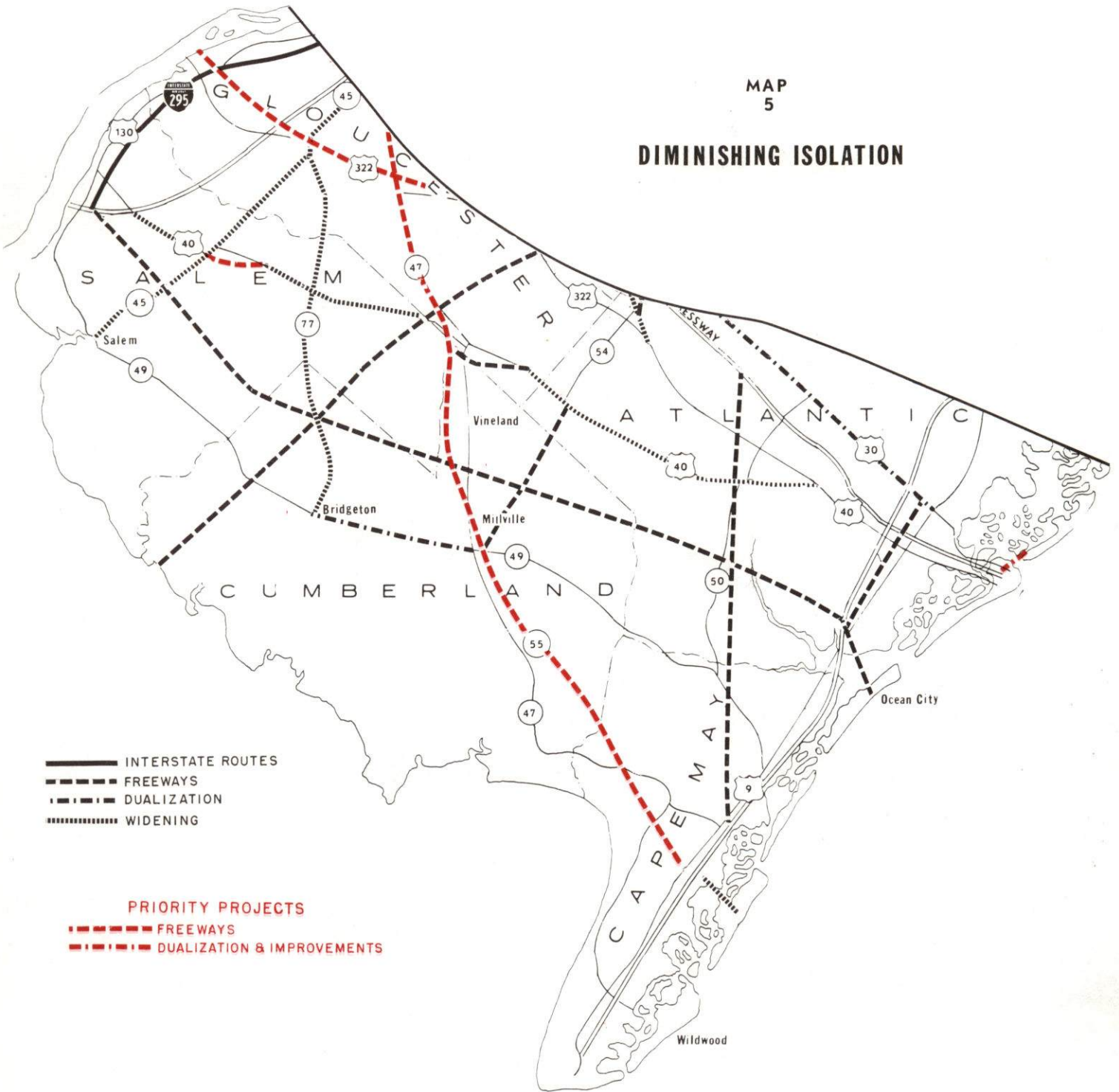
Continuation of widening that started in the center of Woodbury.

Route 87 - Bridge over Absecon Inlet

This project provides for the complete replacement of the existing bridge and the realignment of approach roadways. Design of the bridge is complete and right-of-way is available.

MAP
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DIMINISHING ISOLATION



- INTERSTATE ROUTES
- FREEWAYS
- · - · - · DUALIZATION
- WIDENING

PRIORITY PROJECTS

- - - - - FREEWAYS
- · - · - · DUALIZATION & IMPROVEMENTS

PUBLIC TRANSPORTATION PROJECTS

Passage of the Transportation Bond Issue referendum will bring for New Jersey's railroad riders a dramatic reversal in the long downhill trend of commuter service. In the last nine years, the State has, through a program of operating subsidies, saved commuter rail operations from extinction, but this was considered only a preventive measure, a holding action, until vitality could be restored through a major infusion of funds.

Such an infusion would come with the sale of the transportation bonds, bringing a total of \$325 million -- \$200 million in bond money generating an estimated \$125 million additional in federal grants -- to virtually rebuild the commuter rail network from the ground up.

The 62,000 daily passengers on the suburban railroad system would see these changes:

- Many additional miles of rail lines electrified to provide both faster service and integrated operations.
- New air conditioned cars -- some 400 of them -- for comfort and dependability.
- Connections between lines for greater diversity of service.
- Improvement of stations and parking facilities for greater convenience.
- Direct access to mid-Manhattan for thousands of commuters who now make time-consuming transfers to other systems.
- Elimination of grade crossings to increase safety and reduce travel time.

A foretaste of what lies ahead is provided by the new cars purchased by the State for Penn Central suburban service. Using that railroad's high-speed track south of New Brunswick, they easily attained their design speed of up to 100 mph. Cars of this type would replace the worn-out cars in use on Penn Central and on other lines.

Thirty-five of the new cars are in production, but an additional 45 are needed immediately as replacements for worn-out suburban equipment. Bond proceeds would provide for this purchase as well as for station and parking improvements on the railroad's main line between Trenton and New York, including a new stop at the Garden State Parkway and a new station in Trenton.

A major rehabilitation project will involve the New York and Long Branch Railroad serving Shore communities. This line is jointly owned and operated by the Central Railroad of New Jersey, which has been in bankruptcy since March, 1967, and the Penn Central. Bond proceeds would provide for electrification of this line from South Amboy to its terminus in Bay Head.

Modernization work, including elimination of grade crossings and track and signal changes, would be concentrated between South Amboy and the Red Bank-Little Silver area with a grant requested from the U. S. Department of Housing and Urban Development. New stations and greatly expanded parking facilities are planned for Matawan, near the entrance to the Garden State Parkway, and at Middletown and Red Bank. South of Red Bank, work would consist of electrification with some improvements to the right of way.

Then the new electric commuter cars could be placed in operation, eliminating the need for the present engine change and offering a high level of service.

Besides electrification of CNJ's Main Line, running from Newark to Raritan, bond money will extend the track connection improvement program inaugurated by the Aldene Plan in April, 1967. There would be improved connections at Aldene with the Lehigh Valley Railroad, which would be electrified along with the CNJ Main line, and with the Penn Central in Newark. With electrification, it will be possible to provide through service for CNJ's main line passengers into Manhattan.

Improvements would be programmed for parking facilities and better access at certain stations, the improvements all designed to make the fullest use of a fleet of new high-speed electric cars.

A large portion of the railroad capital improvements to be financed by the bond program would go for the Erie Lackawanna Railroad, which operates 173 of the 360 route miles of the suburban system in 12 Northern New Jersey counties.

Renovation of the presently electrified lines, extension of electrification to the Greenwood Lake Division and a fleet of 150 new cars are planned. Complete replacement of standard coaches and diesel engines would be provided for non-electrified lines.

The Department, meanwhile, is studying the possibility of building those coaches so they would at first be hauled by a diesel locomotive and could later be converted into a self-propelled car powered by a combination gas turbin-electric engine. (Full tests of a prototype car containing a dual-power engine are expected to begin within the coming year.) This development, if it proves successful, can, together with the provision of a connector with the Penn Central in Secaucus, make midtown Manhattan more directly accessible to Bergen County residents.

Other planned intra-system links are a connection at Montclair between the Montclair Branch and the Greenwood Lake Division to provide greater access to Newark, and ultimately to Manhattan, and a connection between the Morris & Essex Division and the Penn Central east of Newark to provide direct service to midtown Manhattan.

A major portion of the bond proceeds assigned to rail improvements also will provide immediate and direct benefits for highway transportation -- the motorist, the bus commuter and the trucker -- and for communities. This is the \$92 million to eliminate grade crossings with their inherent safety hazards and traffic delays.

Topping off the improvements on each railroad will be improved ticketing procedures to speed the flow both of passengers and trains as well as the construction of a number of high level platforms to ease loading and unloading.

Thus will transportation bond money be put to work to build for New Jersey the most modern suburban rail system possible, one capable of returning its investment in terms of savings in operating costs, time and increased mobility, convenience and comfort.

SUMMARY BY RAILROAD

Central Railroad Company of New Jersey.....	\$ 32.1
New York & Long Branch Railroad.....	44.8
Penn Central.....	26.1
Erie Lackawanna Railroad.....	105.0
Grade Crossing Elimination.....	92.0
Unassigned Capital Improvements.....	<u>25.0</u>

GRAND TOTAL \$325.0

SUMMARY BY TYPE OF IMPROVEMENTS

Equipment.....	\$ 107.2
Electrification.....	52.2
Stations, Platforms & Parking.....	22.7
Connections.....	12.2
Track & Yard.....	3.2
Station Ticket Validation.....	10.5
Grade Crossing Elimination.....	92.0
Unassigned Capital Projects.....	<u>25.0</u>

GRAND TOTAL \$325.0

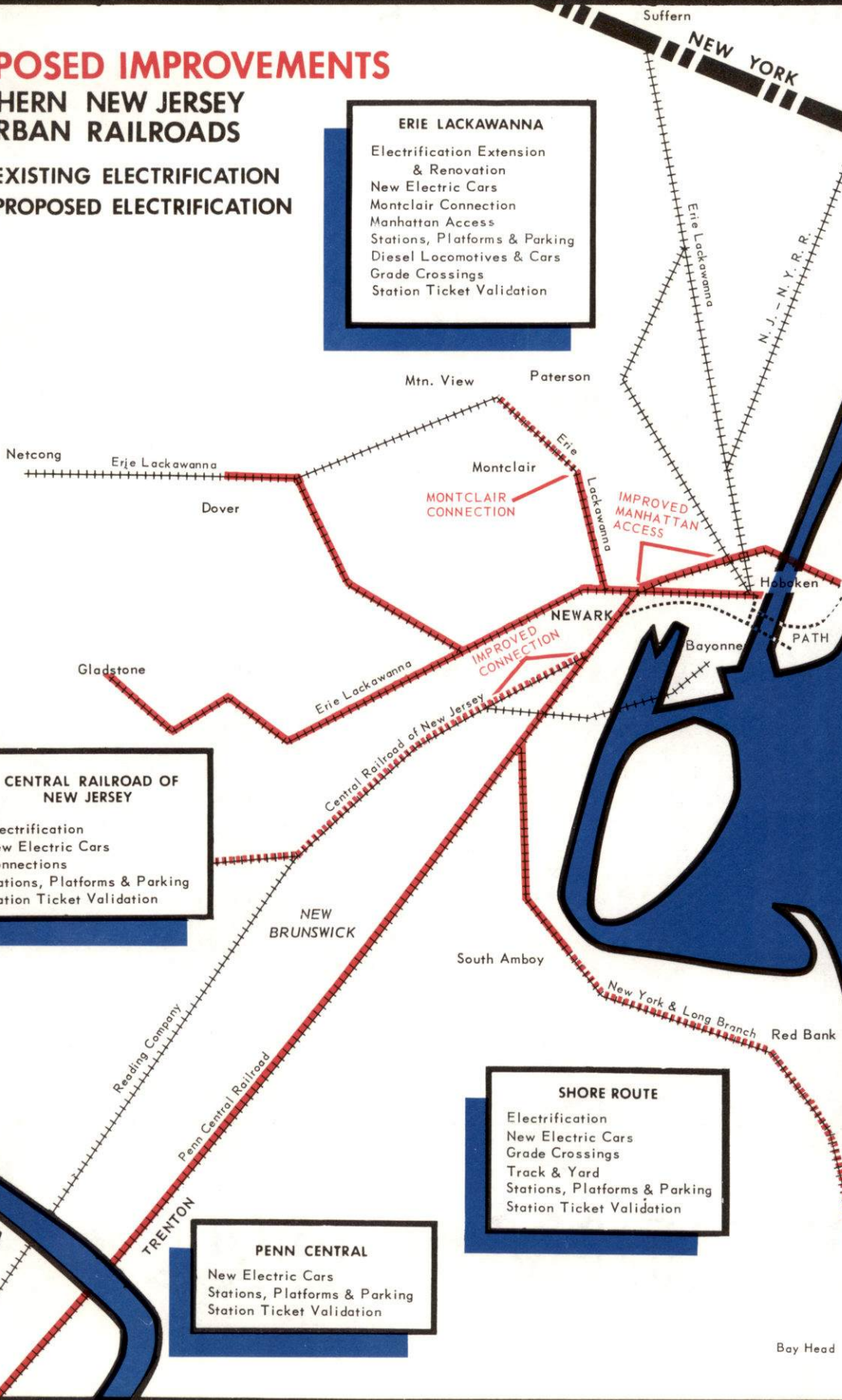
(All amounts in millions)

PROPOSED IMPROVEMENTS NORTHERN NEW JERSEY SUBURBAN RAILROADS

— EXISTING ELECTRIFICATION
----- PROPOSED ELECTRIFICATION

ERIE LACKAWANNA

- Electrification Extension & Renovation
- New Electric Cars
- Montclair Connection
- Manhattan Access
- Stations, Platforms & Parking
- Diesel Locomotives & Cars
- Grade Crossings
- Station Ticket Validation



CENTRAL RAILROAD OF NEW JERSEY

- Electrification
- New Electric Cars
- Connections
- Stations, Platforms & Parking
- Station Ticket Validation

SHORE ROUTE

- Electrification
- New Electric Cars
- Grade Crossings
- Track & Yard
- Stations, Platforms & Parking
- Station Ticket Validation

PENN CENTRAL

- New Electric Cars
- Stations, Platforms & Parking
- Station Ticket Validation