

REGIONAL HIGHWAYS

STATUS REPORT

November 1962

Prepared by

TRI-STATE TRANSPORTATION COMMITTEE

In coordination with:

Connecticut State Highway Department
New Jersey State Highway Department
New York State Department of Public Works

In cooperation with:

United State Department of Commerce
Bureau of Public Roads

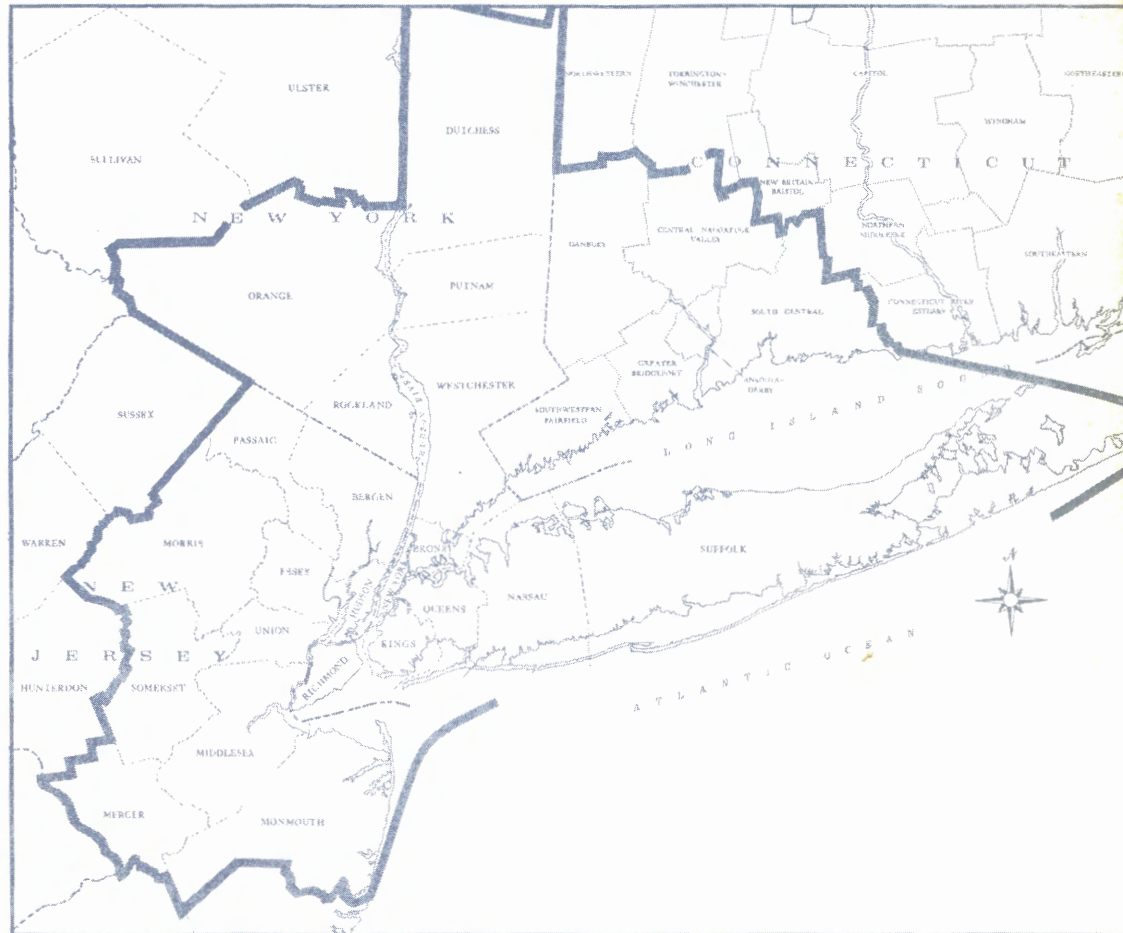
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REGIONAL HIGHWAYS

STATUS REPORT

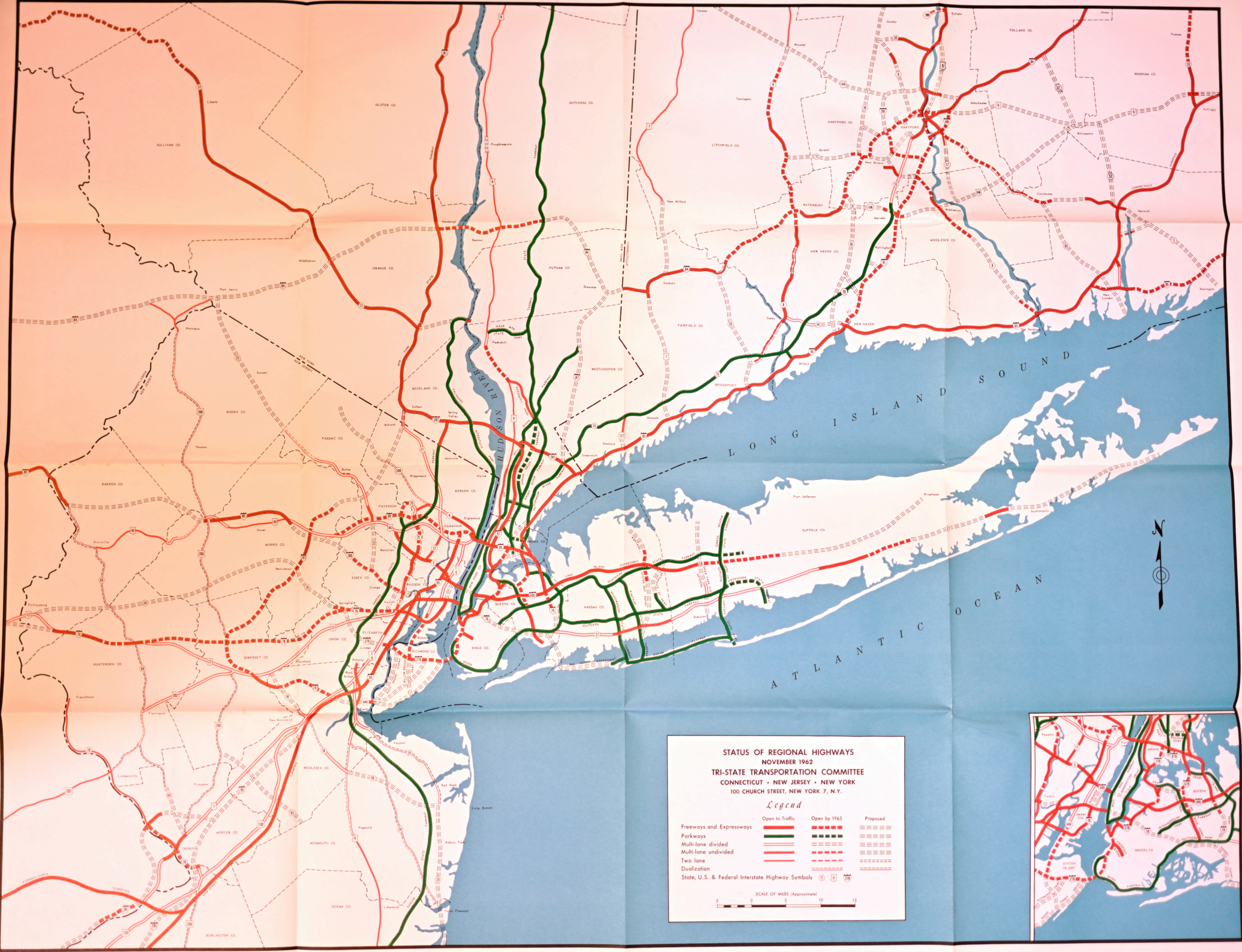
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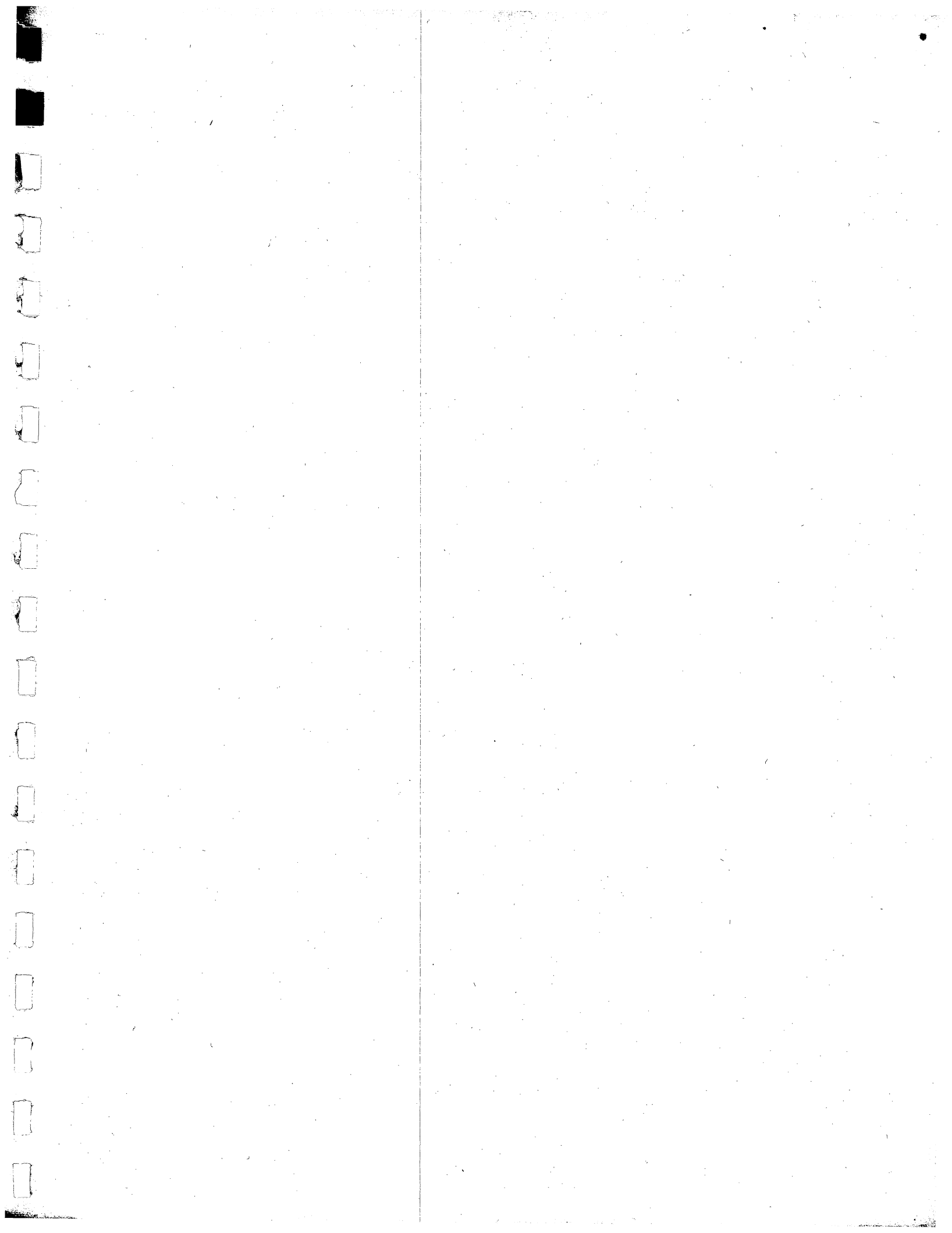
STATUS OF REGIONAL HIGHWAYS
 NOVEMBER 1962
TRI-STATE TRANSPORTATION COMMITTEE
 CONNECTICUT - NEW JERSEY - NEW YORK
 100 CHURCH STREET, NEW YORK 7, N. Y.

Legend

Freeways and Expressways Parkways Multi-lane divided Multi-lane undivided Two lane Dualization State, U.S. & Federal Interstate Highway Symbols	<table border="0"> <tr> <td>Open to Traffic</td> <td>Open by 1965</td> <td>Proposed</td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>	Open to Traffic	Open by 1965	Proposed																			<table border="0"> <tr> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> </tr> </table>						
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SCALE OF MILES (Approximate)
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INTRODUCTION

In August 1961 the Governors of Connecticut, New Jersey and New York established the Tri-State Transportation Committee to conduct a broad-scale examination of the critical transportation problems facing the Region and make recommendations for meeting the Region's immediate and long-term needs.

In their announcement the Governors stated that the Committee's work would be action-oriented and would be organized, so far as practicable, to make information developed in its inquiries currently available to State, local and Federal officials directly responsible for decisions determining the regional transportation system.

As part of its immediate-action study program, the Committee is undertaking a review of the regional highway systems in the Tri-State Area. This study is based on existing data of current conditions and estimates of potential traffic demand for the next decade.

The findings of this study should indicate whether the current highway improvement plans and programs will meet the present and immediate future highway transportation requirements of the Region. The findings should also highlight possible adjustments and priorities in current highway programs.

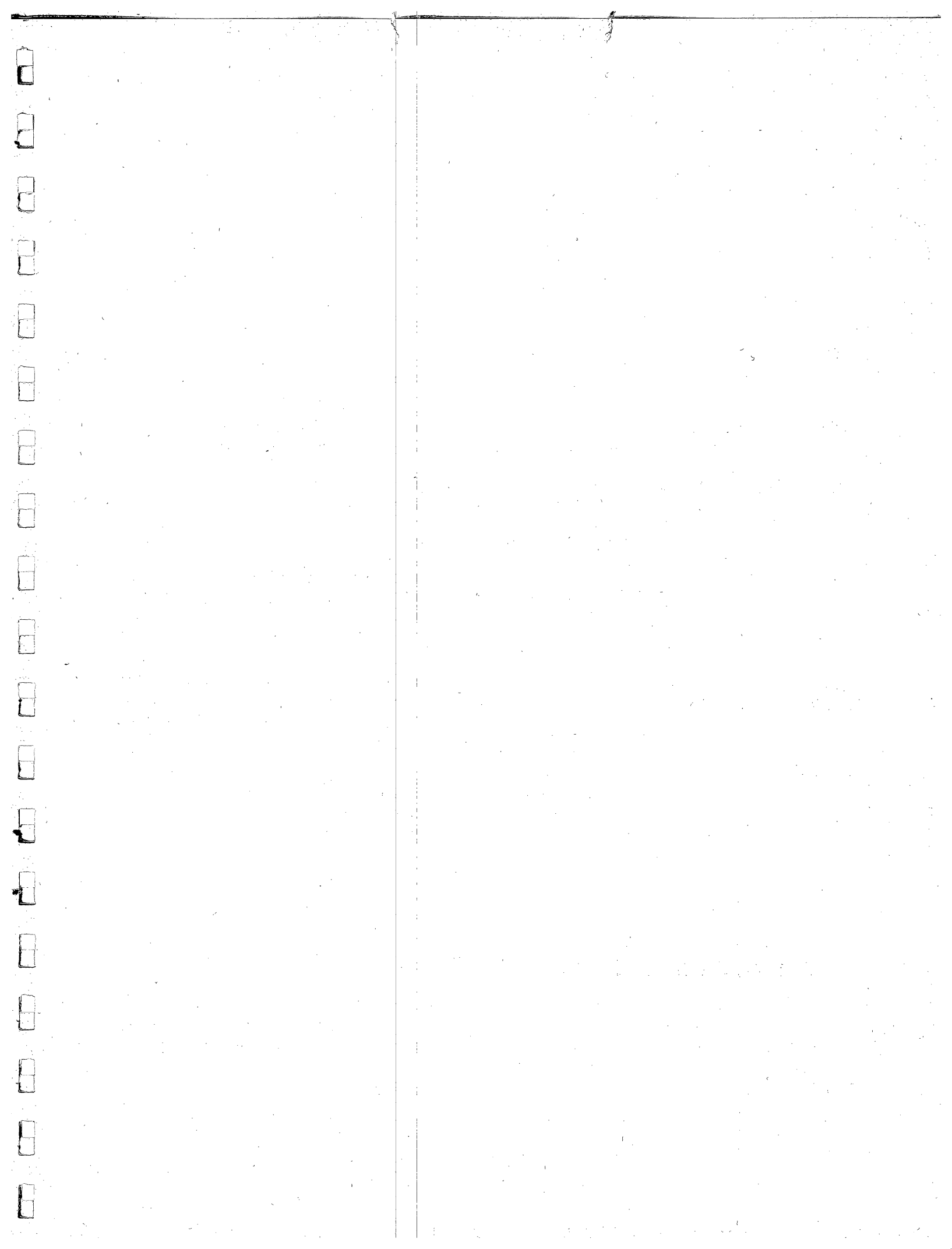
The regional highway systems study is being coordinated by the Tri-State Transportation Committee and is being performed by the highway departments of the three States and in cooperation with the Regional Office of the U.S. Bureau of Public Roads and other agencies in the three States.

As part of this regional highway systems study, the Tri-State Transportation Committee has prepared this report, the first ever made on the current status of regional highways in the entire Tri-State Region. This report is an inventory of major plans and programs of the highway agencies in the Tri-State Region and represents the first step in the immediate-action study of the regional highway systems. The report is being distributed to the many State and local highway and planning agencies to provide current information on highway activities throughout the Tri-State Area.

Projects in Connecticut, New Jersey and New York are listed separately. The projects in each State are listed numerically by route number or alphabetically by the commonly-used local name where there is no route number. Data given for each project includes its general location, length, status of design or construction, details of design and whether or not it is open to traffic. The status of the different sections of a route is reported where there are variations in the route.

A map of the Region showing the projects and their relationship to the existing highway system is included in the back of this report.

The material in this report has been prepared by the Tri-State staff on the basis of information furnished by the highway departments of the three States and the previous compilation and report by The Port of New York Authority covering the status of highways within the New York-New Jersey Port District. The Tri-State Transportation Committee will revise this report periodically to reflect major



CONNECTICUT

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CONN. 2 EXPRESSWAY

Termini: Interstate 84 in East Hartford to Rhode Island State Line
at Stonington.

Length: 56 miles.

Status: In planning, under design, under construction and complete.

Design: Four to six lanes. Two lanes will be built initially between
Wassuc Road in Glastonbury and Chestnut Hill Road in Colchester.

It is estimated that two additional lanes will be completed by 1969.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) I. 84 to Main St., E. Hartford	Four lanes complete	September 1, 1961
2) Main St. to Griswold Ave. in East Hartford	Four lanes complete	1952
3) Griswold Ave. to Hebron Ave. in Glastonbury	4 lanes under design	Est. late 1964
4) Hebron Ave. to Wassuc Road in Glastonbury	Under design, four lanes	Est. Fall 1964
5) Wassuc Road to Cooley Road in Marlborough	Under construction, two lanes	Est. Fall 1964
6) Cooley Road to Unionville Road in Colchester	Two lanes open, 1958 two lanes in design	Yes, two additional lanes est. 1969
7) Unionville Road to Chestnut Hill Road in Colchester	Under design	Est. Spring 1965
8) Chestnut Hill Road to Lebanon-Bozrah Town Line	In planning	Est. after 1975
9) Lebanon-Bozrah Town Line to Tr. 32 in Norwich	Four lanes complete	1961
10) Rt. 32 to Rt. 169 in Norwich	Four lanes complete	1958
11) Rt. 169 in Norwich to Rhode Island State Line	In planning	Est. after 1975



CONN. 2A EXPRESSWAY

Termini: Conn. Turnpike in Montville to Connecticut 2 in Preston.

Length: Five miles (Toll bridge over Thames River).

Status: In planning and under design.

Design: Two lanes will be built initially, with provision for ultimate expansion to four lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Connecticut Turnpike in Montville to Conn. 12, Preston	Under design	Estimated 1965
2) Conn. 12 to present Conn. 2 in Preston	In planning	1972

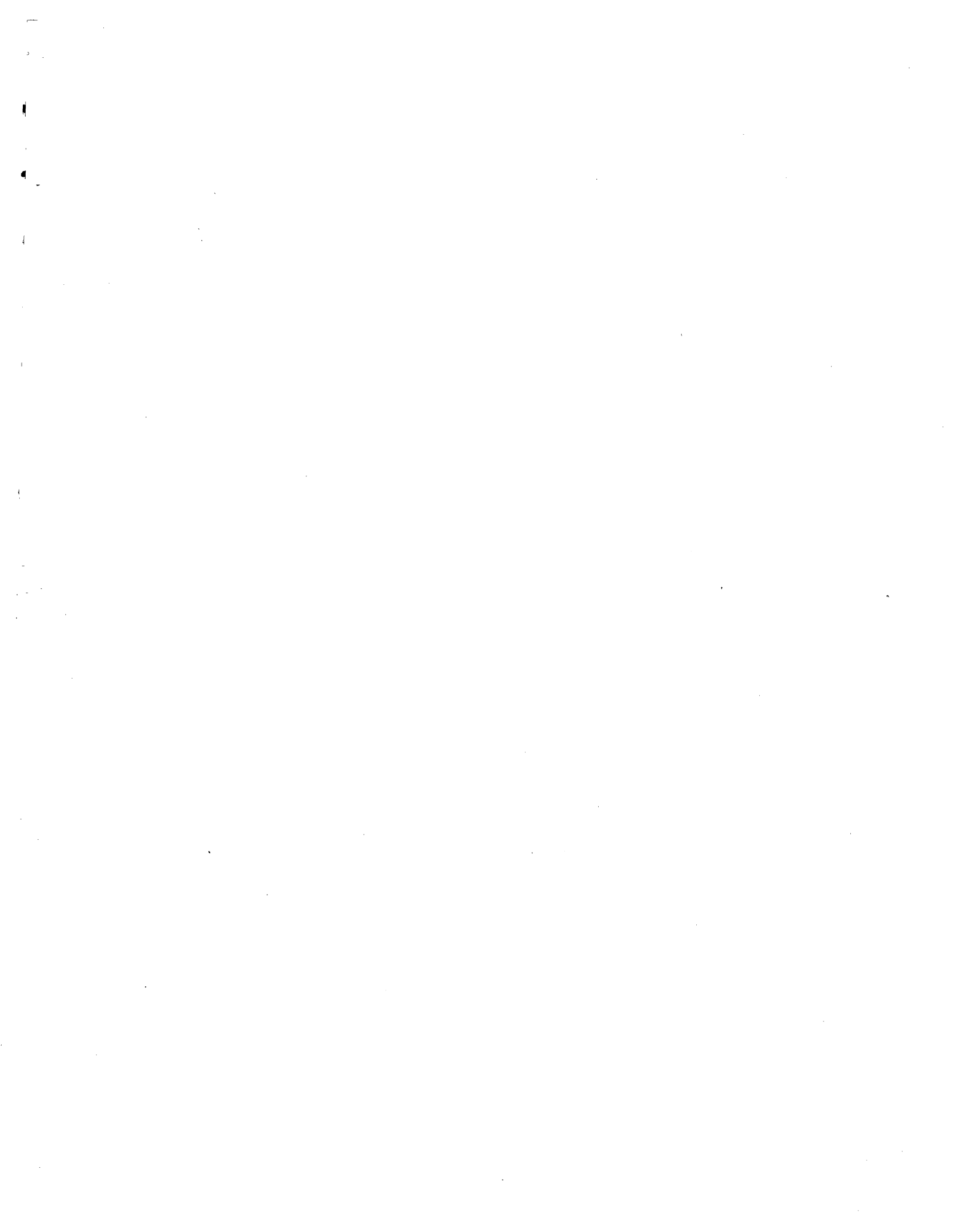
CONN. 4 EXPRESSWAY

Termini: Conn. 10 Expressway in Farmington to Interstate 84 in
Farmington.

Length: Three miles.

Status: In planning, estimated to be completed by 1972.

Design: Four lanes.



U.S. 5 EXPRESSWAY

Termini: Interstate 84 and Conn. 2 in East Hartford to Interstate 91
in East Windsor

Length: 12 miles.

Status: In planning.

Design: Four lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Interstate 84 and Conn. 2 to Conn. 291 in South Windsor	In planning	1970
2) Conn. 291 to I 91	In planning	After 1975



U.S. 6 EXPRESSWAY

Termini: Interstate 84 and Interstate 491 in East Hartford to Connecticut
Turnpike at Rhode Island State Line in Killingly

Length: 46 miles

Status: Under design and in planning

Design: Four to six lanes

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) I-84 and I-491 to present U.S. 6 and 44A in Bolton	Under design	Estimated 1968
2) Present U.S. 6 and 44A to U.S. 6A Connector in Columbia	In planning	Est. after 1975
3) U.S. 6A Connector to U.S. 6 in Windham (Willimantic Bypass)	In planning	Estimated 1970
4) U.S. 6 to Rhode Island State Line	In planning	Est. after 1975

U.S. 6A EXPRESSWAY

Termini: Interstate 84 in Cheshire to U.S. 6 in Columbia

Length 40 miles

Status: Under design and in planning

Design: Four to six lanes

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) I-84 in Cheshire to Broad Street in Meriden	Under design	Estimated 1968
2) Broad Street to Meriden-Middlefield Town Line	Under design	Estimated 1965
3) Meriden-Middlefield Town Line to U.S. 6 in Columbia	In planning	Est. after 1975

U.S. 7 EXPRESSWAY

Termini: Interstate 95 in Norwalk to Massachusetts State Line at
North Canaan.

Length: 76 miles.

Status: Under design and in planning.

Design: Two to six lanes.

<u>Section</u>	<u>Status:</u>	<u>Open to Traffic</u>
1) Interstate 95 to Belden Ave. in Norwalk	Under design	Estimated 1967
2) Belden Ave. to Merritt Pkwy. in Norwalk	Under design	Estimated 1968
3) Merritt Parkway to Conn. 33 in Wilton	In planning	Estimated 1970
4) Conn. 33 to Interstate 84 in Danbury	In planning	Estimated after 1975
5) Danbury Bypass, overlapping Interstate 84	Complete, four lanes	1961
6) Interstate 84 to Mass. State Line	In planning	Est. after 1975

CONN. 8 EXPRESSWAY

Termini: Conn. 25 Expressway in Bridgeport to Massachusetts State Line at Colebrook
 Length: 64 miles.
 Status: Complete, under construction, under design and in planning.
 Design: Four to eight lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Conn. 25 Expressway in Bridgeport to Huntington Tpke. in Trumbull.	Under design	Estimated 1970
2) Huntington Tpke. to Bridgeport Avenue in Shelton	At present two-lane road. Planning completed for upgrading to four lane expressway.	1943-1948 Two additional lanes est. to be completed by 1970
3) Bridgeport Avenue to Shelton-Ansonia Town Line	Complete, four lanes	1951-1959
4) Shelton-Ansonia Town Line to Conn. 67 in Seymour.	Complete, four lanes	January 3, 1962
5) Conn. 67 to Conn. 63 in Naugatuck.	Existing 4-lane highway to be upgraded, access controlled.	1949. Upgrading Est. to be completed by 1970.
6) Conn. 63 to Platts Mill Rd. in Naugatuck	Complete, four lanes	1960
7) Platts Mill Rd. to Conn. 73 Connector in Waterbury	Under design	Estimated 1965
8) Conn. 73 to North Main St. in Thomaston	Under construction, four lanes	Estimated late 1964
9) North Main St. to Conn. 116 in Harwinton	Completed, four lanes	1960
10) Conn. 116 to Pines Wood Road in Torrington	Under design	Estimated 1965
11) Pines Wood Road to U.S. 44 in Winchester	In planning	Estimated 1966
12) U.S. 44 to Mass. State Line at Colebrook	In planning	Estimated 1972

CONN. 9 EXPRESSWAY

Termini: Conn. 10 in Granby to Interstate 95 in Old Saybrook
Length: 55 miles
Status: Completed, under design or in planning
Design: Four to six lanes

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Granby to Tarriffville	In planning	Estimated after 1975
2) Tarriffville to Prospect Hill Road in Bloomfield	Complete, four lanes	1960
3) Prospect Hill Road to Farmington Avenue in Hartford	In planning	Estimated after 1975
4) Farmington Avenue to Cromwell-Middletown Town Line	Overlaps other expressways	
5) Middletown-Cromwell Town Line to Conn. 17 in Middletown	Four lanes complete expansion in planning including elimination of at-grade intersections	1951 Upgrading estimated to be completed by 1972
6) Conn. 17 to Canel Road in Middletown	Complete, four lanes	1959
7) Canel Road in Middletown to Rt. 81 in Haddam	Under design	Estimated 1965
8) Rt. 81 in Haddam to I. 95	Under design	Estimated 1966

CONN. 10 EXPRESSWAY

Termini: Interstate 95 in New Haven to Massachusetts State Line at Granby.

Length: 53 miles.

Status: In planning and under design.

Design: Four to eight lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) I-95 to U.S. 6A Expressway in Cheshire	In planning	Est. after 1975
2) U.S. 6A Expressway in Interstate 84 in Southington.	In planning	Estimated 1968
3) Southington to Plainville	Under design, as part of Interstate 84	Estimated 1965
4) Interstate 84 and Conn. 72 Expressway in Plainville to Conn. 4 Expressway in Farmington.	In planning	Estimated 1970
5) Conn. 4 Expressway to Massachusetts State Line.	In planning	Est. after 1975

CONN. 12 EXPRESSWAY

Termini: Connecticut Turnpike in Killingly to Massachusetts
State Line at Thompson.

Length: 18 miles

Status: Complete, and under design

Design: Four lanes

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Conn. Tpke. to U.S. 6 in Killingly	Complete, four lanes	Yes, dualization completed October 5, 1962
2) U.S. 6 to Conn.101 in Killingly	Complete, four lanes	October 5, 1962
3) Conn. 101 to Conn. 193 in Thompson	Under design	Estimated 1965
4) Conn. 193 to Massachusetts State Line in Thompson	Under design	Estimated 1966

CONN. 15

Termini: New York State Line at Greenwich to Massachusetts
State Line at Union.

Length: 117 miles (Toll Stations at Greenwich, Milford,
Wallingford and East Hartford)

Status: Complete, improvements under construction and proposed.

Design: Four lanes

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Merritt Parkway, Greenwich to Milford	Resurfacing and spot inter- change improvements continuting. Future ex- pansion and improvements contemplated.	1938-40
2) Wilbur Cross Parkway, Milford to Meriden	Resurfacing and spot interchange improvements continuing.	1941-49
3) Berlin Turnpike, Meriden to Wethersfield	Uncontrolled access, Re- surfacing and spot inter- section improvements continuing.	1940-42
4) South Meadows Expressway Wethersfield to Hartford	Improvement under construc- tion with Interstate 91.	Yes
5) Charter Oak Bridge, Hartford to East Hartford	Improvements completed 1961	Yes
6) Wilbur Cross Highway East Hartford to Union	Improvements under con- struction and proposed as part of Interstate 84.	Yes

CONN. 17 EXPRESSWAY

Termini: U. S. 6A Expressway in Portland to Conn. 2 Expressway in Glastonbury
Length: Ten miles
Status: Complete and in planning
Design: Four lanes

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) U.S. 6A Expressway to South Main St. in South Glastonbury	In planning	Estimated after 1975
2) South Main St. to Hubbard St. in Glastonbury	Two lanes complete, two lanes in planning	1952, added lanes estimated after 1975
3) Hubbard St. to Conn. 2 Expressway	Complete, four lanes	1952

CONN. 20 EXPRESSWAY

Termini: Conn. 9 and 10 in East Granby to Interstate 91 in Windsor.
Length: 6 miles
Status: Interstate 91 to Bradley Field interchange opened to traffic July 5, 1961. Westerly extension to East Granby is in planning, with estimated completion by 1971.
Design: Four lanes.



CONN. 25 EXPRESSWAY

Termini: Interstate 95 in Bridgeport to Interstate 84 in Newtown.

Length: 19 miles.

Status: Under design and in planning.

Design: Four to ten lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) I. 95 to Lindley Street in Bridgeport	Under design	Estimated 1967
2) Lindley Street to Dale St. in Bridgeport	Under design	Estimated 1968
3) Dale Street to Conn. 127 in Trumbull	Under design	Estimated 1970
4) Conn. 127 to Conn. 111 in Trumbull	Under design	Estimated 1972
5) Conn. 111 to Interstate 84	In planning	Estimated 1975

CONN. 32 EXPRESSWAY

Termini: Interstate 95 in New London to Interstate 84 in Willington.

Length: 44 miles.

Status: Complete and in planning.

Design: Four lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) I-95 to William Street in New London	In planning	Estimated after 1975
2) William Street to Montville Connector in Waterford	Complete, four lanes, without access control	1940
3) Montville Connector to Yantic Interchange in Norwich	Complete, four lanes Overlaps Conn. Turnpike and Conn. 2 Expressway	1959
4) Yantic to I-84	In planning	Estimated after 1975

CONN. 34 EXPRESSWAY

Termini: Conn. 8 in Derby to Interstate 91 and 95 in New Haven.
Length: Ten miles.
Status: Complete or in Planning.
Design: Four to eight lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Conn. 8 in Derby to Maltby Lakes in West Haven	Complete, four lanes without access control. Upgrading under study.	1942
2) Maltby Lakes to College Street in New Haven	In Planning	Estimated 1970
3) College Street to Church Street	Complete, six lanes	1959
4) Church Street to I. 91 and 95	Complete, eight lanes	1959

U. S. 44 EXPRESSWAY

Termini: U. S. 7 in North Canaan to Interstate 291 in Bloomfield

Length: 32 miles

Status: This expressway is in the long range planning stage, and is estimated to be completed after 1975. In Winchester the initial two lanes of the expressway around Mad River Dam were opened to traffic in Fall 1962. The design of Interstate 291 makes provision for the interchange with this route.

Design: Four to six lanes.

CONN. 71 EXPRESSWAY

Termini: Interstate 291 in Newington to Cedar Ridge Connector in
Hartford.

Length: Four miles.

Status: In planning, estimated completion after 1975.

CONN. 72 EXPRESSWAY

Termini: Conn. 8 in Thomaston to Conn. 9 in Cromwell
Length: 28 miles
Status: Complete, under design and in planning
Design: Four to eight lanes

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Conn. 8 to present Conn. 72 in Plymouth	In planning	Estimated after 1975
2) Present Conn. 72 to Bristol-Plainville Town Line	In Planning	Estimated 1973
3) Bristol-Plainville T.L. To Conn. 177 in Plainville	Under design	Estimated 1967
4) Conn. 177 to Interstate 84 at Plainville-New Britain Town Line	Under design, overlaps I-84 thru Cooke's Gap	Estimated early 1966
5) I-84 through New Britain to completed section in Berlin. Includes connector to I-291.	In planning	Estimated 1967
6) New Britain-Berlin Town Line to Conn. 15 in Berlin	Complete, four lanes	November 1, 1962
7) Conn. 15 to I-91 in Cromwell	In planning	Estimated 1968
8) I-91 to Conn. 9	Under design	Estimated 1965



INTERSTATE 84

Termini: New York State Line at Danbury to Massachusetts State Line
at Union.

Length: 98 miles.

Status: Complete, under construction, in design and in planning.

Design: Four to ten lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) New York State Line at Danbury to U.S. 6 in Newtown	Complete, four lanes	December 16, 1961
2) U.S. 6 to Alpine Drive in Newtown	Two lanes complete, two lanes in design	Yes, add 1 lanes est. by 1968
3) Alpine Drive to U.S. 6A in Southbury	Complete, four lanes	1953
4) U.S. 6A to Highland Avenue in Waterbury	Under construction, four thru lanes	Estimated 1964
5) Highland Avenue to Mill Street in Waterbury	Under design	Estimated 1965
6) Mill St. to Conn. 69 in Waterbury	Complete, four lanes, added lanes under study	1956
7) Conn. 69 to U.S. 6A in Southington	Complete, four lanes	December 18, 1961
8) U.S. 6A to Conn. 10 in Southington	Under construction, six lanes	Estimated 1963
9) Conn. 10 to Mayflower Street in West Hartford	Under design	Estimated 1965
10) Mayflower Street to Asylum St. in Hartford	Under construction, eight lanes	Estimated 1965
11) Asylum St. to Main St. in Hartford	Under construction, six thru lanes	Estimated 1963
12) Bulkeley Bridge	Widening to eight lanes under construction	Yes, expansion est. to be compl. by 1964
13) Bulkeley Bridge to Darlin St. in East Hartford	Under design	Estimated 1965

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
14) Darlin St. to Simmons Road in East Hartford	Under construction, six lanes	Estimated 1964
15) Simmons Road to Middle Tpk. in Manchester	Four lanes complete, four additional lanes under design	1948, additional lanes est. by 1965
16) Middle Tpk. to Massachu- setts State Line	Four lanes complete, added lanes under study	1948-54, additional lanes est. by 1970.

CONN. 85 EXPRESSWAY

Termini: Conn. 2 Expressway in Colchester to Ocean Beach in New London.

Length: 20 miles.

Status: In planning. Interstate 95 in Waterford to Ocean Beach estimated to be open to traffic in 1967. Conn. 2 Expressway to I-95 estimated to be open to traffic in 1969.

Design: Four lanes.

INTERSTATE 91

Termini: Interstate 95 in New Haven to Massachusetts State Line
at Enfield.

Length: 58 miles.

Status: Complete, under construction, in design and in planning.

Design: Four to ten lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) I. 95 in New Haven to Conn. 9 in Rocky Hill	Under construction, six to eight lanes	Estimated 1965
2) Conn. 9 to Charter Oak Bridge in Hartford	Under construction, six thru lanes	Estimated 1963
3) Charter Oak Bridge to State Street in Hartford	Under construction, ten lanes	Estimated 1964
4) State Street in Hartford to Massachusetts State Line	Four lanes complete, added lanes under study	1956-1959



INTERSTATE 95

Termini: New York State Line at Greenwich to Rhode Island State
Line at North Stonington. (Utilizes Conn. Tpke. Greenwich
to East Lyme).

Length: 112 miles (Toll Stations at Greenwich, Norwalk, Stratford,
West Haven, Branford, Madison and Saybrook)

Status: Complete or under design

Design: Four to eight lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Greenwich to East Haven	Complete, six lanes, except eight lanes between West Ave. and East Ave. in Norwalk and between Lafayette St. and Conn. Boulevard in Bridgeport	1958
2) East Haven to East Lyme	Four lanes complete	1949-1958
3) East Lyme-Waterford Town Line to Conn. 85 in Waterford	Two lanes complete, two lanes under construction	Yes, added lanes estimated to be completed by 1963
4) Conn. 85 to Conn. 12 in Groton	Four lanes complete, additional bridge or tunnel crossing the Thames River in Planning. Toll Station will be removed from the existing bridge in 1963.	1943
5) Conn. 12 to Rhode Island State Line	Under construction, four lanes	Estimated 1964

CONN. 137 ARTERIAL

Termini: Interstate 95 in Stamford to New York State Line
at Stamford.

Length: 9 miles

Status: Complete or in Planning.

Design: Four lanes with flush median, without access control
between Route 104 and Merritt Parkway. Between
Interstate 95 and Route 104 being studied with City's
downtown redevelopment program.

CONN. 190 EXPRESSWAY

Termini: Bridge Street in Suffield to Interstate 91 in Enfield.

Length: Three miles.

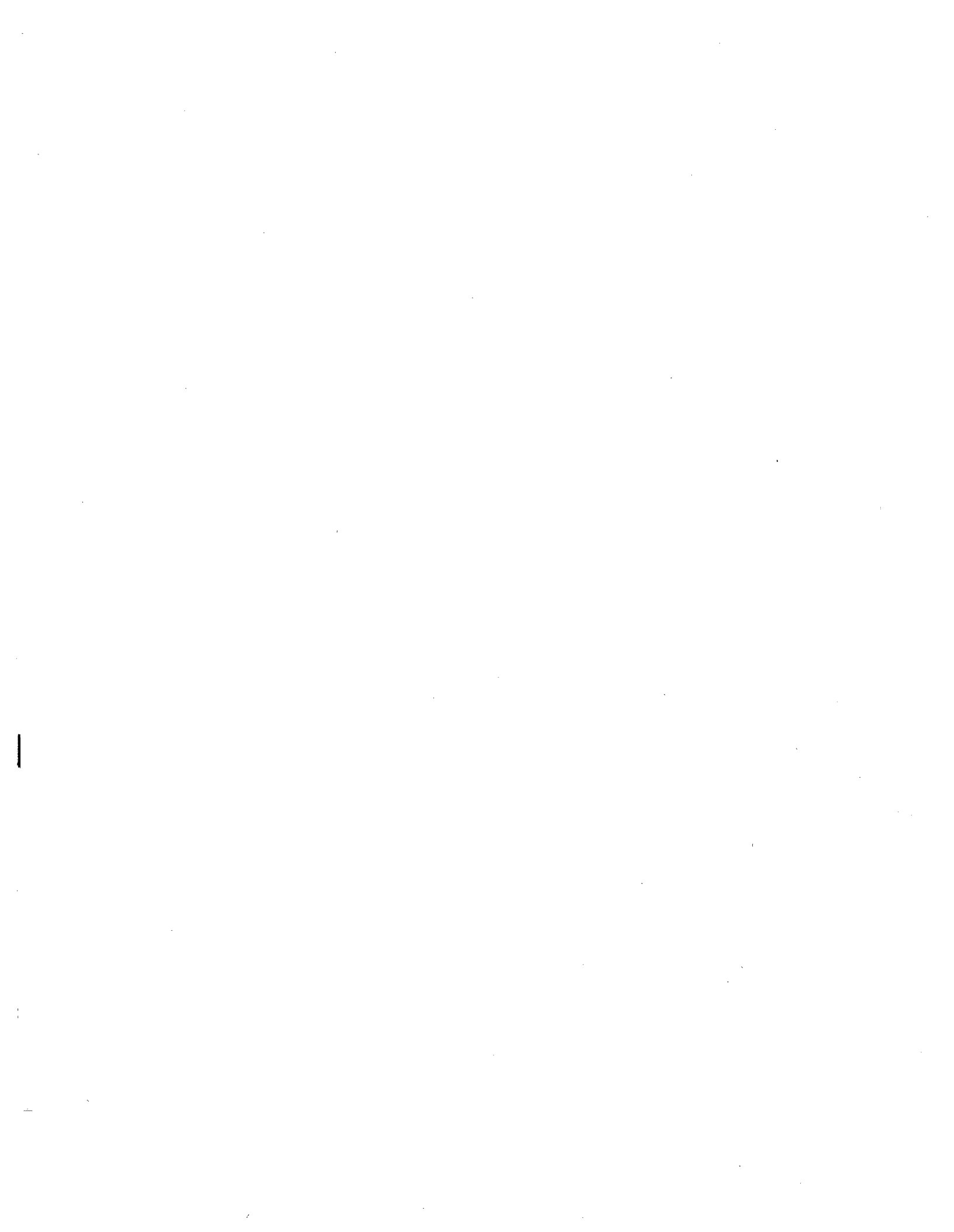
Status: Under design, estimated completion of initial two lanes in 1965.

Design: Two lanes initially, with provision for ultimate four lanes. This route includes a new bridge over the Connecticut River.

INTERSTATE 291

Termini: Interstate 91 in Rocky Hill to Interstate 91 in Windsor.
Length: 20 miles
Status: Under design.
Design: Four to eight lanes

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) I. 91 in Rocky Hill to I. 84 in Farmington	Under design	Estimated 1965
2) I. 84 to I. 91 in Windsor	Under design	Estimated 1969



CONN. 291 EXPRESSWAY

Termini: Interstate 91 in Windsor to Interstate 84 in Manchester.
Length: Six miles.
Status: Complete or under design.
Design: Four lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) I-91 to west end of Connecticut River Bridge	Under design	Estimated 1969
2) Connecticut River Bridge to Main Street in South Windsor	Complete, four lanes	1958
3) Main Street to U.S. 5 in South Windsor	Under design	Estimated 1965
4) U.S. 5 to I-84 in Manchester	Under design	Estimated 1970



INTERSTATE 491

Termini: Interstate 91 in Wethersfield to Interstate 84 in East Hartford.
Length: Seven miles
Status: Complete or under design
Design: Four to eight lanes

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) I=91 in Wethersfield to Glastonbury Bridge	Under design	Estimated early 1965
2) Glastonbury Bridge to Naubuc Avenue in Glastonbury	Four lanes complete Four lanes in design	January 1959
3) Naubuc Avenue to I=84 in East Hartford	Under design	Estimated early 1965

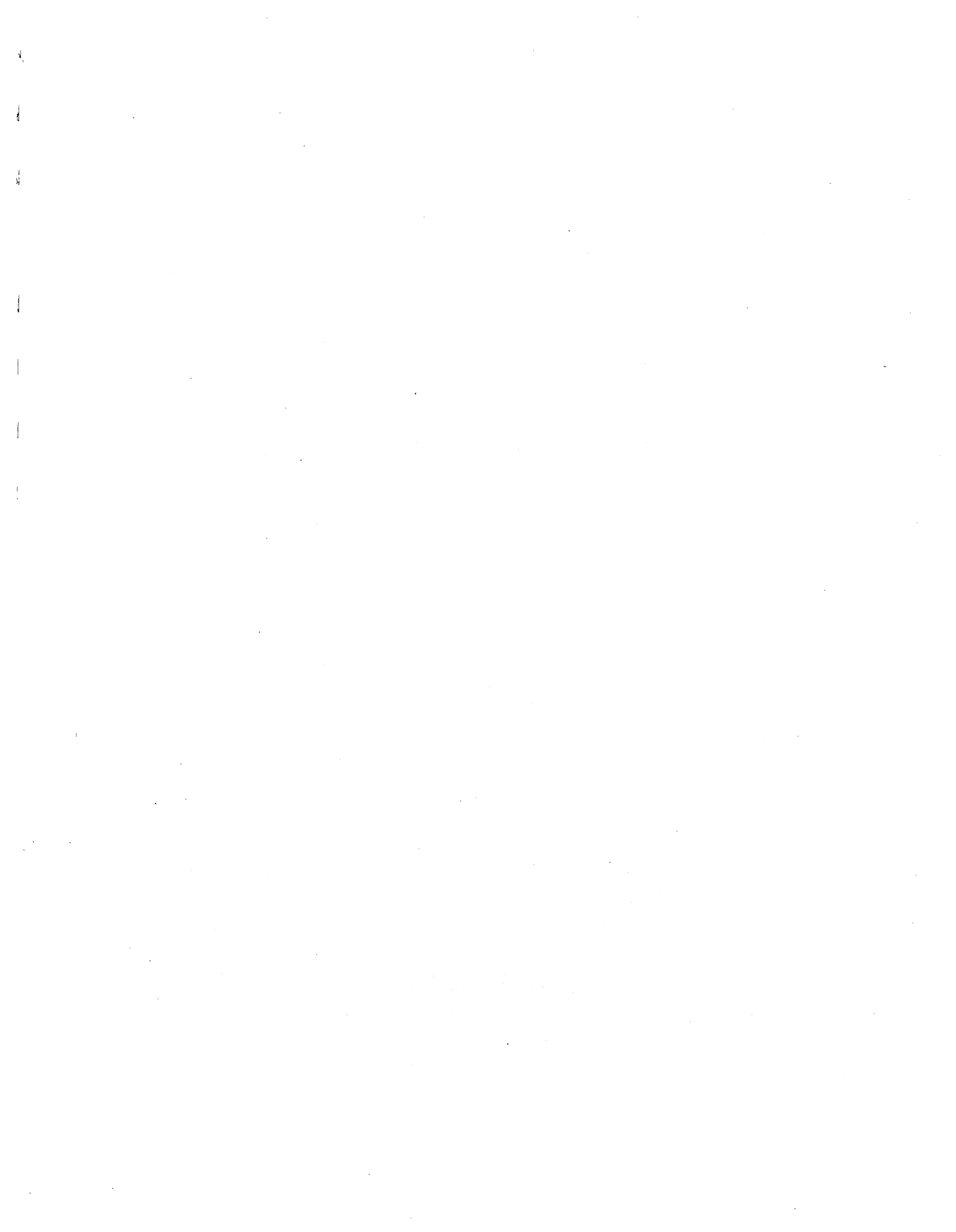
CEDAR RIDGE CONNECTOR

Termini: Conn. 15 in Wethersfield to Interstate 84 in Hartford .

Length: Two miles

Status: In planning

Description: This expressway will connect the South Meadows Expressway and the Berlin Turnpike with the Conn. 71 Expressway and Interstate 84. It is estimated to be completed after 1975.



CONNECTICUT TURNPIKE (TOLL)

Termini: New York State Line at Greenwich to Rhode Island
State Line at Killingly. See Interstate 95,
Greenwich to East Lyme. (Added Toll Stations at
Montville and Plainfield)

Length: 129 miles (89 miles are I. 95)

Status: Complete (1958)

Design: Four to eight lanes.

EAST ROCK CONNECTOR
MOUNT CARMEL CONNECTOR
WHARTON BROOK CONNECTOR

Description: These three expressways are proposed to provide connections between Interstate 91 and various primary highways between New Haven and Wallingford. The East Rock Connector will join I-91 with Whitney Avenue (Conn. 10A) at Lake Whitney in Hamden. The Mount Carmel Connector will join I-91 with U.S. 5 in North Haven and Conn. 10 in Hamden. The Wharton Brook Connector will join I-91 with U.S. 5 and Conn. 15 in Wallingford, serving the Quinnipiac Valley industrial area.

Status: It is estimated that the East Rock Connector will be completed by 1968. It is estimated that the Mount Carmel Connector will be completed to Dixwell Avenue in North Haven by 1968 and to Conn. 10 by 1972. It is estimated that the Wharton Brook Connector will be completed to U.S. 5 by 1966 and to Conn. 15 by 1968.

MILFORD PARKWAY

Termini: From Merritt Parkway at Milford to U.S. 1 at
Milford

Length: Two miles.

Status: Four lanes, opened to traffic in 1940.

PULASKI CIRCLE CONNECTOR-WHITEHEAD HIGHWAY IMPROVEMENT

Termini: Interstate 84 in Hartford to Interstate 91 in Hartford.

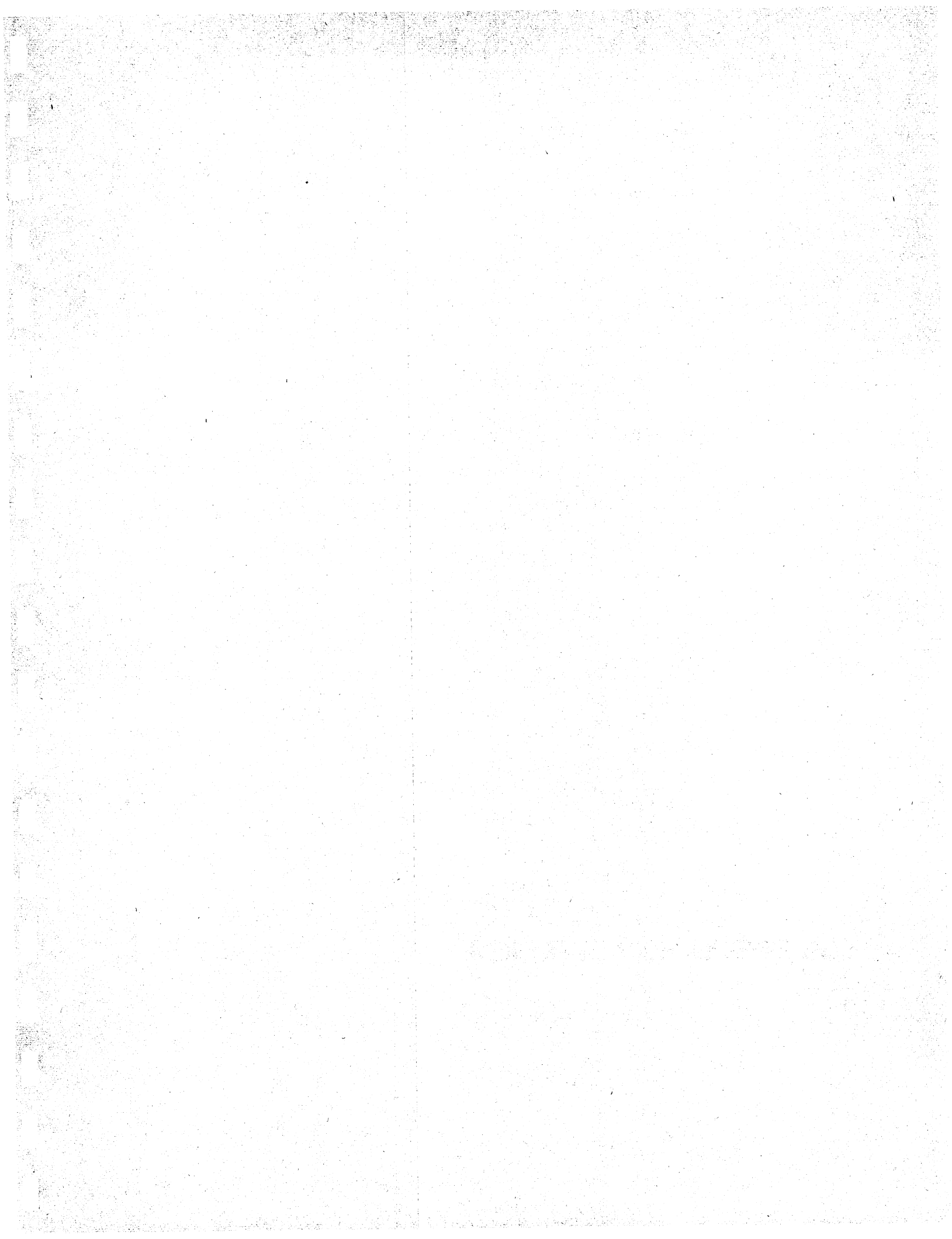
Length: One mile.

Status: Complete and under design.

Design: Six lanes.

Description: Between I-84 and Pulaski Circle a new expressway will be constructed including a tunnel thru Bushnell Park behind the State Capitol. Between Pulaski Circle and I-91, the existing Whitehead Highway will be improved and widened. It is estimated that these projects will be opened to traffic by 1968.

NEW JERSEY



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U.S. 1

Termini: Pennsylvania State Line at Trenton to New York State Line
at George Washington Bridge.

Length: 65 miles.

Status: Complete, under construction and improvements proposed.

Design: Four to eight lanes.

Description: The southerly section in Trenton between the Delaware River
Bridge and the U.S. 206 circle is the Trenton Freeway, a
limited access facility.

Between U.S. 206 and U.S. 130 in North Brunswick, the route
has been modernized by widening, median barrier, jughandles
and grade separations at major crossings. Similar improvement
is under construction northerly to Plainfield Avenue in Edison
Township, with a grade separation and interchange at Woodbridge
Avenue, scheduled for completion in December 1962.

The section between Edison and U.S. 22 in Newark is proposed
for similar modernization. Some projects have already been
completed, eliminating left turns and median crossings. Between
U.S. 22 and Tonnelle Circle in Jersey City, U.S. 1 traverses
the Pulaski Skyway, one of the nation's first limited access
facilities, completed in 1933.

Between Tonnelle Circle and the George Washington Bridge, the
route has been modernized by resurfacing, widening, median
barrier and jughandle turns.



N.J. 3

Termini: U.S. 46 in Clifton to Interstate 495 and Lincoln Tunnel.

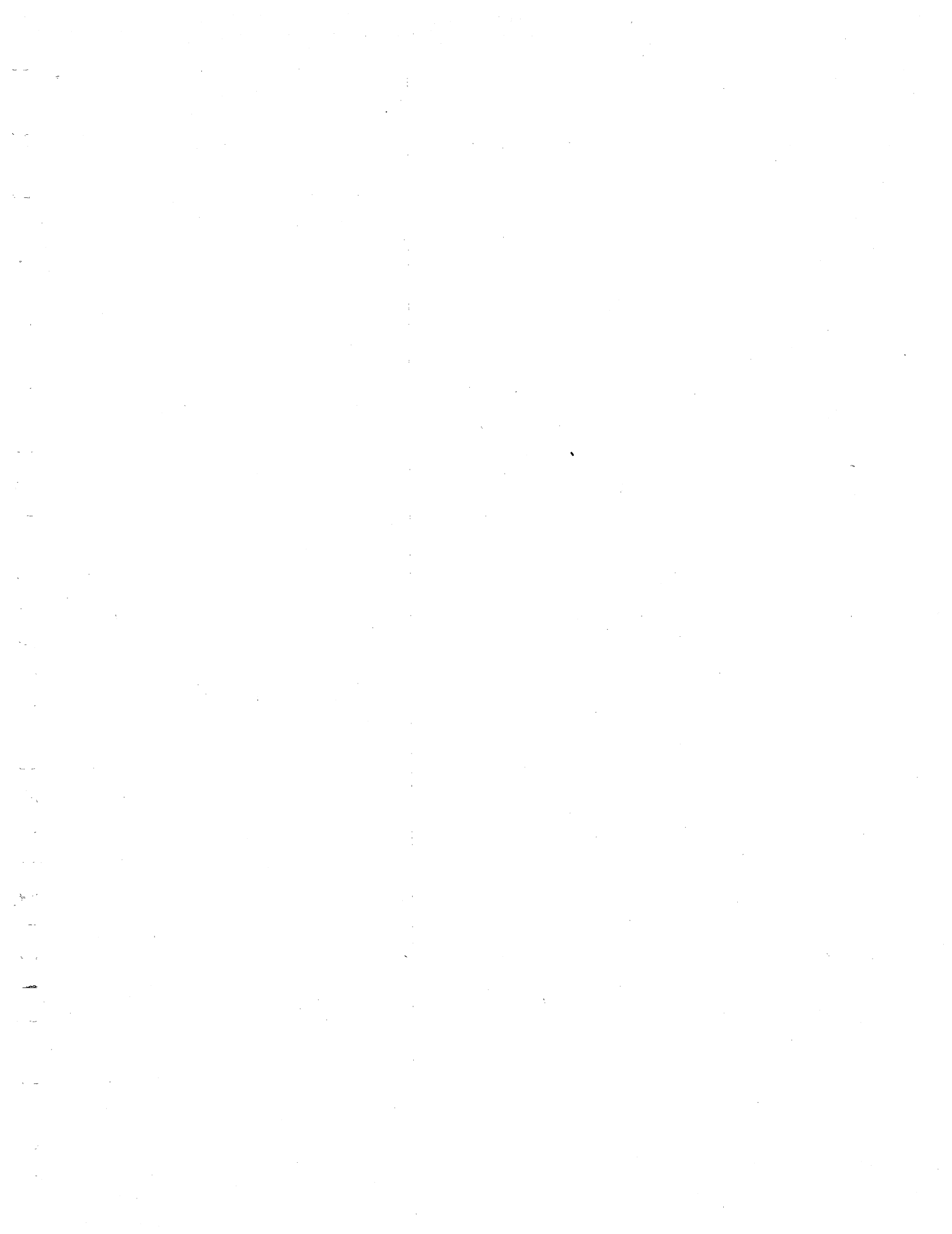
Length: 12 miles.

Status: Complete, under construction, under design and proposed.

Design: Four to eight lanes.

Description: A four lane parallel bridge over the Hackensack River is under construction. The present bridge will then be rehabilitated to serve as the four-lane eastbound roadway. This will relieve a five lane bottleneck on the present route. Plans are being processed for approaches to the new Hackensack River Bridge. Plans are also being processed for the section from the Hackensack River Bridge Approaches easterly to U.S. 1 providing six lanes plus marginal roads. From U.S. 1 easterly to the Lincoln Tunnel, the route is coincident with I-495 along Port of New York Authority Roadway.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic;</u>
1) U.S. 46 to N.J. 21 at Passaic River	Complete, six lanes.	Yes
2) N.J. 21 to N.J. 20 in East Rutherford	Existing four and six lanes, interchange improvements center barrier and widening proposed.	Yes
3) N.J. 20 to U.S. 1 in North Bergen	Widening under construction and under design.	Yes
4) U.S. 1 to Lincoln Tunnel	Complete, six lanes, same route as I-495.	Yes



N.J. 4

Termini: N.J. 20 in Paterson to Interstate 95 in Fort Lee.

Length: Eleven miles.

Status: Complete, under construction, under study.

Design: Four to six lanes divided.

Description: A barrier curb and island closing program is being implemented on this route, with widening to six lanes between N.J. 208 and 1-95.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) N.J. 20 to N.J. 208 in Fair Lawn	Four lanes complete.	Yes
2) N.J. 208 to N.J. 17 in Paramus	Six lanes complete.	Yes
3) N.J. 17 to I-95	Four lanes complete, to be widened to six lanes.	Yes. Widening estimate to be completed by 1965

U.S. 9

Termini: Cape May to New York State Line at the George Washington Bridge.

Length: 160 miles.

Status: Complete, improvements proposed.

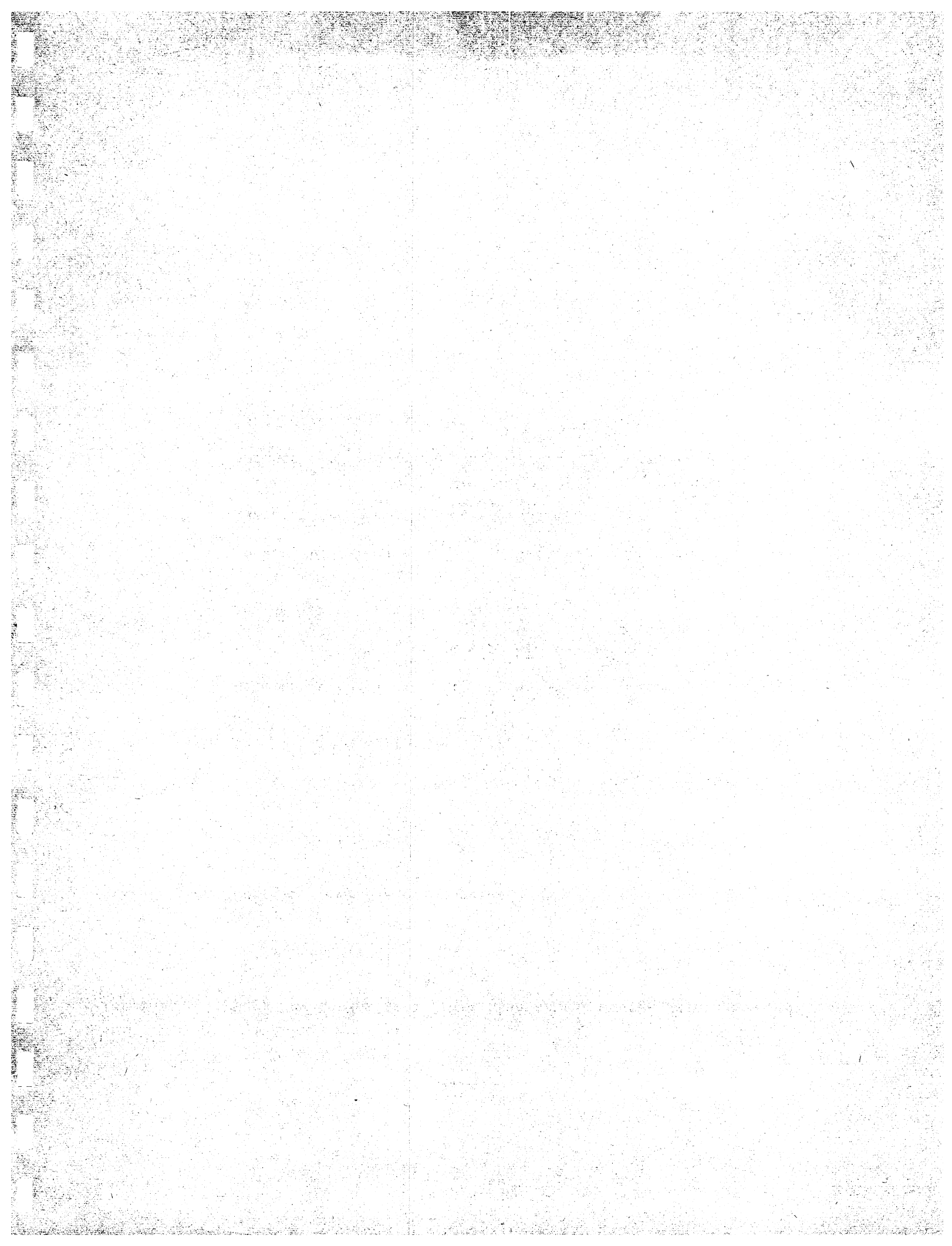
Design: Two to eight lanes.

Description: Between Cape May and Toms River, this route is closely paralleled by the Garden State Parkway.

Between Freehold and N.J. 34 in Madison Township, dualization is proposed. The portion between Route 520 and N.J. 18 is included in the 1962 construction program.

Between N.J. 34 and U.S. 1 in Woodbridge the highway is four to six lanes with median, a semi-expressway.

Northerly of Woodbridge, U.S. 9 and U.S. 1 are the same route to the George Washington Bridge.



N.J. 17

Termini: N.J. 3 in Rutherford to New York State Line at Mahwah.

Length: 26 miles.

Status: Complete, under construction and under design.

Design: Four to six lanes, medial divided, without access control.
Ultimately this route will be widened to six lanes, with
no median crossings northerly of U.S. 46.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) N.J. 3 in Rutherford to U.S. 46 in Hasbrouck Heights	Under design, median barrier and jughandle turns.	Yes
2) U.S. 46 to N.J. 4 in Paramus	Median barrier installed 1957, ramps revised.	Yes
3) N.J. 4 to Paramus Road Circle	Overpasses completed at Century Rd., Midland Ave. and Ridgewood Ave. Others planned for Linwood Ave. and Paramus Road. To be widened to six lanes.	Yes, widening to be completed by 1968
4) Paramus Road Circle to Franklin Tpk. Circle	Overpasses under design, in 1962 program, at Hollywood Ave. and Prospect Ave. Others planned at Wearimus Road, Allandale Ave. and Lake Street. To be widened to six lanes.	Yes, widening to be completed by 1968
5) Franklin Tpk. Circle to New York State Line	Complete	1957

N.J. 18

Termini: U.S. 22 in Green Brook to N.J. 35 in Eatontown.

Length: 34 miles

Status: Complete, under construction and under study.

Design: Four lanes (Existing three lane sections will be dualized).

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) U.S. 22 to N.J. 27 in New Brunswick	Legislated, under study	Estimated 1968
2) N.J. 27 to N.J. Turnpike (Interchange 9)	Four lanes divided, complete.	Yes
3) N.J. Turnpike to Raritan River Railroad in East Brunswick	Four lanes divided, complete.	Yes, improvements completed Summer 1962.
4) Raritan River Railroad to Fountain Street in East Brunswick	Dualization under construction.	Yes, improvements estimated to be completed by 1963
5) Fountain Street to Old Bridge	Dualization plans completed.	Yes, improvements estimated to be completed by 1965.
6) Old Bridge to U.S. 9 in Madison Township	Complete, four lanes divided.	Yes
7) U.S. 9 to N.J. 35	Under study.	Estimated 1970

N.J. 20

(PATERSON PERIPHERAL)

Termini: Garden State Parkway (Interchange 154) and U.S. 46 near Grove Street in Clifton around Paterson to N.J. 21 Freeway and U.S. 46 and the Passaic River in Clifton.

Length: 10 miles.

Status: Complete and under design.

Design: Four to six lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Garden State Parkway and U.S. 46 to First Avenue in Paterson	Freeway under design	Estimated 1965
2) First Avenue to Market Street and 1-80	Complete, four lanes	Yes
3) Market Street to N.J. 21 Freeway and U.S. 46	Complete, six lanes	Yes

N.J. 21

(MC CARTER HIGHWAY)

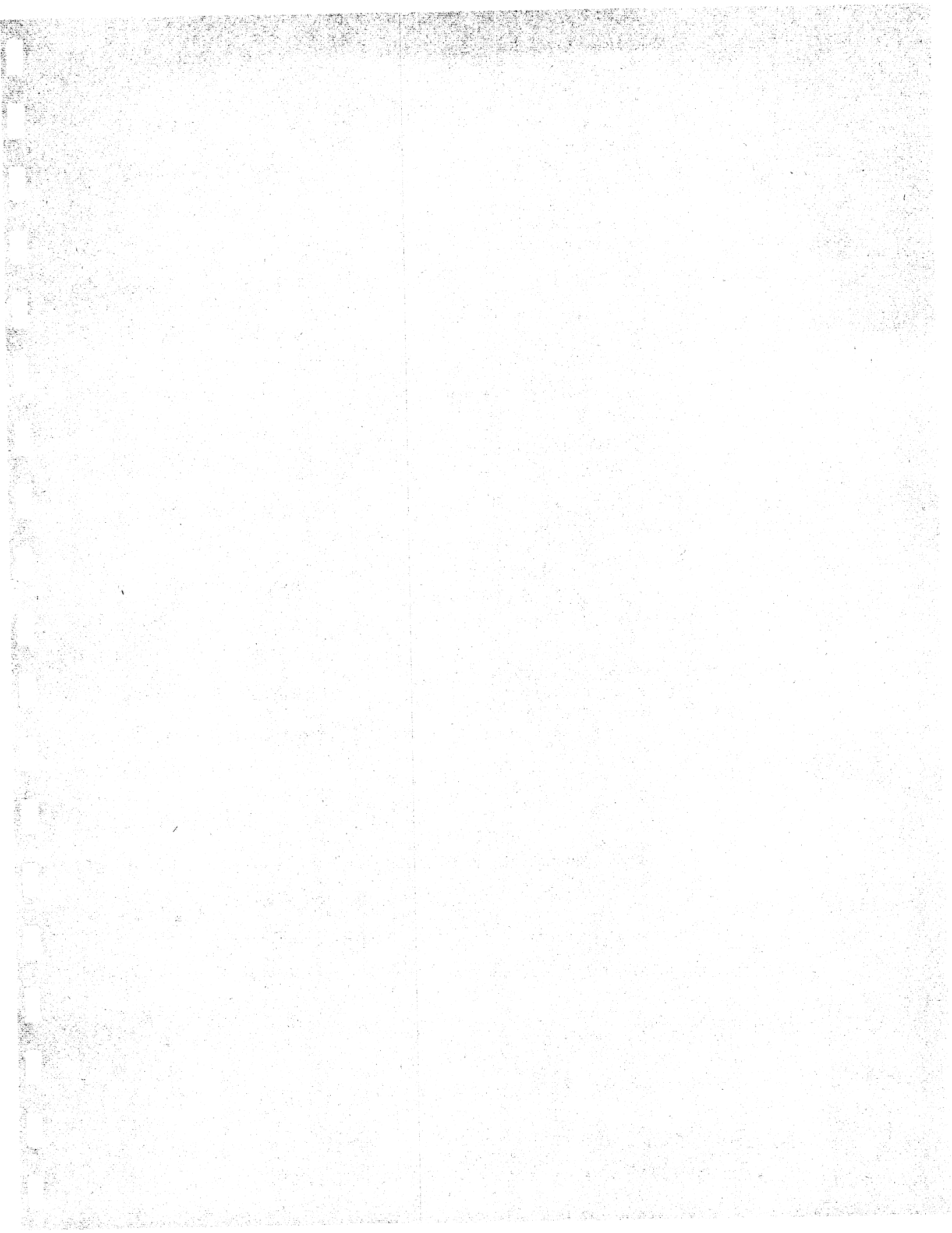
Termini: U. S. 1 and 9 at Newark Airport to Interstate 80 and N.J. 20 in Paterson. (Freeway north of Third Avenue, Newark)

Length: 14 miles.

Status: Complete, under construction and under design.

Design: Four to six lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) U.S. 1, 9 & 22 in Newark to Bridge Street in Newark	Improvement proposed, widening to six lanes, grade separations at Broad Street and Raymond Plaza, eliminating certain other crossings.	Yes
2) Bridge Street to Third Avenue in Newark	Complete, arterial with at-grade intersections.	Yes
3) Third Avenue to Riverside Ave. in Newark	Complete, six lanes.	Yes
4) Riverside Avenue to William St. in Belleville	Improvement plans complete R.O.W. being acquired	Estimated 1965
5) William Street to Highfield Lane in Nutley	Complete, six lanes.	Yes
6) Highfield Lane to Passaic-Clifton City Line	Complete, six lanes	1962
7) Passaic-Clifton City Line to Interstate 80 & N.J. 20	Under study. Hearing held in Passaic County and alignment approved	Estimated 1965



U.S. 22

Termini: Pennsylvania State Line at Phillipsburg to U.S. 1 & 9 Newark.

Length: 61 miles.

Status: Complete, under construction and improvements proposed.

Design: Four to six lanes.

Description: Between Phillipsburg and North Branch, this route will be closely paralleled by I-78. Barrier curb, jug handles and re-surfacing are under construction from Middle Brook in Bridge-water Twsp. to Washington Avenue in Green Brook Twsp. with estimated completion in 1963. A grade separation project at Mountain Avenue in Bound Brook was completed in 1961. The Liberty Avenue viaduct in Hillside was completed in 1962.

N.J. 23

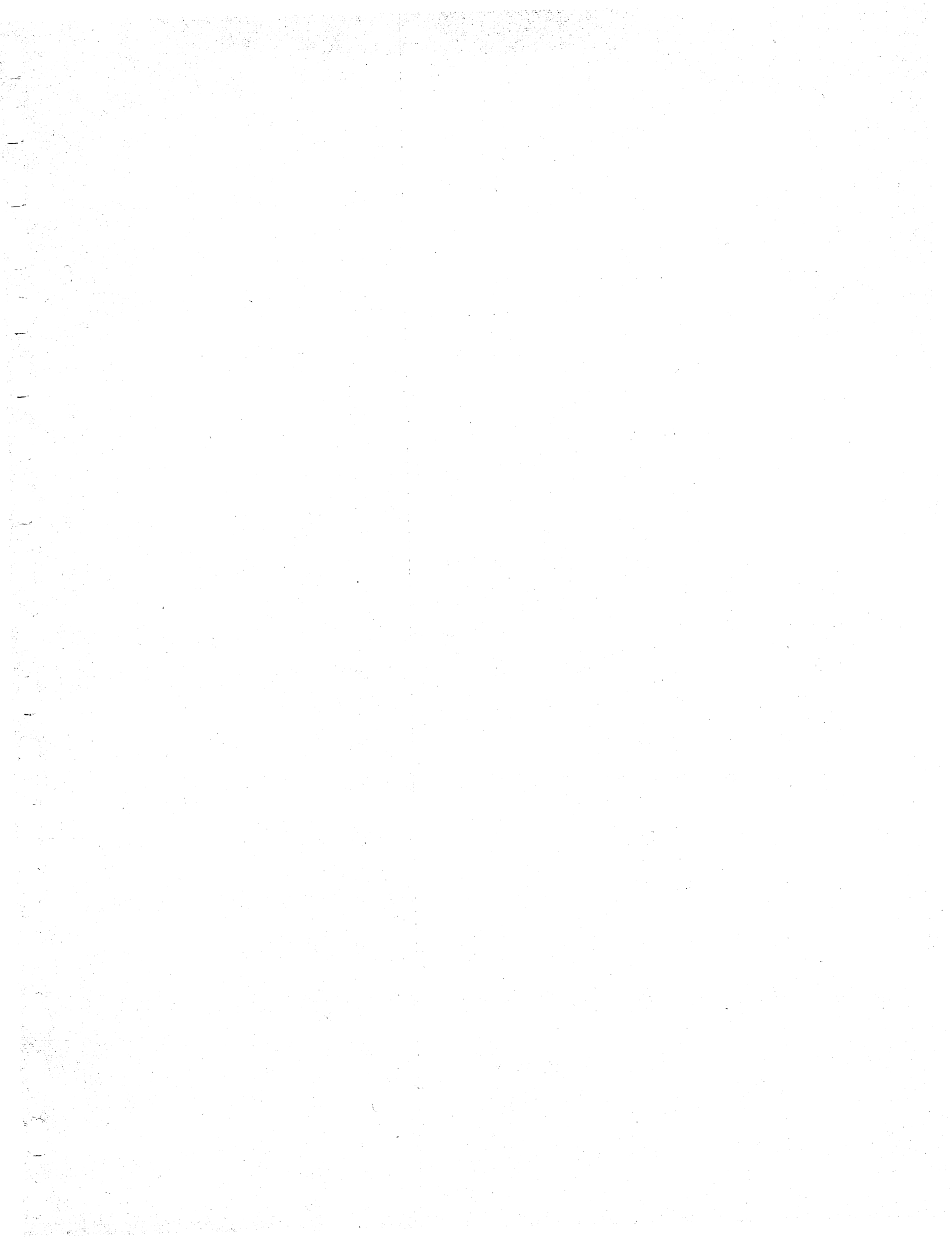
Termini: Interstate 280 in West Orange to the New York State Line near Montague.

Length: 60 miles.

Status: Complete, under design, under study and proposed.

Design: Four to six lanes.

Description: The four lane section between I-80 and Kinnelon is under study for improvement including grade separations at major cross roads. This section is presently four lanes undivided I-80 to Mountain View, and four lanes divided Mountain View to west of Smoke Rise. A section in Newfoundland is under design to expand the present two lanes to four lanes westerly to Stockholm. Further westerly to the New York State Line, this route is under study for dualization.



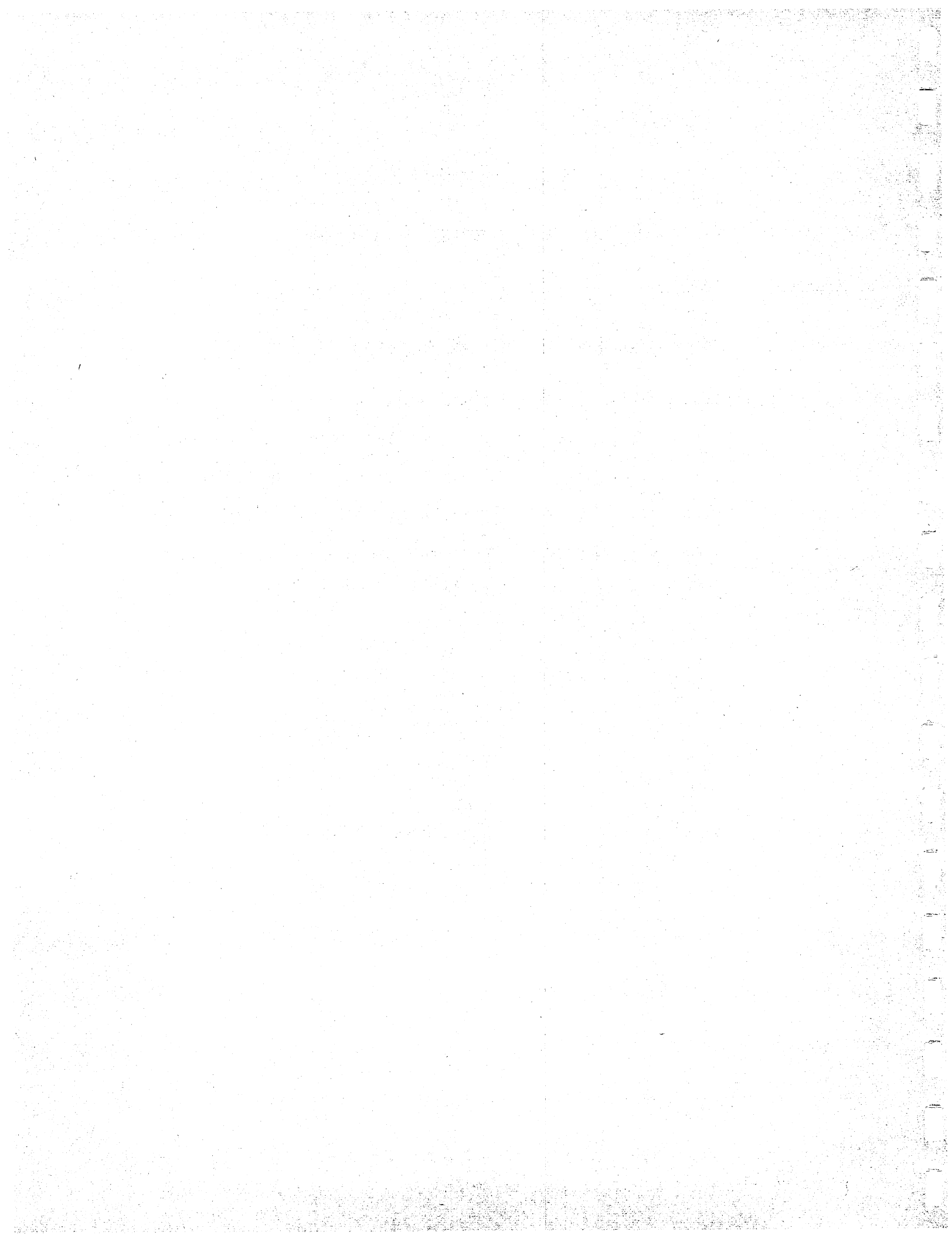
N.J. 24 FREEWAY

Termini: U.S. 22 in Phillipsburg to Interstate 78 and 278 in Springfield.

Length: 60 miles.

Status: Under design, under study and proposed.

Description: This route is proposed between Phillipsburg and Springfield and has been legislated as a freeway. Between Mendham and Springfield R.O.W. Acquisition is under way for a freeway, including a connector to N.J. 10 and N.J. 53 in Littleton. The section between Morris Turnpike and Interstate 78 bypassing the center of Springfield is under design and is included in the 1962 Construction Program with estimated completion by 1965.



N.J. 29 FREEWAY

Termini: N.J. 37 and U.S. 206 in Hamilton Twsp. to N.J. 12 in Frenchtown.

Length: 31 miles.

Status: Complete, under design and under study.

Design: Two to four lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) N.J. 37 in Hamilton Twsp. to Calhoun Street in Trenton	Under design.	Estimated 1965
2) Calhoun Street to Aberfeldy Drive in Trenton	Complete, four lanes.	1956
3) Aberfeldy Drive to N.J. 129 in Ewing	Under design	Estimated 1964
4) N.J. 129 to U.S. 202 in Lambertville	Widening under study, not access controlled.	Yes
5) U.S. 202 to N.J. 12 in Frenchtown	Two lanes, sections under improvement.	Yes



N.J. 34

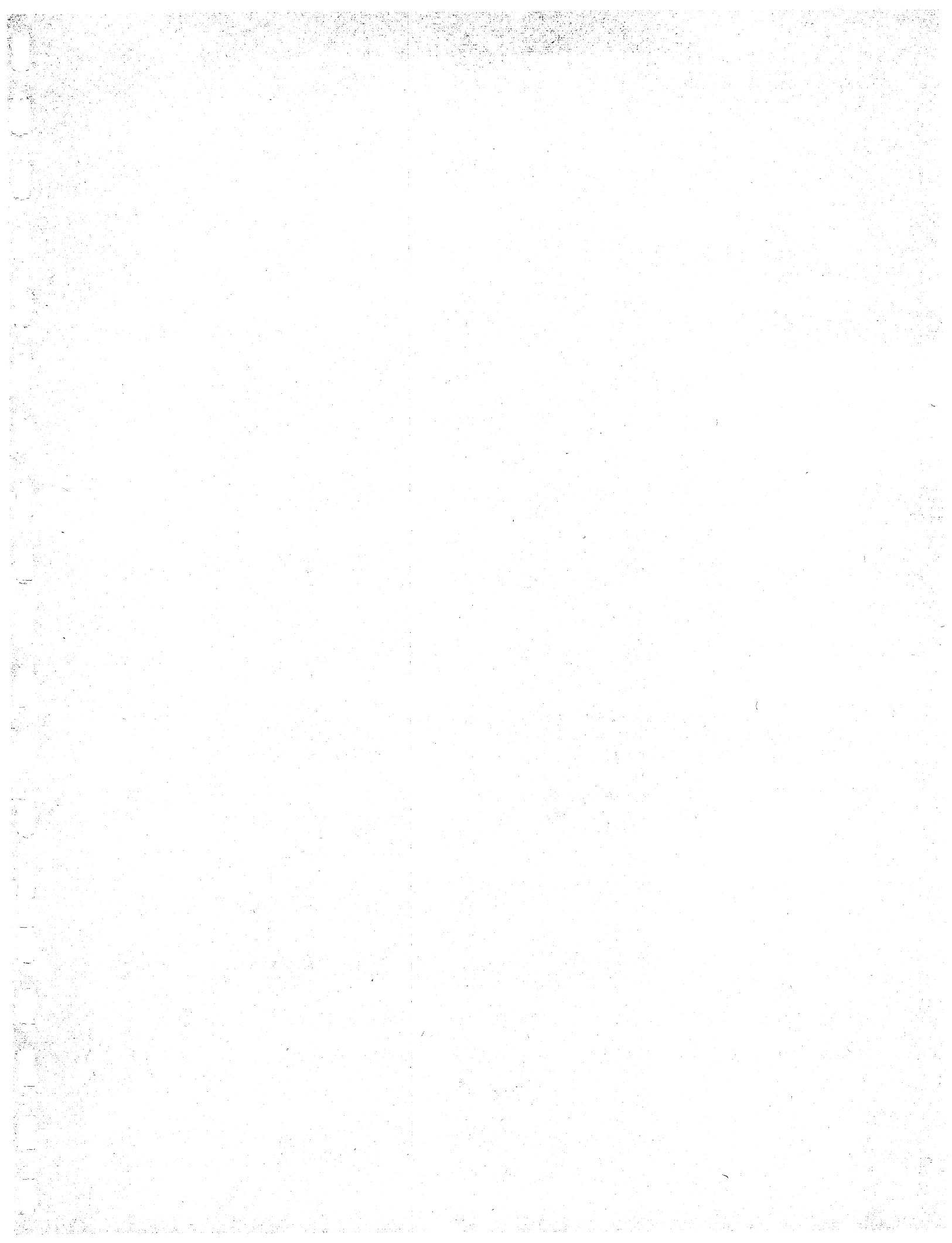
Termini: N.J. 35 in Brielle to U.S. 9 in Madison Township.

Length: 28 miles.

Status: Under design and proposed.

Design: Four Lanes.

Description: The entire route is proposed for dualization. The southerly portion between N.J. 35 and N.J. 33 in Collingwood Park is presently under construction with estimated completion in 1963.



N.J. 35

Termini: N.J. 37 at Seaside Heights to N.J. 27 at Rahway.

Length: 75 miles.

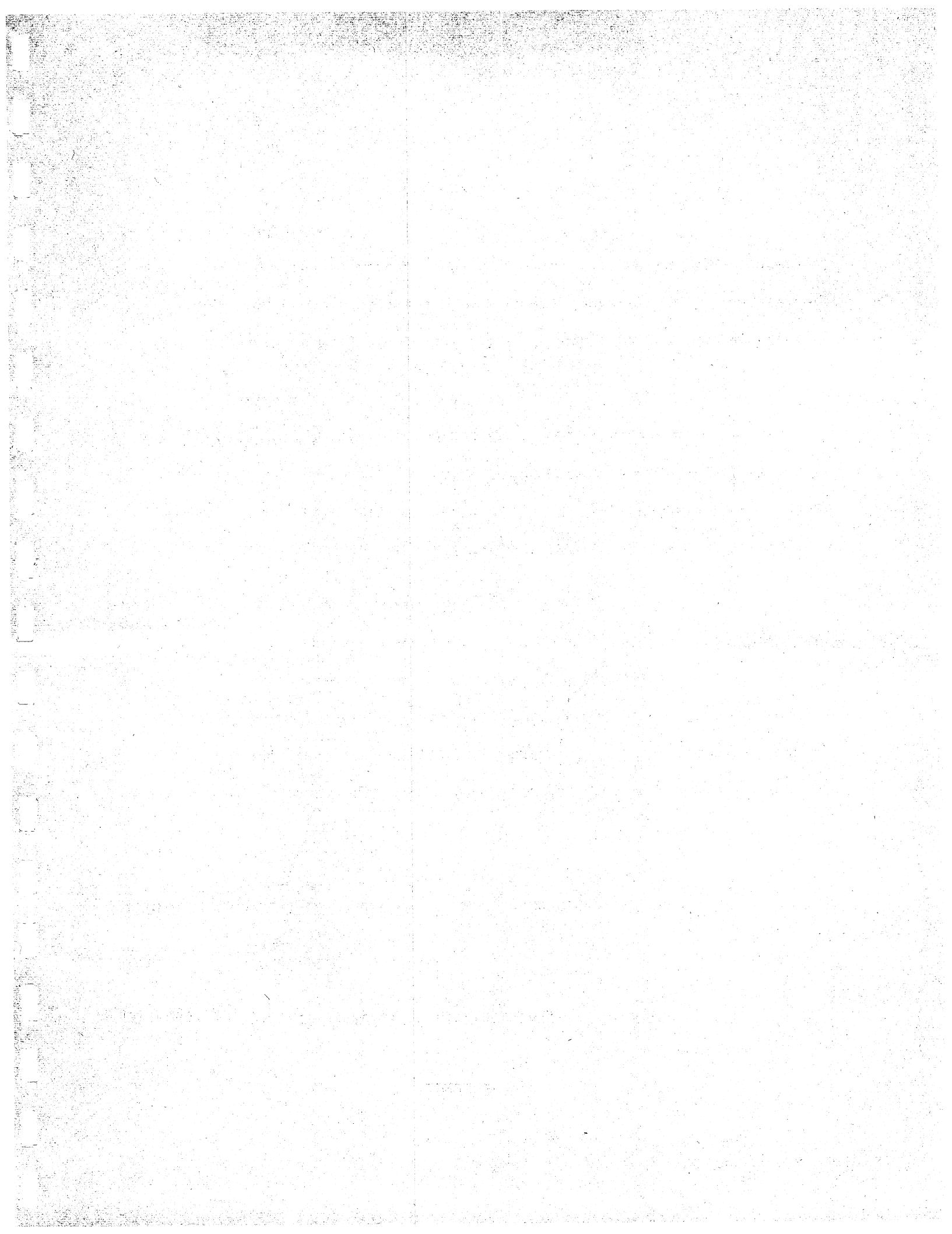
Status: Complete, under design and under study.

Design: Four to six lanes.

Description: The southerly section from N.J. 37 to Mantoloking has recently been dualized and opened to traffic. From Mantoloking to N.J. 34 and 70 in Wall Township, dualization of the existing highway is proposed. Northerly to the Garden State Parkway spur at Eatontown, this route is proposed as a freeway, with some right-of-way being purchased.

The four-lane section between Middletown and Morgan is proposed for "dualization". The portion through Keyport from the Garden State Parkway interchange one-half mile westerly is included in the 1962 construction program, with an overpass at Broadway, estimated for completion by 1964.

Between Morgan and the Victory Bridge over the Raritan River, the present highway is four to six lanes with a median divider. Between the Victory Bridge and N.J. 27, the route is four-lane undivided.



U.S. 46

Termini: Interstate 80 in Columbia to Interstate 95 in Fort Lee.

Length: 74 miles.

Status: Complete, improvements proposed.

Design: Two to six lanes.

Description: The section between I-80 in Columbia and N.J. 69 in Buttzville is proposed for dualization.

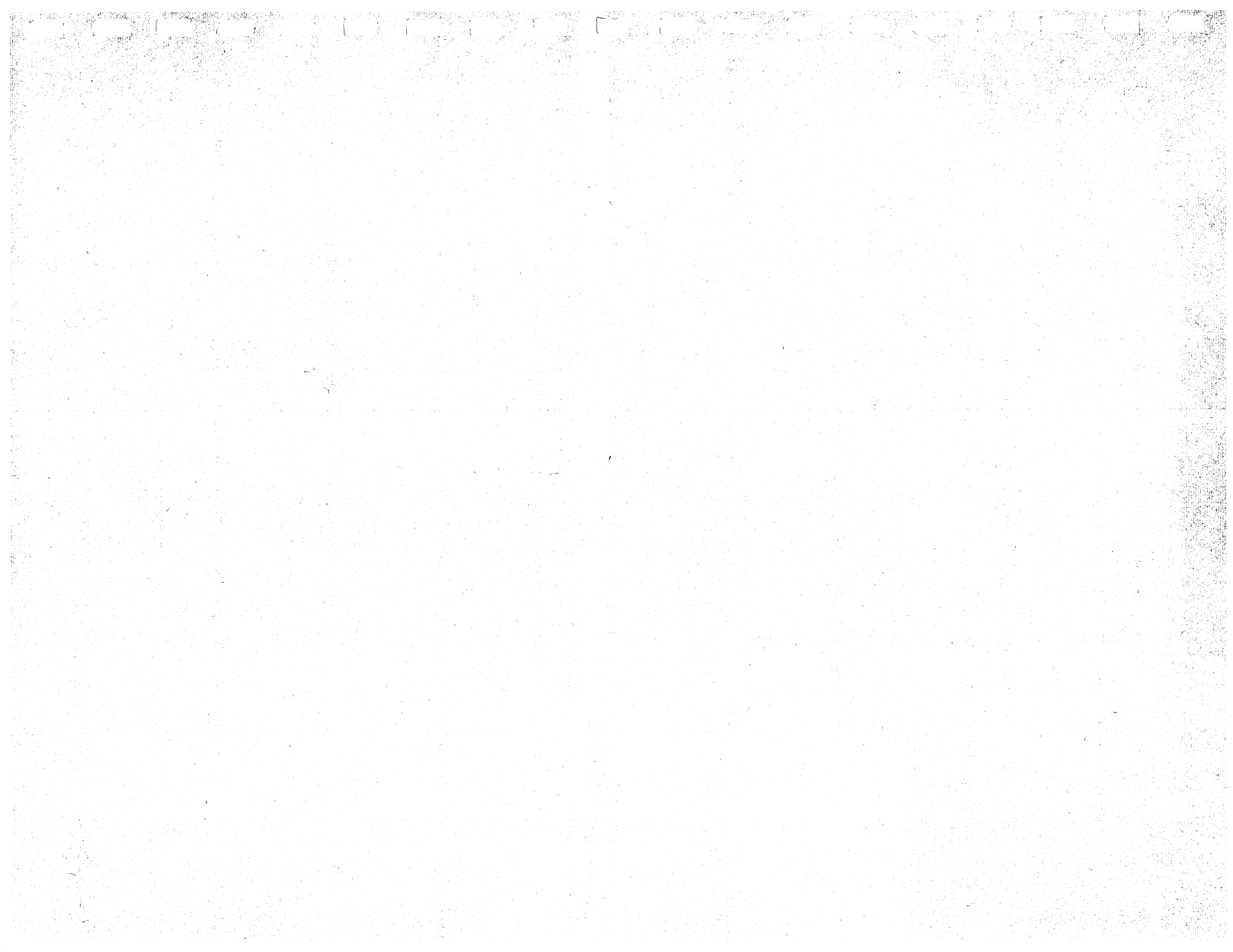
The portion of the route in Western Morris County is being widened. The section between Hackettstown and Drakestown is complete, with the section easterly from Drakestown to Route 80 scheduled for the 1962 and 1963 program, with completion estimated by 1964.

In Caldwell Township, the intersections with Clinton Road and Plymouth Street have been combined and channelized.

The interchange with N.J. 17 in Bergen County will be modernized, widening Route 46 to six lanes, and constructing new ramps. This project will be under construction shortly, with estimated completion by late 1963.

In South Hackensack the intersections with Main Street and Phillips Avenue are being reconstructed and Route 46 is being widened, with estimated completion by late 1962.

Recently completed was the improvement between the Passaic River and I-95, including median barrier and widening.



N.J. 69

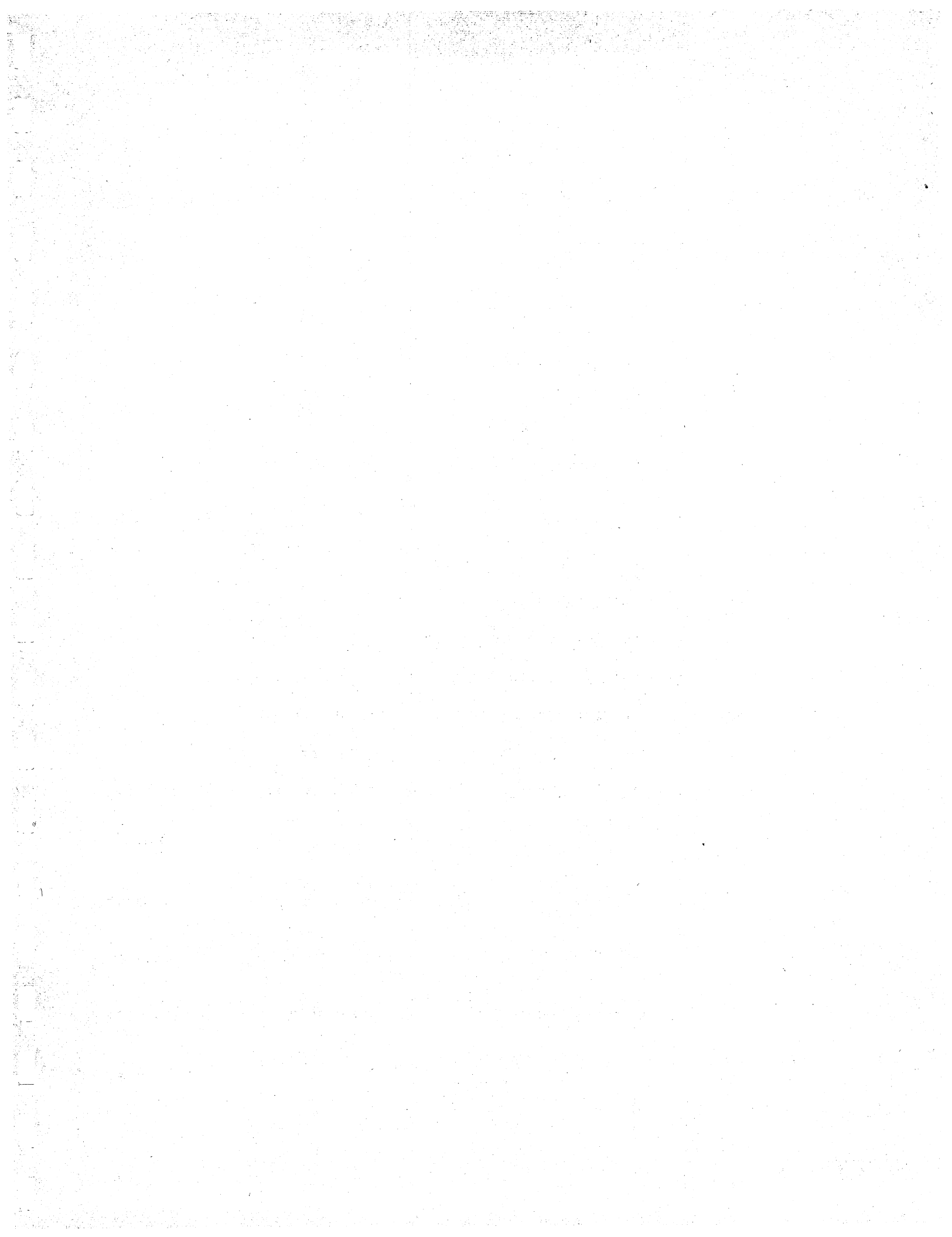
Termini: U.S. 1 in Trenton to Route U.S. 46 in Buttzville.

Length: 48 miles.

Status: Under design and proposed.

Design: Four lanes.

Description: A freeway is proposed as a relocation of N.J. 69 between U.S. 1 at the U.S. 206 circle in Trenton and the present route in Pennington. Northerly dualization of the existing route is proposed. A portion between Ringoes and Flemington (overlapping U.S. 202) is scheduled for the 1962 construction program, with estimated completion by 1964.



INTERSTATE 78

Termini: Pennsylvania State Line at Phillipsburg to the New York State Line at the Holland Tunnel. (Utilizes N.J. Turnpike's Newark Bay Extension).

Length: 66 miles.

Status: Complete, under design and under study.

Design: Six to ten lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Pennsylvania State Line to U.S. 22 in Still Valley	Under study.	Estimated 1968
2) Still Valley to Bloomsbury	Four lanes complete, two lanes under study.	October, 1959
3) Bloomsbury to Pattenburg Road	Four lanes complete, two lanes under study.	December, 1961
4) Pattenburg Road to West of Clinton	Existing four lanes, widening and access control designed.	Yes
5) West of Clinton to N.J. 69	Four lanes complete, two additional lanes under design.	1958
6) N.J. 69 to Berkeley Heights	Design complete.	Estimated 1965
7) Berkeley Heights to Springfield-Union Line	Under design.	Estimated 1965
8) Springfield-Union Line to N.J. Turnpike at Newark	Under design.	Estimated 1965
9) Newark to U.S. 1B in Jersey City	Complete, six lanes.	Yes
10) U.S. 1B to Holland Tunnel	Improvement under study to eliminate at-grade crossings.	Yes

INTERSTATE 80

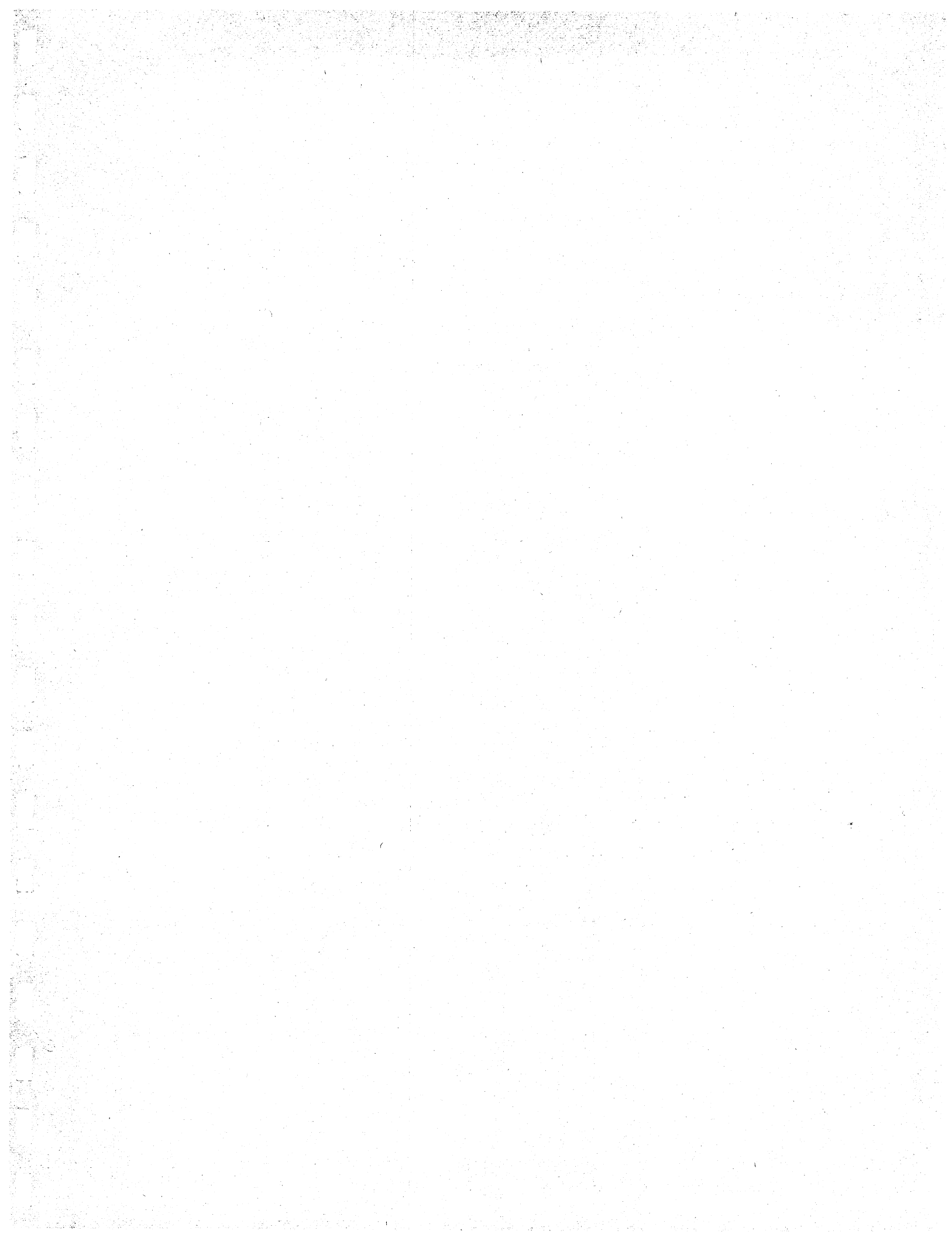
Termini: Pennsylvania State Line at Delaware Water Gap Bridge to Interstate
95 at Ridgefield Park.

Length: 68 miles.

Status: Complete, under construction, under design and proposed.

Design: Four to ten lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Pennsylvania State Line to N.J. 94 in Columbia	Complete, four lanes	1954
2) N.J. 94 to U.S. 46 in Netcong	Proposed	Estimated 1968
3) U.S. 46 to Landing Road in Ledgewood	Under construction, six lanes	Estimated late 1962
4) Landing Road to N.J. 53 in Denville	Complete, six lanes	1960
5) N.J. 53 to U.S. 46 in Parsippany- Troy Hills	Under design	Estimated 1966
6) U.S. 46 to N.J. 23 in Wayne	Under design	Estimated 1965
7) N.J. 23 to Beckwith Avenue in Paterson	Under design	Estimated 1964
8) Beckwith Avenue to N.J. 17 in Hackensack	Under construction, eight lanes	Estimated 1964
9) N.J. 17 to Interstate 95	Under construction, ten lanes	Estimated 1964



N.J. 92 FREEWAY
(Princeton-Hightstown Bypass)

Termini: U.S. 206 in Montgomery Township and N.J. 33 in East Windsor Township.

Length: 14 miles.

Status: Proposed.

Design: Four lanes.

Description: This new route, passing north of Kingston, Princeton, Trenton and Hightstown, would serve through traffic between Somerset County and the New Jersey Shore, as well as traffic destined for points along U.S.1.

INTERSTATE 95

Termini: Pennsylvania State Line at Scudders Falls to New York
State Line at George Washington Bridge.

Length: 71 miles.

Status: Complete, under construction, under design and under study.

Design: Four to fourteen lanes.

Description: A new road will be constructed from Trenton to New Brunswick. Present plans call for incorporating the New Jersey Turnpike from this point north into the interstate system, which would require widening to eight lanes. Because further widening of the Turnpike would require rebuilding of all structures including many lengthy viaducts, consideration is also being given to construction on new location between New Brunswick and Ridgefield Park.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Pennsylvania State Line to Scotch Road in Ewing	Complete, four lanes. Proposed Interstate 95 Existing N.J. 129	1961
2) Scotch Road to N.J. Turnpike in Milltown	Under study, four lanes.	Estimated 1968
3) Milltown to U.S. 46 in Ridgefield Park	Six lanes complete, widening under study.	Yes
4) U.S. 46 to New York State Line	Under construction, eight to fourteen lanes.	Estimated mid-1964

U.S. 130

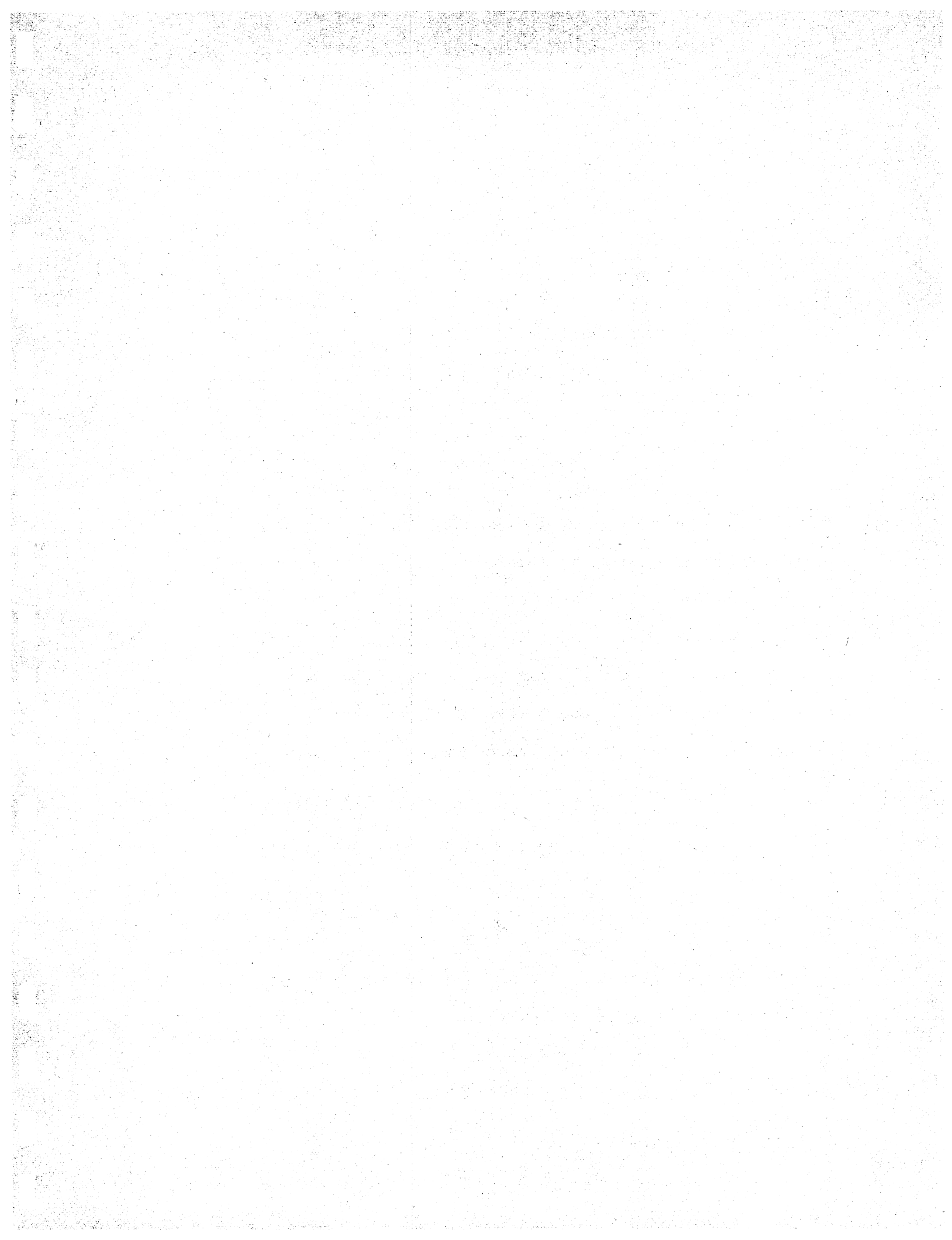
Termini: U.S. 40 at Delaware Memorial Bridge to U.S. 1 in North Brunswick Township.

Length: 83 miles.

Status: Complete and under construction.

Design: Two to six lanes.

Description: Between U.S. 40 and the Camden area, U.S. 130 is closely paralleled by I-295 and I-80S, overlapping I-295 between Bridgeport and Verga as a Freeway. The route is two lane south of Oldmans Creek, four lanes divided north of Oldmans Creek. Between Camden and Burlington the route is being widened to six lanes with jughandles to eliminate left turns. Between Burlington and North Brunswick, the route is four-lane divided, with improvements completed in 1962 of the section in Bordentown which overlaps U.S. 206, including grade separations.



U.S. 202

Termini: Pennsylvania State Line at Lambertville to Interstate 287 in
Somerville.

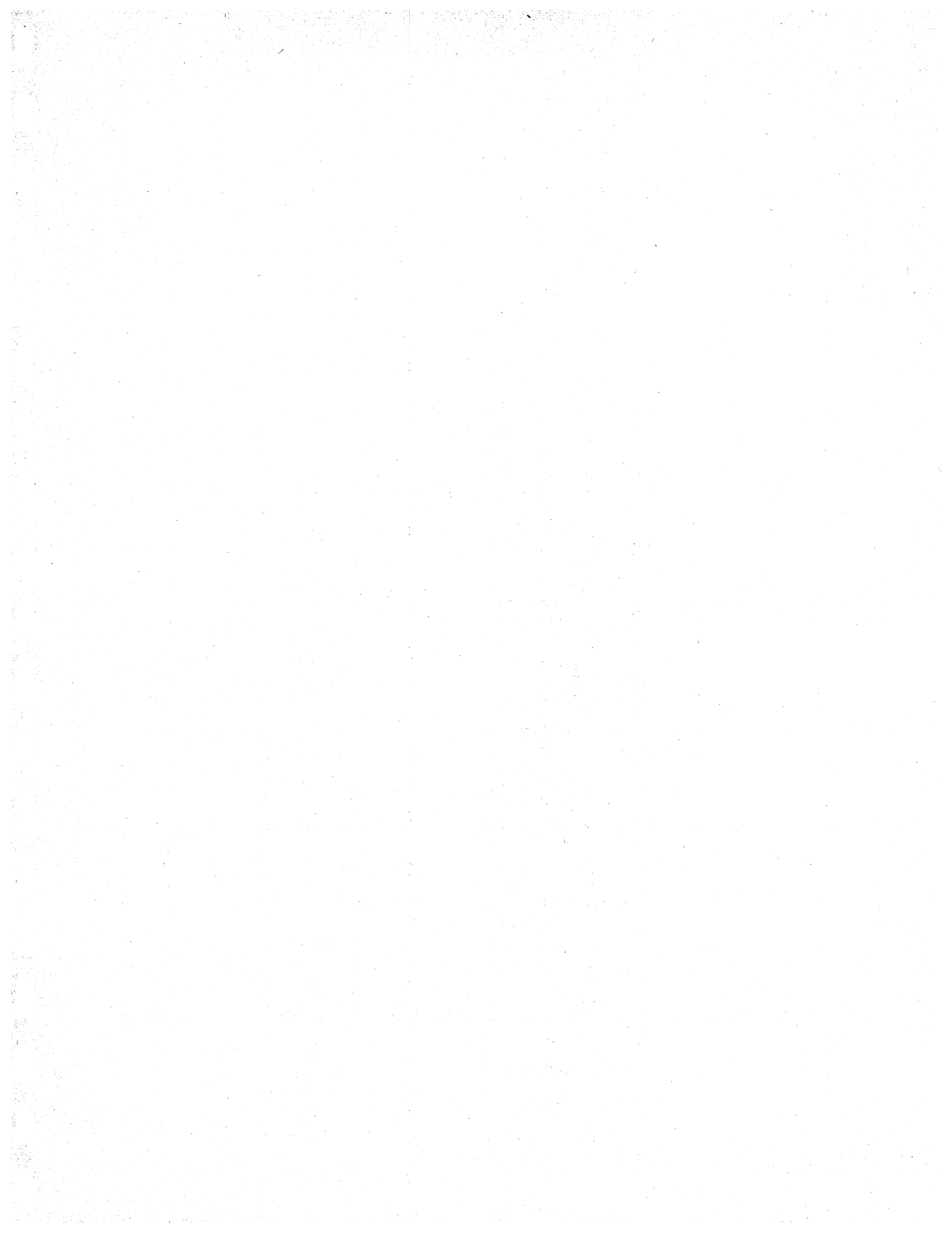
Length: 26 miles.

Status: Complete, under construction and proposed

Design: Two to four lanes.

Description: Between Somerville and Mahwah U.S. 202, presently posted along
local roads, will be replaced by I-287.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Lambertville to N.J. 69 in Ringoes	Two lanes existing, dualization proposed	Yes
2) Ringoes to N.J. 12 in Flemington	Two lanes existing, dualization under design	Yes, improvements estimated complete 1964
3) N.J. 12 to N.J. 28 in Somerville	Complete, four lanes divided.	1962
4) N.J. 28 to I-287 in Somerville	Widening under construc- tion, four lanes	Yes, improvements estimated complete 1964



U.S. 206

Termini: U.S. 30 in Hammonton to Pennsylvania State Line at Montague.

Length: 125 miles.

Status: Complete, under design and proposed.

Design: Two to four lanes.

Description: Proposed widening and dualization between U.S. 30 and N.J. Turnpike (Interchange 7) in Mansfield Township. Between N.J. Turnpike and N.J. 37 in Hamilton Township, this route is a four lane divided highway. Through the City of Trenton the present route is paralleled by the proposed N.J. 29 Freeway and the Trenton East-West Freeway. Northerly of Trenton, dualization is proposed for the entire route. The portions between N.J. 28 in Somerville and I-287 and between I-287 and the junction of U.S. 202 in Bedminster (U.S. 202 overlaps U.S. 206 in these sections) are scheduled for construction in 1962, with estimated completion in 1964.

N.J. 208

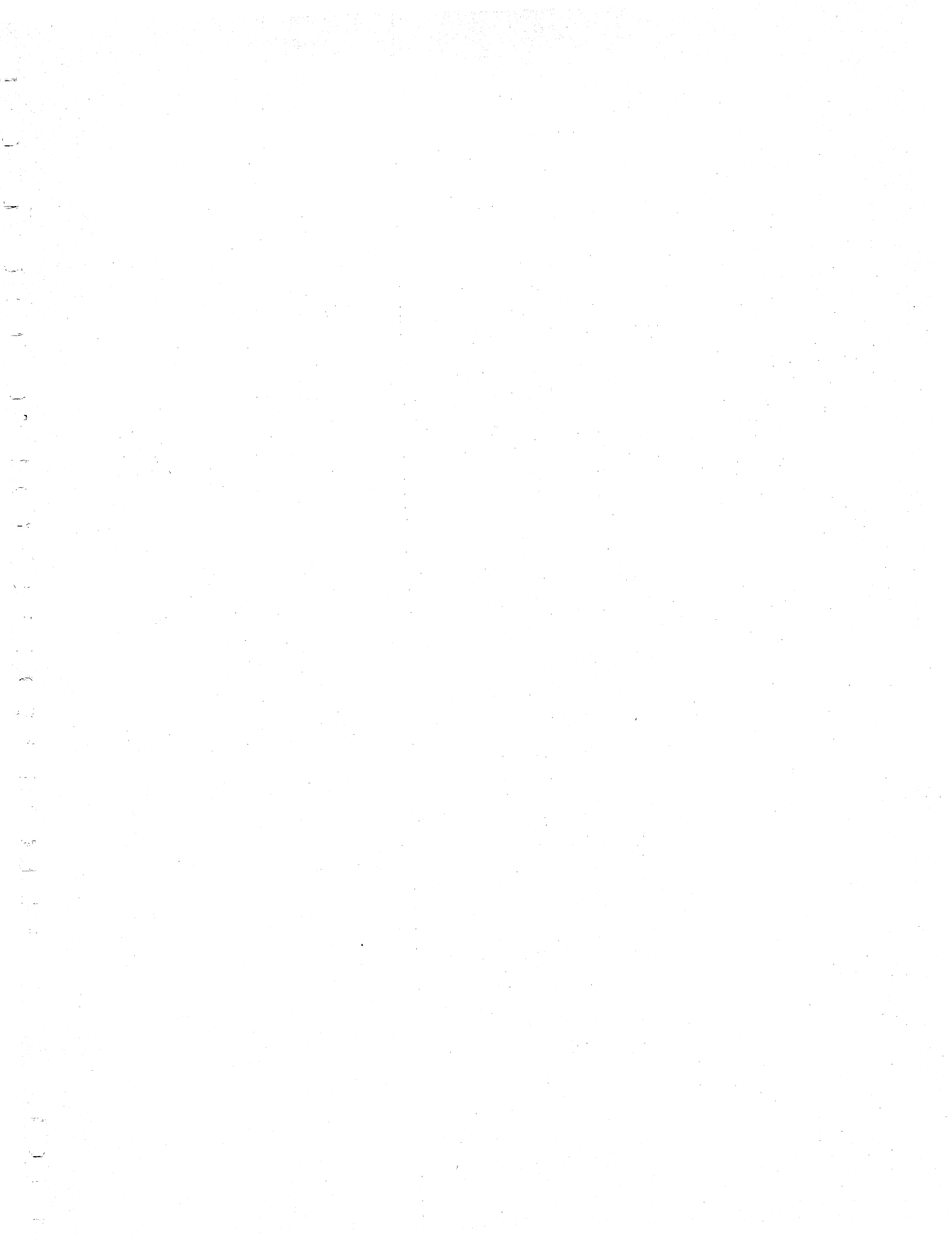
Termini: N.J. 4 in Fair Lawn to New York State Line near Greenwood Lake.

Length: 24 miles.

Status: Complete, under construction and proposed.

Design: The section between N.J. 4 and U.S. 202 will initially be 2 lanes with ultimate 4 lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic</u>
1) N.J. 4 to Plaza Road in Fair Lawn	Initial two lanes complete, two additional lanes under construction.	Yes, expansion estimated complete in late 1962.
2) Plaza Road to Colonial Road in Franklin Lakes	Initial two lanes complete, two additional lanes proposed.	Yes
3) Colonial Road to U.S. 202 in Oakland	Initial two lanes complete, two additional lanes proposed.	October 1962
4) U.S. 202 to State Line	Proposed, freeway	Estimated 1972



INTERSTATE 278

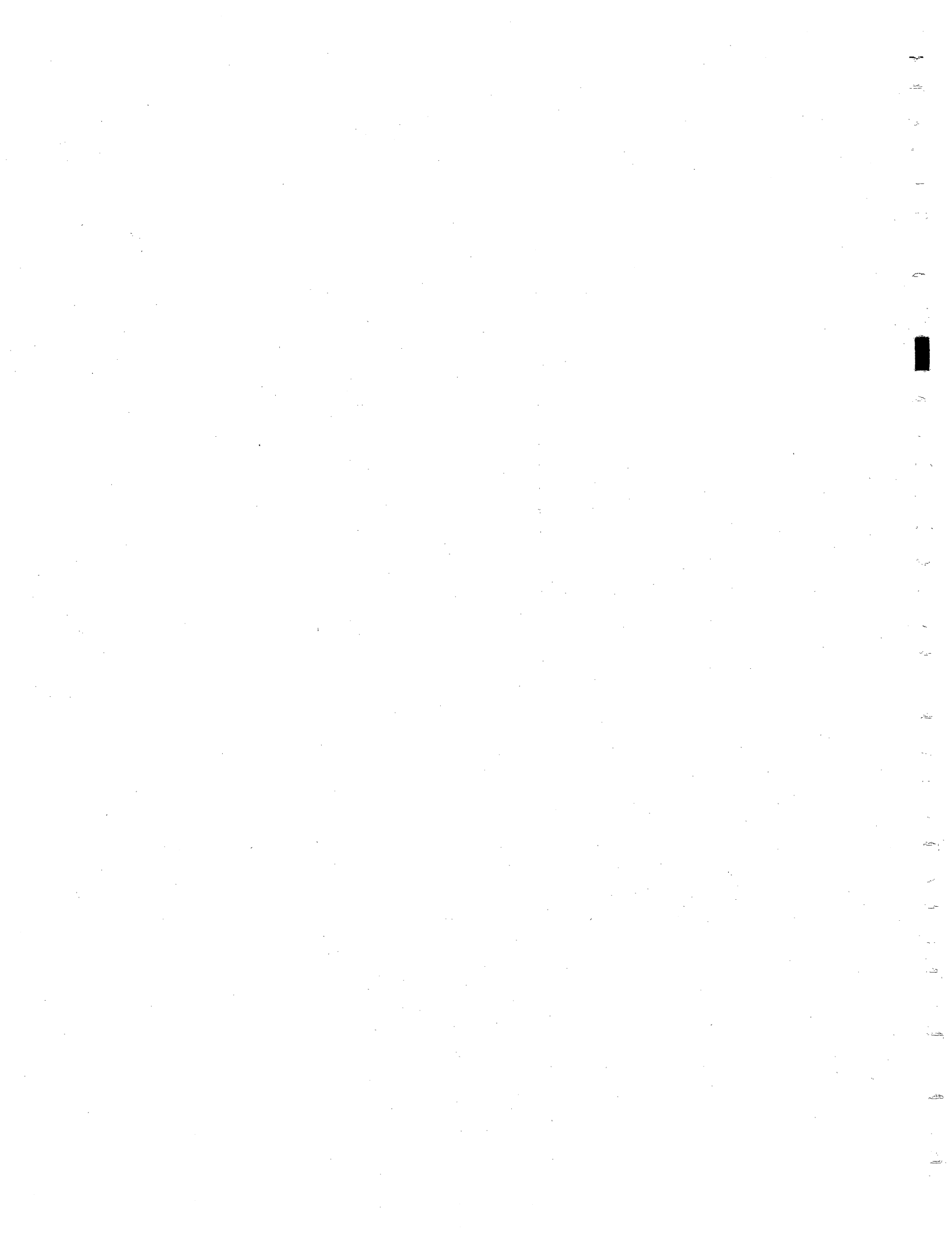
Termini: Interstate 78 in Springfield to New York State Line at Goethals Bridge.

Length: 9 miles.

Status: Proposed. Under study between U.S. 1 and the Goethals Bridge.

Design: Four to six lanes.

Description: This route is all on new location except for the existing Goethals Bridge.



INTERSTATE 280

Termini: Interstate 80 in Parsippany-Troy Hills to Interstate 95 in Kearny.

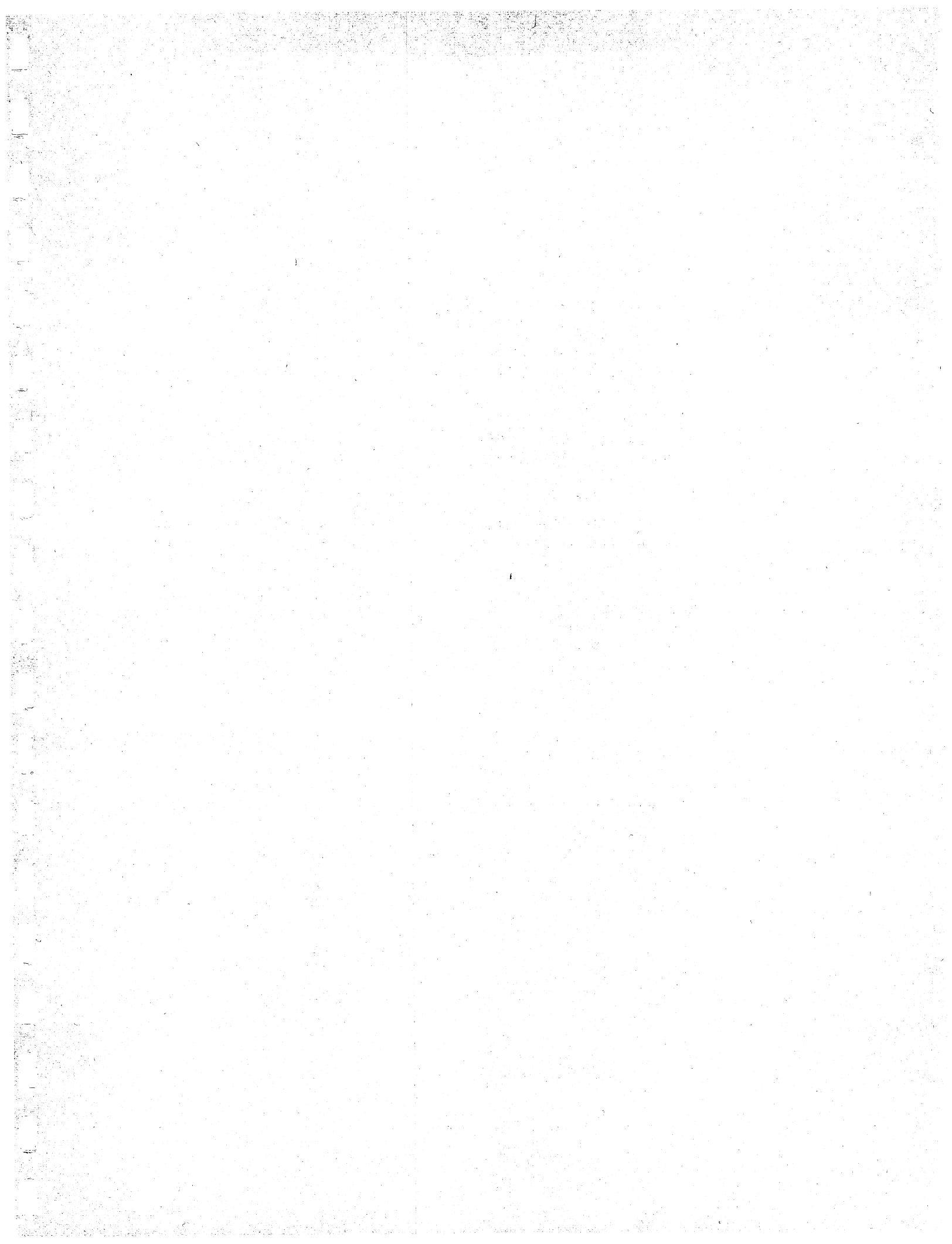
Length: 17 miles.

Status: Complete and under study.

Design: Four to eight lanes.

Description: The completed portion of the route is Stickel Bridge and approaches in Newark, present N.J. 58. Right-of-way is being acquired.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Interstate 80 to Pleasant Valley Way in West Orange	Proposed, four to six lanes	Estimated 1966
2) Pleasant Valley Way to Garden State Parkway in East Orange	Under design, six lanes. Right-of-way being acquired.	Estimated 1965
3) Garden State Parkway to Newark Midtown Freeway	Under design, six to eight lanes. Right-of-way being acquired.	Estimated 1965
4) Midtown Freeway to Harrison	Existing four to six lanes, improvement proposed	1949
5) Harrison to Interstate 95	Proposed, four lanes	Estimated 1967



INTERSTATE 287

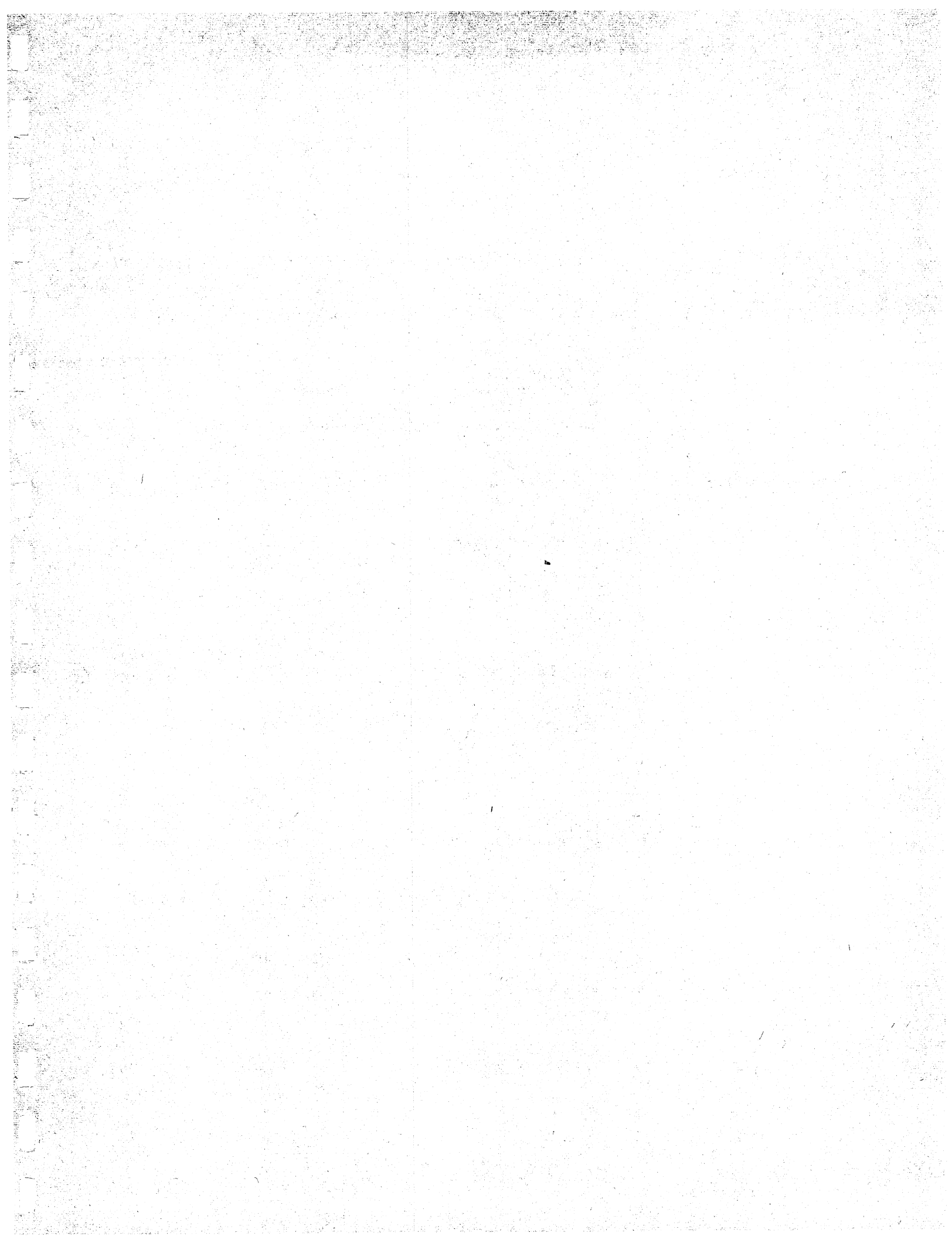
Termini: Interstate 95 (N.J. Turnpike) in Edison to New York State line
at Mahwah.

Length: 66 miles.

Status: Complete, under construction, under design and under study.

Design: Four to eight lanes.

	<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1)	1-95 to U.S. 1 near Metuchen	Under study	Estimated 1965
2)	U.S. 1 to River Road in Piscataway	Under Construction eight lanes to N.J. 27, six lanes westerly	Estimated early 1963
3)	River Road to U.S. 22 near Somerville	Complete, six lanes	July, 1961
4)	U.S. 22 to U.S. 206 in Bedminster	Under Construction, six lanes	Estimated 1964
5)	U.S. 206 to N.J. 10 near Whippany	Under study	Estimated 1965
6)	N.J. 10 to U.S. 46 in Parsippany- Troy Hills	Four lanes complete, two additional lanes under study	Yes
7)	U.S. 46 to U.S. 202 in Montville	Under construction, four lanes	Estimated 1965
8)	U.S. 202 to New York State line	Under study	Estimated 1967



INTERSTATE 295

Termini: Delaware State Line at Delaware Memorial Bridge in Deepwater
to Interstate 95 in Lawrence.

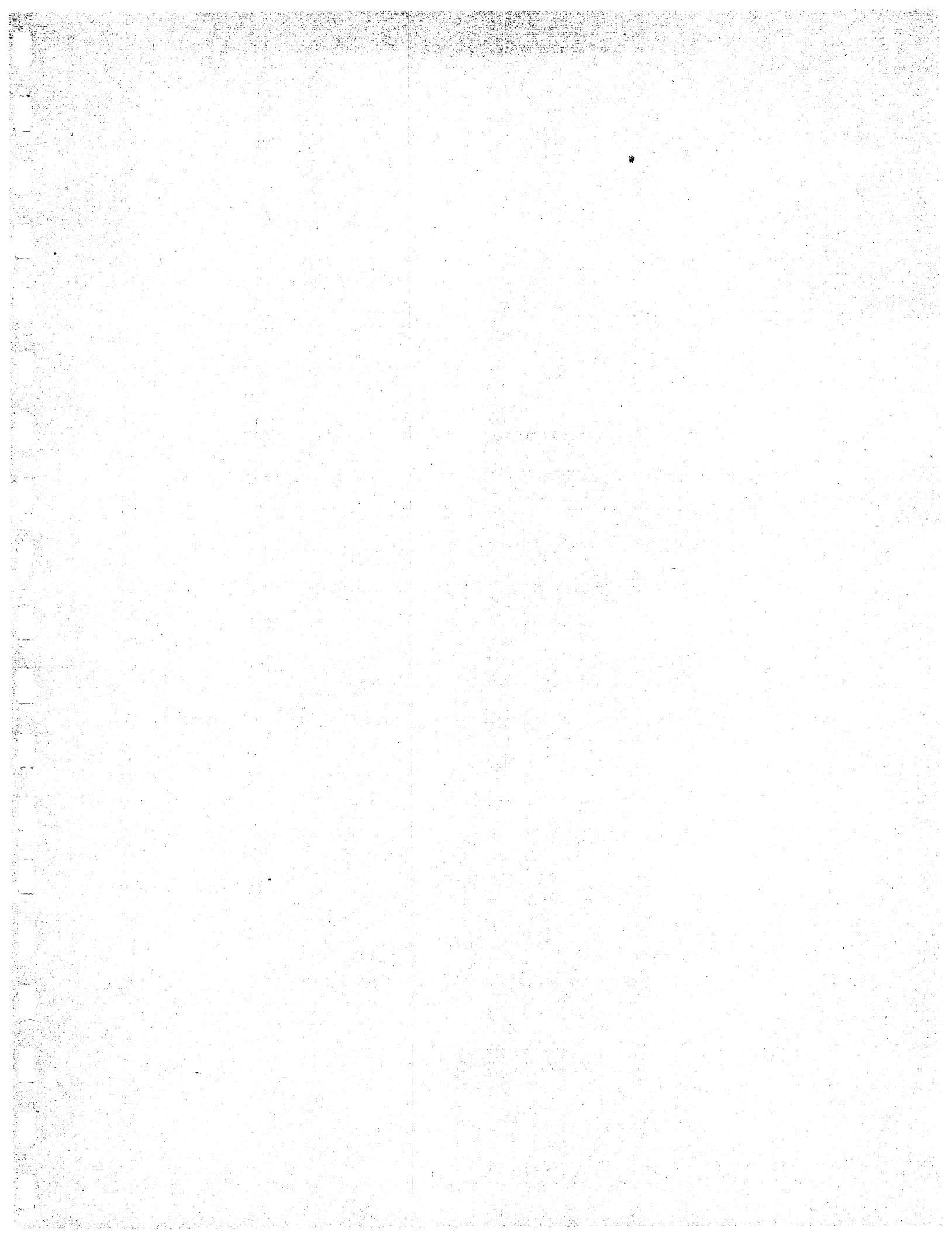
Length: 68 miles.

Status: Complete, under construction and under design.

Design: Four to ten lanes.

Description: Between Deepwater and Bridgeport, the four-lane divided freeway
is under design, right-of-way is being acquired, with estimated
completion by 1967.

The portion of the route between Bridgeport and Barrington is
complete and open to traffic. Between Barrington and N.J. 73
the route is under construction, with estimated completion in
1963. Northerly of N.J. 73, the section in Burlington and
Mercer Counties is in the preliminary design stage.



N.J. 440

Termini: Interstate 95 and Interstate 287 in Edison Twsp. (Fords) to Outerbridge Crossing and Bayonne Bridge to U.S. 1 & 9 Truck in Jersey City.

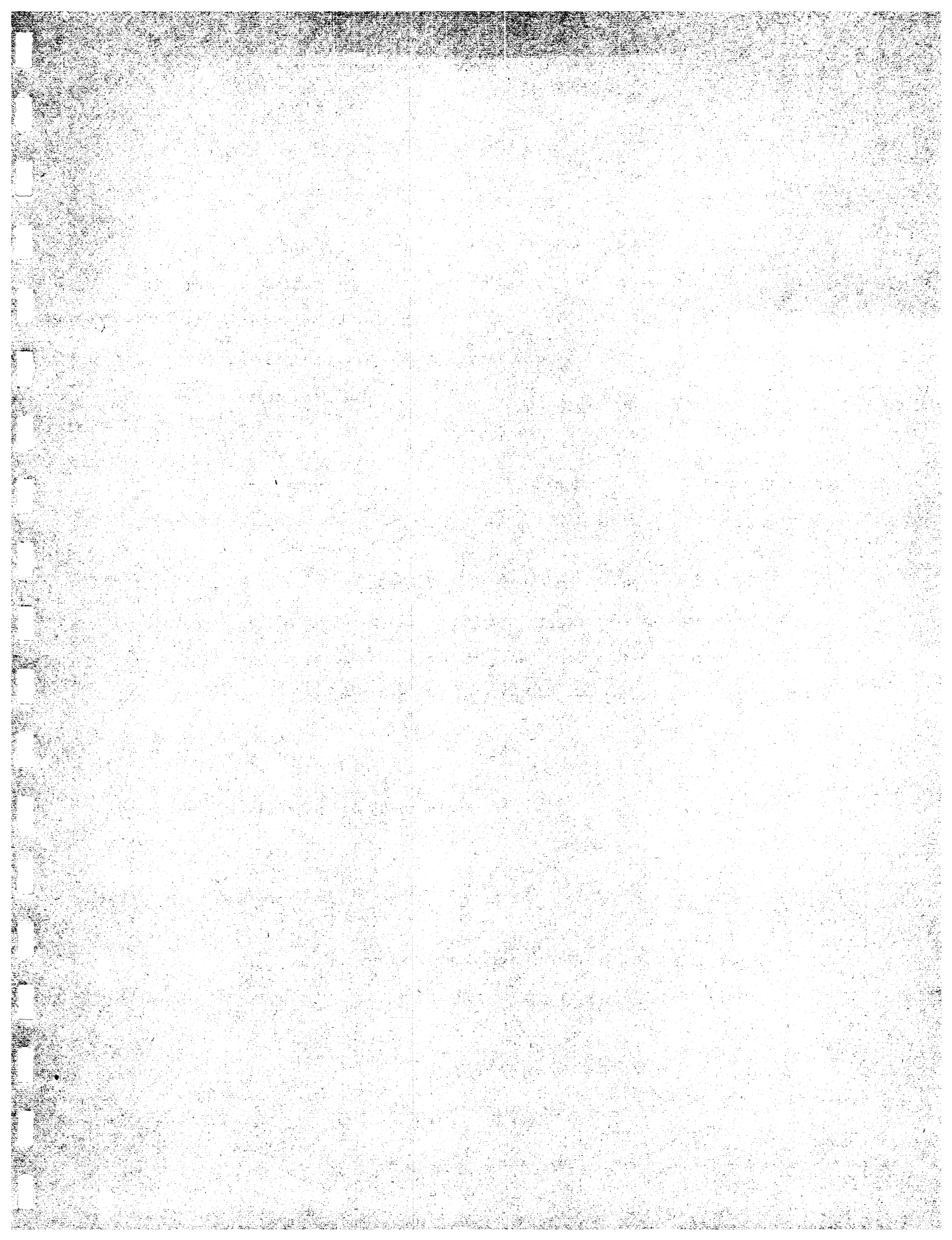
Length: Eleven miles.

Status: Complete and under study.

Design: Four lanes.

Description: The southerly section in Middlesex County is the approach to the Outerbridge Crossing. The route crosses Staten Island by the West Shore Expressway and Willowbrook Expressway. The route begins again in New Jersey at the Bayonne Bridge in Hudson County.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) I-95 and I-287 to Outerbridge Crossing	Proposed	Estimated 1967
2) Bayonne Bridge to Danforth Avenue in Bayonne	Proposed	Estimated 1965
3) Danforth Avenue to U.S. 1 & 9 Truck	Complete, four lanes	Yes



INTERSTATE 495

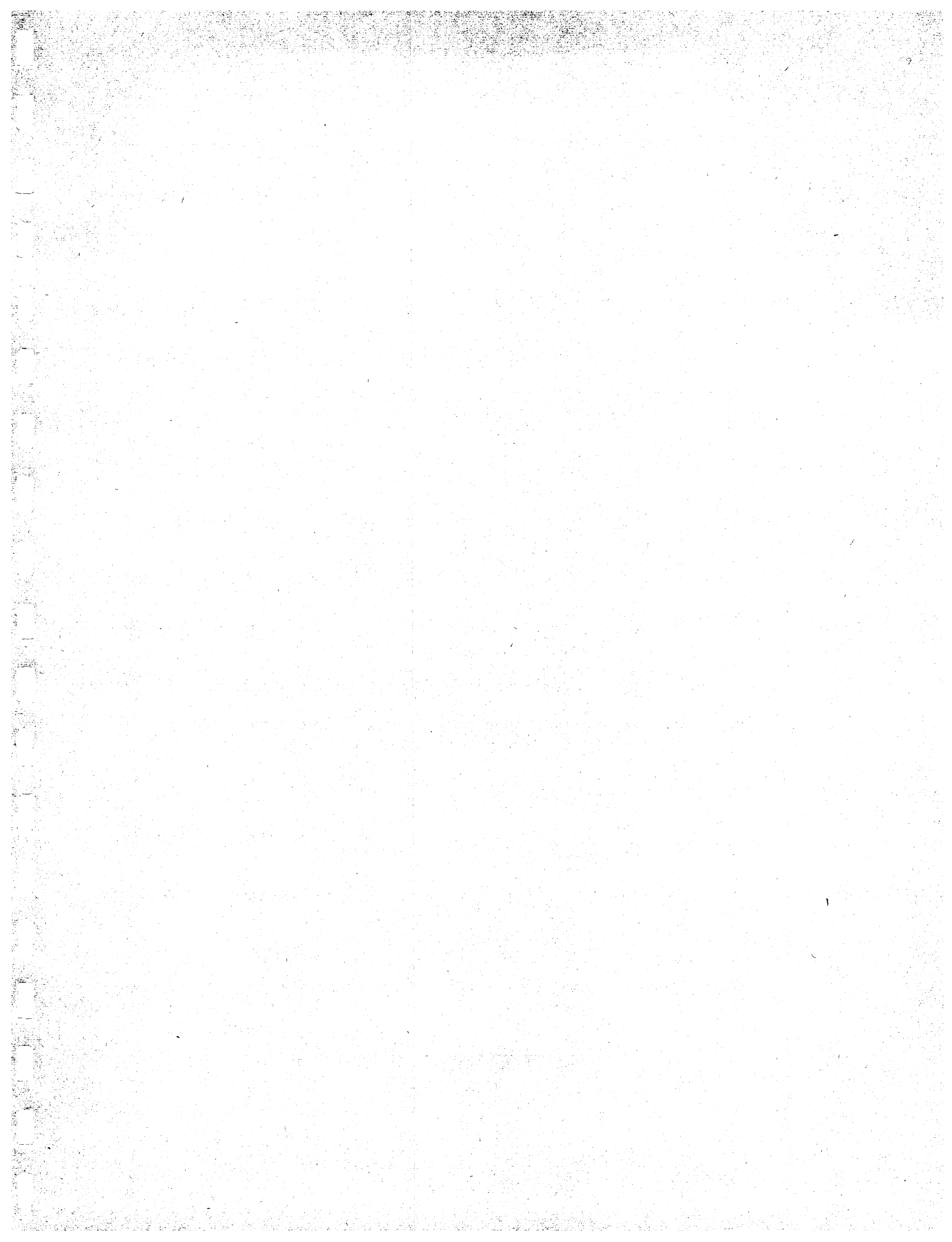
Termini: Interstate 95 in North Bergen to New York State Line at
Lincoln Tunnel.

Length: Four miles.

Status: Improvement in progress.

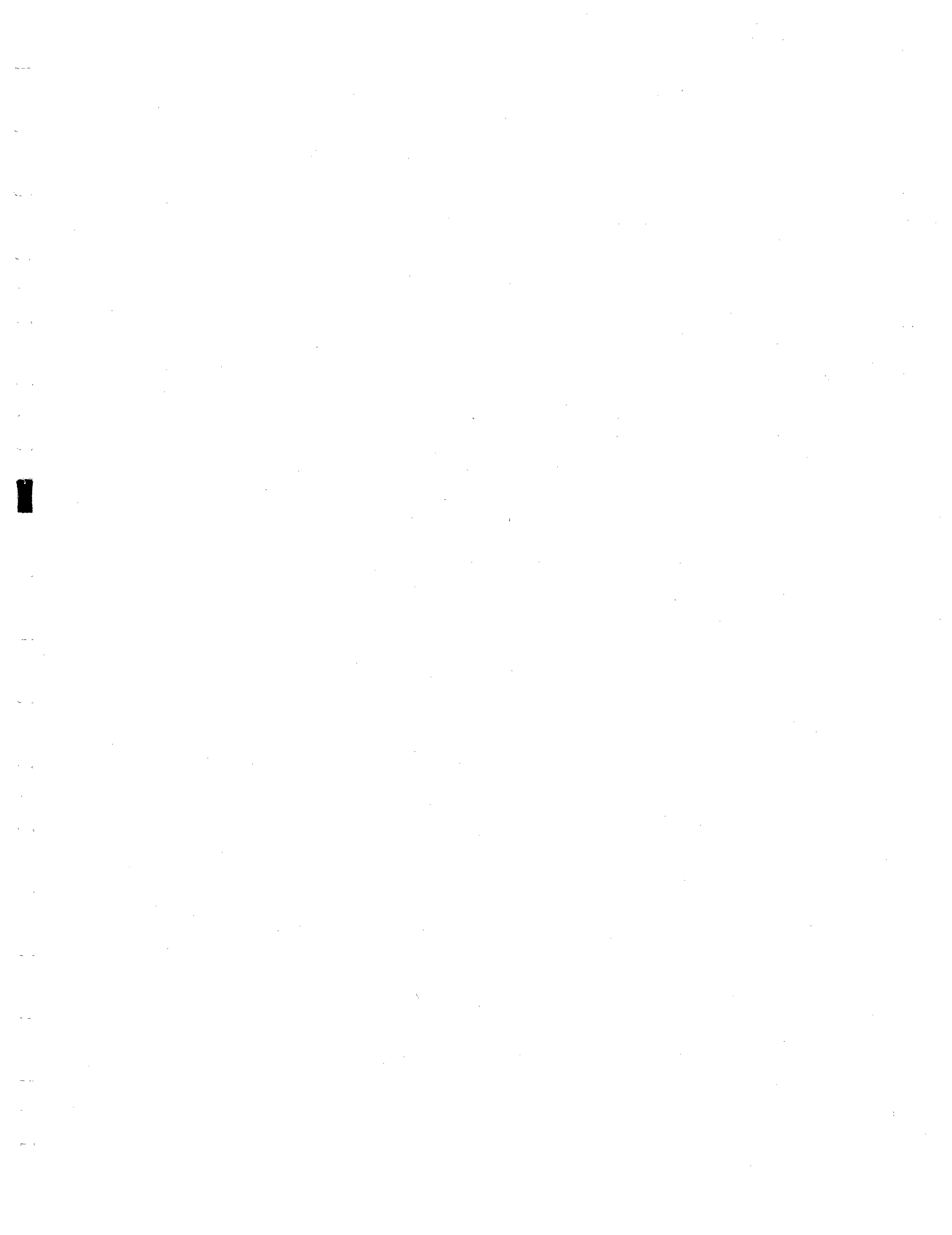
Design: Four to eight lanes.

Description: The existing N.J. 3 Expressway is being modernized to Inter-
state standards in the vicinity of the N.J. Turnpike and
U.S. 1 & 9 with estimated completion by 1964.



GARDEN STATE PARKWAY (TOLL)

- Termini: Cape May to the New York State Line at Montvale.
- Length: 173 miles (Toll Stations at Seaville, Great Egg Harbor, New Gretna, Barnegat, Pleasant Plains, Green Grove, South Amboy, Union, Bloomfield, Saddle Brook and Ridgewood.)
- Status: Complete. Widening under construction.
- Design: Four to six lanes. The section between U.S. 22 and Perth Amboy, the bypass at Toms River, and the bypass at Cape May Court House were built and are maintained by the State Highway Department. The balance of the facility is under jurisdiction of the New Jersey Highway Authority.
- Description: Various sections of the Parkway were opened to traffic between 1950 and 1957.
- Various widenings have been completed to date. Six lanes are now provided between N.J. 34 in Wall and U.S. 46 in Clifton. Widening to six lanes between U.S. 46 and N.J. 20 in Clifton is under construction with estimated completion in 1963.
- Widening to six lanes between N.J. 20 and Interstate 80 in Saddle Brook is under design, with estimated completion in 1964.
- No trucks are allowed north of Lakewood.



HOBOKEN FREEWAY

Termini: Holland Tunnel interchange of Interstate 78 in Jersey City to the Lincoln Tunnel interchange of Interstate 495 in Weehawken.

Length: 3 miles.

Status: Proposed, route study completed. Estimated completion by 1975.

NEWARK MIDTOWN FREEWAY

Termini: Interstate Route 78 to Interstate 280

Length: Three miles.

Status: Proposed, route study completed. Estimated completion by 1972

Design: Four to eight lanes.

Description: The Midtown Freeway will serve as a limited access alternate north-south route to McCarter Highway through Newark, as well as a collector and distributor for traffic between Interstate Routes I-78 and I-280.

NEW JERSEY TURNPIKE (TOLL)

Termini: Mainline - Delaware Memorial Bridge to U.S. 46 in Ridgefield Park.
Newark Bay-Hudson County Extension - U.S. 1 and 9 at Newark.
Airport to the Holland Tunnel.
Pennsylvania Turnpike Connection - Pennsylvania State line at
Florence to Mansfield.

Length: 131 miles. (Tolls collected at interchange)

Status: Complete, under construction and under study.

Design: Mainline from Delaware Memorial Bridge to North Camden - four lanes.
North Camden to Ridgefield Park - six lanes.
Pennsylvania Connection - six lanes.
Newark Bay-Hudson County Extension - six lanes.

Description: Delaware Memorial Bridge to U.S. 46 opened to traffic between November
1951 and January 1952.
The Pennsylvania Turnpike Connection was opened in May 1956.
The Newark Bay-Hudson County Extension was opened in September 1956.
The interchanges at Interstate 495 and N.J. 3 are being combined and
reconstructed, with estimated completion by early 1964. Tentatively
scheduled for construction by 1964 are interchanges with the Garden
State Parkway in Woodbridge and with Interstate 278 and U.S. 1 in
Elizabeth. Widening by four lanes is also under study from New
Brunswick to I-495.

PALISADES INTERSTATE PARKWAY

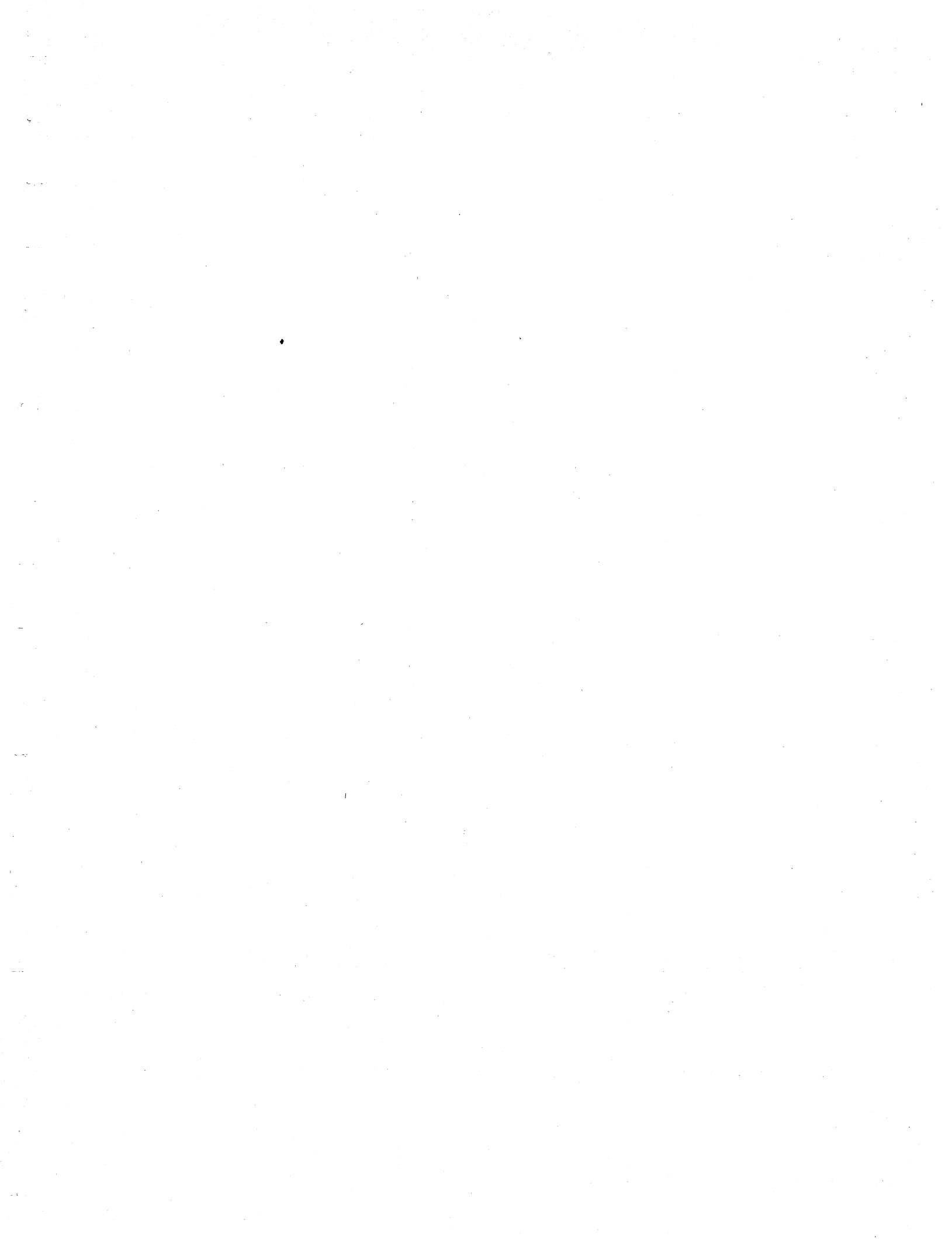
Termini: George Washington Bridge at Fort Lee to New York
State Line at Alpine.

Length: 11 miles.

Status: Complete.

Design: Four lanes, expandable to six lanes.

Description: Various sections of the parkway were opened to traffic
between 1953 and 1958.



NEW YORK

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U.S. 9

Termini: New Jersey State Line at George Washington Bridge to U.S. -
Canada Boundary at Champlain.

Length: 316 miles.

Status: Complete and under construction.

Design: Two to four lanes.

Description: George Washington Bridge to Hastings-on-Hudson, four lane arterial street (Broadway). Between Hastings-on-Hudson and Peekskill Parkway in Ossining, two lane arterial. Between Peekskill Parkway and Peekskill Bypass, a four lane freeway, the Croton Expressway, is under construction with estimated completion in 1964. The route through Peekskill is a four-lane arterial with some grade separations.

Between Peekskill and Albany the two lane highway is being improved in limited areas, including a four lane limited access arterial highway through Poughkeepsie. Northerly of Albany, U.S. 9 is closely paralleled by I-87.

N.Y. 17
(THE QUICKWAY)
(SOUTHERN TIER EXPRESSWAY)

Termini: New Jersey State Line at Suffern to Interstate 90 in Westfield (Lake Erie).

Length: 400 miles.

Status: Complete, under construction, under design and proposed.

Design: Four to six lanes.

Description: Between Suffern and Harriman, the four-lane undivided highway closely parallels the Thruway. Between Harriman and Binghamton, all but 25 miles is complete or under construction, with 12 additional miles to be put under contract in 1962-63. Westerly the portion of the route through Elmira and Corning is complete.

N.Y. 27
(SUNRISE HIGHWAY)

Termini: Southern Parkway in Queens (Rosedale) to Montauk.
 Length: 110 miles
 Status: Complete, under construction and proposed.
 Design: Four to six lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Southern Parkway to Beech Street in Wantagh	Complete, six lanes divided with signalized intersections.	Yes
2) Beech St. to N.Y. 27A in Nassau Shores	Widening under construction, six lanes divided with signalized intersections	Yes, widening estimated by January, 1963
3) N.Y. 27A to N.Y. 109 in West Babylon	Complete, six lanes. Interchanges under construction to eliminate at-grade crossings.	Yes, improvements estimated Summer 1963.
4) N.Y. 109 to N.Y. 27A in Great River	Complete, four lanes under design to control access.	Yes, improvements estimated 1965
5) N.Y. 27A to N.Y. 112 in Patchogue	Complete, four lanes. At-grade intersections.	Yes
6) N.Y. 112 to William Floyd Parkway in Shirley	Complete, four lanes, freeway.	Yes
7) William Floyd Parkway to Eastport-Manor Rd. in Eastport	Under construction, four lane freeway.	Estimated late 1963
8) Eastport-Manor Rd. to N.Y. 24 in Hampton Bays	Proposed, location under study.	Estimated 1967
9) N.Y. 24 to North Rd. in Shinnecock Hills	Complete, four lane freeway.	1962
10) North Road to Water Mill	Proposed, route study complete.	Estimated 1969
11) Water Mill to Montauk	Proposed	Estimated 1972

INTERSTATE 78

Termini: New Jersey State Line at Holland Tunnel to Interstate 95 in Bronx.
Length: 31 miles.
Status: Complete, under construction, under design and proposed.
Design: Six to ten lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Holland Tunnel (Port of New York Authority, toll)	Two tubes, two lanes each, complete.	1927
2) Lower Manhattan Expressway (with connections to West Side Highway)	Under design, right-of-way to be acquired	Estimated 1968
3) Williamsburg Bridge	Complete, eight lanes.	Yes
4) Bushwick Expressway across Brooklyn to Southern Parkway in Queens	Proposed	Estimated 1970
5) Nassau Expressway between Southern Parkway and Springfield Boulevard	Under design, right-of-way being acquired	Estimated 1966
6) Clearview Expressway between Nassau Expressway and Hillside Avenue in Queens	Proposed	Estimated 1968
7) Hillside Avenue to 73rd Avenue in Queens	Under construction, six lanes.	Estimated late 1963
8) 73rd Avenue to Interstate 95 in the Bronx	Complete, six lanes.	January 1961

INTERSTATE 84

Termini: Pennsylvania State Line at Port Jervis to Connecticut State
Line at Brewster.

Length: 72 miles.

Status: Under construction and design.

Design: Four lanes (two lane toll bridge over Hudson River).

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Pennsylvania State Line to I-87 (N.Y. Thruway) in Newburgh	Under design.	Estimated 1967
2) I-87 to U.S. 9W in Newburgh	Under construction, four lanes.	Estimated 1964
3) U.S. 9W to U.S. 9 in Fishkill (Toll)	Bridge under construction.	Estimated late 1963
4) U.S. 9 to Taconic State Parkway in East Fishkill	Under design.	Estimated 1964
5) East Fishkill to Connecticut State Line	Under design.	Estimated 1967

INTERSTATE 87

Termini: Interstate 278 at Triborough Bridge to Canada Boundary at Champlain
(Major Deegan Expressway in New York City. New York Thruway between
New York City Line and Elmsford and between Newburgh and Albany.
Adirondack Northway northerly of Albany.)

Length: 325 miles.

Status: Complete, under construction, under design and proposed.

Design: Four to six lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Triborough Bridge to Park Avenue in Bronx	Reconstruction complete. Originally built in 1939. Six lanes.	January 1961
2) Park Avenue to W. 167th Street in High Bridge	Improvement under construction. Resurfacing under construction. Six lanes.	Yes, estimated completion 1964
3) W. 167th Street to W. 176th Street	Improvement under construction with Interstate 95 interchange.	Yes
4) W. 176th Street to I-287 in Elmsford	Complete, six lanes. Fordham Road interchange improvement underway. (Toll station in Yonkers)	1955
5) I-287 and Hutchinson River Parkway in Purchase to I-84 in Brewster	Proposed location under study.	Estimated 1968
6) Brewster to Newburgh overlaps I-84		
7) Newburgh to I-90 in Albany	Complete, four lanes. (Toll section)	1955
8) I-90 to Clifton Park	Complete, six lanes.	Yes

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
9) Clifton Park to Saratoga Springs	Under construction, six lanes.	Estimated late 1962
10) Saratoga Springs to Lake George	Under construction, four lanes.	Estimated late 1962
11) Lake George to Keesville	Under design.	Estimated 1965
12) Keesville to Plattsburgh	Under construction, four lanes.	Estimated late 1962
13) Plattsburgh Bypass	Complete, four lanes.	Yes
14) Plattsburgh to Champlain	Under construction, four lanes.	Estimated late 1962

INTERSTATE 95

Termini: New Jersey State Line at George Washington Bridge to Connecticut State Line at Port Chester.

Length: 24 miles.

Status: Complete, under construction and under design.

Design: Six to fourteen lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) George Washington Bridge (Port of New York Authority, Toll)	Upper level, eight lanes, complete. Lower level, six lanes, complete.	1931 August 29, 1962
2) George Washington Bridge Expressway across Manhattan	Under construction, twelve lanes	Segments open, est. completion late 1962
3) Alexander Hamilton Bridge, over Harlem River	Under construction, eight lanes	Est. late 1962
4) Cross Bronx Expressway Harlem River to Walton Avenue	Under construction, six lanes	Est. late 1962
5) C-B X-way, Walton Ave. to Bruckner X-way	Complete, six lanes	1960
6) Bruckner Expressway, C-B X-way to Layton Ave.	Under design	Est. 1965
7) Layton Avenue to New England Thruway	Complete, six lanes	1961
8) New England Thruway	Complete, six lanes	Yes

INTERSTATE 278

Termini: New Jersey State Line at Goethals Bridge to Interstate 95 and Hutchinson River Parkway in the Bronx. (Clove Lakes Expressway in Richmond, Verranzano Narrows Bridge, Gowanus Expressway in Brooklyn, Brooklyn-Queens Expressway, Triborough Bridge, Bruckner Expressway and Sheridan Espressway).

Length: 39 miles.

Status: Complete, under construction and under design and proposed.

Design: Four to eight lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Goethals Bridge over Arthur Kill (Port of New York Authority, toll)	Complete, four lanes	1928
2) Goethals Bridge to Victory Boulevard	Under construction, six lanes	Estimated early 1963
3) Victory Boulevard to Slosson Road	Under construction, six lanes	Estimated late 1964
4) Slosson Road to Richmond Road	Under construction, six lanes	Estimated 1964
5) Richmond Road to Narrows Bridge	Under construction, six lanes	Estimated late 1964
6) Narrows Bridge (Tri-borough Bridge and Tunnel Authority toll)	Under construction, six lanes. Provision for ultimate twelve lanes	Estimated early 1965
7) Narrows Bridge to 4th Avenue	Under construction, six lanes	Estimated late 1964
8) 4th Avenue to 53rd Street	Under construction, six lanes	Estimated 1964

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
9) 53rd Street to 20th Street	Widening under construction, six lanes.	Estimated late 1963
10) 20th Street to Brooklyn Battery Tunnel Interchange	Under construction, eight lanes.	Estimated early 1964
11) Brooklyn Battery Tunnel to Interstate 495 in Queens	Complete, six lanes.	1952-60
12) Interstate 495 to 64th Street	Complete, six lanes, reconstruction under design including revamping interchange with I-495.	Yes
13) 64th Street to Woodside Avenue	Under construction, six lanes.	Estimated 1964
14) Woodside Avenue to Interstate 678	Complete, six lanes.	1959-61
15) Interstate 678 to Interstate 87 in the Bronx over the Triborough Bridge (Toll)	Complete, eight lanes. Resurfacing underway.	Yes
16) Interstate 87 to Interstate 878 (Bruckner Expwy)	Complete, six lanes.	October, 1962
17) Interstate 878 to Cross Bronx Expwy (I-95)	Under construction, six lanes.	Estimated December, 196
18) Cross Bronx Expwy to New England Thruway I-95)	Proposed, route study underway	Estimated 1967

INTERSTATE 287

Termini: New Jersey State Line at Suffern to Interstate 95 in Rye

Length: 29 miles

Status: Complete and proposed.

Design: Four to six lanes

Description: Between the New Jersey State Line and the Thruway at Suffern, a four lane expressway is proposed. Between Suffern and Elmsford, the completed New York Thruway is utilized including the Tappan Zee Bridge (Toll) over the Hudson River. Between Elmsford and Rye, the completed Cross-Westchester Expressway is utilized.

INTERSTATE 478

Termini: Interstate 78 in Manhattan to Interstate 278 in Brooklyn.

Length: 2 miles.

Status: Under construction and under design.

Design: Six to seven lanes.

Description: Between I-78 and the Manhattan Bridge, this spur of the Lower Manhattan Expressway is under design. The rehabilitation of the Manhattan Bridge, with four-lane upper deck and three-lane lower deck, is under construction with estimated completion in 1963. The interchange with I-278 in Brooklyn is under design.

INTERSTATE 495

Termini: New Jersey State Line at Lincoln Tunnel to Interstate 78 in Queens.

Length: 15 miles.

Status: Complete, under construction and proposed.

Design: Four to eight lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Lincoln Tunnel (Port of New York Authority, toll)	Complete, six lanes. (three tubes)	North tube - 1937 Center tube - 1945 South tube - 1957
2) Mid-Manhattan Expressway	Proposed.	Estimated 1970
3) Queens-Midtown Tunnel (Triborough Bridge and Tunnel Authority, toll)	Complete, four lanes.	1941
4) Long Island Expressway between Queens-Midtown Tunnel and I-78 (Clearview Expressway)	Complete, six lanes. Reconstruction of I-278 interchange under design. Reconstruction of Grand Central Parkway interchange underway.	1941-60

N.Y. 495
(LONG ISLAND EXPRESSWAY)

Termini: Interstate 495 and Interstate 78 in Queens (Fresh Meadows) to Riverhead. See Interstate 495 for Long Island Expressway west of Interstate 78.

Length: 60 miles.

Status: Complete, under construction, under design and proposed.

Design: Six lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) I-495 and I-78 in Queens to South Oyster Bay Road in Jericho	Complete, six lanes	1957-62
2) South Oyster Bay Road to Deer Park Ave. in Half Hollow	Complete, six lanes	Fall, 1962
3) Deer Park Ave. to Commack Road in Commack	Under construction, six lanes	Estimated late 1962
4) Commack Road to Veterans Memorial Highway in Central Islip	Under construction, six lanes	Estimated late 1963
5) Veterans Memorial Highway to Holbrook-Patchogue Road in Ronkonkoma	Under design	Estimated 1965
6) Ronkonkoma to Riverhead	Proposed, route location under study	Estimated 1968

INTERSTATE 678

Termini: Interstate 278 in Queens to Interstate 95 in the Bronx.

Length: Eight miles.

Status: Complete, under construction and proposed.

Design: Six to eight lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Interstate 278 in Queens to Van Wyck Expressway at Flushing Meadow	Proposed.	Estimated 1968
2) Van Wyck Expressway to Cross Island Parkway in Whitestone	Under construction, eight lanes. (Replacing 4-lane parkway)	Estimated early 1964
3) Bronx-Whitestone Bridge (Triborough Bridge and Tunnel Authority, toll)	Complete, six lanes.	Yes
4) Whitestone Bridge to I-95 and I-78 in the Bronx	Reconstruction proposed	Estimated 1968

INTERSTATE 878

Termini: Interstate 278 to Interstate 95 in the Bronx. (The
Bruckner Expressway between Sheridan Expressway and
Cross-Bronx Expressway).

Length: 3 miles.

Status: Under design, estimated completion 1966.

Design: Six lanes.



BABYLON - NORTHPORT EXPRESSWAY
(DEER PARK AVENUE ARTERIAL)

Termini: N.Y. 27A (Montauk Highway) in Babylon to N.Y. 25A in Northport.

Length: 14 miles.

Status: Under construction, under design and proposed. Northerly of Sunrise Highway, Deer Park Avenue will be improved and the parallel Babylon-Northport Expressway will also be constructed.

Design: Four to six lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) N.Y. 27A in Babylon to N.Y. 27 (Sunrise Hwy.)	Under design, freeway.	Estimated 1965
2) N.Y. 27 to Southern State Parkway	Under design, improvement on existing location	Estimated 1965
3) Southern State Parkway to Long Island Avenue in Deer Park	Under construction, four to six lanes divided, with intersections at-grade	Estimated 1964
4) Long Island Avenue to Jericho Turnpike in Dix Hills	Under design, improvement on existing location	Estimated 1965
5) N.Y. 27 to N.Y. 25A	Proposed, freeway	Estimated 1970

BEAR MOUNTAIN STATE PARKWAY

Termini: U.S. 9 in Peekskill to Taconic State Parkway in Yorktown.
Length: Six miles.
Status: Complete.
Design: Four lanes, part divided, with some at-grade intersections.

BETHPAGE STATE PARKWAY

Termini: Southern State Parkway in Massapequa to Northern State
Parkway in Woodbury.

Length: Seven miles.

Status: Complete and proposed.

Design: Two lanes.

Description: Complete south of Bethpage State Park. Proposed north
of Bethpage State Park.

BRONX AND PELHAM PARKWAY

Termini: Bronx River Parkway at Bronx Park to New England Thruway
near Pelham Bay Park.

Length: 2 miles.

Status: Reconstruction proposed.
Study and report being prepared.
Design scheduled for 1963.
Construction scheduled for 1965.

BRONX RIVER PARKWAY

Termini: Interstate 878 (Bruckner Expressway) in the Bronx to
Taconic State Parkway and N.Y. 22 in Valhalla.

Length: 18 miles.

Status: Complete.

Design: Four to six lanes.

Description: Between I. 878 and the Sprain Brook Parkway in Bronxville
the existing six lane divided parkway will be incorporated
into the Sprain Brook Parkway. Northerly, the existing
parkway is four lane undivided with some at-grade intersections.
Reconstruction possible in White Plains in connection with
proposed local arterial improvements.

CAPTREE STATE PARKWAY (TOLL)

Termini: Ocean Parkway at Oak Beach to Southern State Parkway in Bay Shore, including Fire Island Bridge.

Length: Seven miles, toll station in Bay Shore.

Status: Complete, and under construction.

Design: Two to four lanes.

Description: Two lanes south of N.Y. 27A. Fire Island Bridge under construction, with estimated completion in late 1963.

CROSS BROOKLYN EXPRESSWAY

Description: This proposed expressway is still in an early stage of planning. It would serve traffic between Long Island and the west via the Verrazano Narrows Bridge. It could eventually connect Interstate 278 in Bay Ridge and the Prospect Expressway in Flatbush with Interstate 78 and Southern Parkway in Queens.

CROSS COUNTY PARKWAY

Termini: Saw Mill River Parkway in Yonkers to Hutchinson River Parkway in North Pelham.

Length: 5 miles.

Status: First phase improvement plans have been completed. Improvement and final plans held awaiting possible state aid.

Description: Plans call for straightening of curves, widening to six lanes, improving access roads, and improving connections to the Saw Mill River Parkway and Hutchinson River Parkway.

The installation of steel barrier median between the Hutchinson River Parkway and Columbus Avenue was completed September, 1958.

The installation of steel barrier median from Seminary Avenue to Yonkers Avenue was completed in August, 1959.

CROSS ISLAND PARKWAY

Termini: Interstate 678 at the Whitestone Bridge to Southern
State Parkway and Laurelton Parkway in St. Albans.

Length: 10 miles.

Status: Complete.

Design: Six lanes.

FRANKLIN D. ROOSEVELT DRIVE

Termini: Williamsburg Bridge along the East River to Triborough Bridge and Harlem River Drive.

Length: 7 miles.

Status: Improvement in progress.
Estimated completion - 1965.

Design: Six lanes.

Description: The modernization program includes repavement, construction of a median divider, turnouts for disabled vehicles, and improved lighting particularly in the covered areas of the Drive. In addition a viaduct is planned between 28th and 40th Streets.

GRAND CENTRAL PARKWAY

Termini: Interstate 278 (Triborough Bridge) to Northern State Parkway
at the Queens-Nassau County Line.

Length: 14 miles.

Status: Complete, under construction, under design and under study.

Design: Four to eight lanes.

Description: The existing parkway is being widened.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Interstate 278 to Northern Boulevard	Under construction, widening to eight lanes.	Yes, improvement completion estimated early 1964
2) Northern Boulevard to 77th Road	Under construction, widening to eight lanes.	Yes, improvement completion estimated early 1964.
3) 77th Road to Interstate 78 (Clearview Expressway)	Under construction, widening to six lanes.	Yes, improvement completion estimated early 1964
4) Interstate 78 to Northern State Parkway	Four lanes complete, widening to six lanes is under study.	Yes

HARLEM RIVER DRIVE

Termini: F.D.R. Drive at Triborough Bridge to Interstate 95 at
Highbridge Park.

Length: 3 miles.

Status: Complete and under design.

Design: Six lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) F.D.R. Drive to 132nd Street	Complete	1958
2) 132nd Street to 142nd Street	Complete	October 1962
3) 142nd Street to 155th Street	Complete	1961
4) 155th Street to Interstate 95	Reconstruction under design	Yes, reconstruction estimated to be completed by 1964

HECKSCHER STATE PARKWAY

Termini: Southern State Parkway and Sagtikos State Parkway in Bay Shore to Heckscher State Park in East Islip.

Length: 12 miles.

Status: Complete and under construction.

Design: Six lanes.

Description: Under construction between Southern State Parkway and N.Y. 27 (Sunrise Highway) in Islip, with estimated completion in 1963. Between N.Y. 27 and Heckscher State Park, complete.

HENRY HUDSON PARKWAY (TOLL)

Termini: West Side Highway at 72nd Street to Saw Mill River Parkway
in the Bronx.

Length: 10 miles. Toll Station at Harlem River.

Status: Complete.

Design: Six lanes.

Description: Modernization proposed to include widening, addition of
accel-decel lanes and resurfacing. Not in 1962-1963 program.

HUTCHINSON RIVER PARKWAY (TOLL)

Termini: Whitestone Bridge in the Bronx to Connecticut State
Line at Rye.

Length: 19 miles. Toll station at Pelham Manor.

Status: Complete, improvement proposed.

Design: Four lanes existing, widening to six and eight lanes proposed.

Description: Interim improvements including median barrier rail, guide
rail, and improved signing completed in 1961. Ultimate
improvements proposed would provide an eight lane expressway
between Interstate 278 (Sheriden Expressway) in the Bronx and
Interstate 87 in Purchase, as well as a six lane parkway between
I-87 and Connecticut.

INTERBOROUGH PARKWAY

Termini: Interstate 78 in East New York to Grand Central Parkway
and Van Wyck Expressway in Kew Gardens.

Length: Five miles.

Status: Complete.

Design: Four lanes.

LAURELTON PARKWAY

Termini: Southern Parkway and Sunrise Highway in Rosedale to
Southern State Parkway and Cross Island Parkway in
St. Albans

Length: Two miles.

Status: Complete.

Design: Six lanes.

LONG BEACH EXPRESSWAY

Termini: Nassau Expressway at Atlantic Beach Bridge to Meadowbrook
State Parkway (Loop Parkway) at Point Lookout.

Length: Eight miles.

Status: Proposed, route study completed.

Design: Four lanes.

MEADOWBROOK STATE PARKWAY (TOLL)

Termini: Ocean Parkway at Jones Beach to Northern State Parkway in Westbury.

Length: 12 miles. Toll station at Jones Island

Status: Complete and under construction.

Design: Four to six lanes.

Description: Between Ocean Parkway and Merrick Rd. in Freeport, the parkway is complete, six lanes divided. Between Merrick Rd. and Southern State Parkway in Hempstead, the four lane undivided parkway is being reconstructed to six lanes divided with estimated completion in 1964. Between Southern State Parkway and Northern State Parkway the route is complete, four lanes divided.

MOSHOLU PARKWAY

Termini: Bronx River Parkway at Bronx Park to Henry Hudson Parkway
at Van Cortlandt Park.

Length: 3 miles.

Status: Under design. Constuction scheduled for after 1965.

NASSAU EXPRESSWAY

Termini: Interstate 78 at International Airport to the Atlantic Beach
Bridge in Lawrence. (See also Interstate 78)

Length: 5 miles.

Status: Under design.

Design: Six lanes.

Description: Preliminary plans complete. Land acquisition underway.
Construction is not yet scheduled.

NEW YORK THRUWAY (TOLL)

Termini: Major Deegan Expressway at New York City Line to Pennsylvania State Line at Ripley. (Interstate 87 between New York City and Elmsford. Interstate 287 between Elmsford and Suffern. Interstate 87 between Newburgh and Albany. Interstate 90 between Albany and Pennsylvania).

Length: 545 miles (including spurs). Toll station at Yonkers. Tolls collected at interchanges north of Suffern.

Status: Complete.

Design: Four to six lanes.

Description: Spurs include the Garden State Parkway Connection in Spring Valley and the Berkshire Connection to the Massachusetts Turnpike. For New England Thruway, see Interstate 95.

NORTHERN STATE PARKWAY

Termini: Grand Central Parkway at New York City line to Veterans Memorial Highway in Smithtown.

Length: 29 miles.

Status: Complete and under design.

Design: Four lanes.

Description: The extension between Sagtikos State Parkway and Veterans Memorial Highway is under design, with construction scheduled for 1962-63. Estimated completion in late 1964.

NORTH SHORE EXPRESSWAY

Description: This proposed expressway is still in an early stage of planning. It is tentatively proposed to serve those communities in Nassau and Suffolk Counties along Long Island Sound, relieving the Long Island Expressway. This highway could eventually be extended to Orient Point to connect with the Long Island Sound Bridge to Rhode Island, proposed by Suffolk County.

OCEAN PARKWAY

Termini: Meadowbrook State Parkway at Jones Beach to Captree State
Parkway at Oak Beach.

Length: Ten miles.

Status: Complete, widening under design.

Design: Two to four lanes, with median crossings.

Description: Widening to six lanes west of Gilgo Beach included in
1962-63 parkway construction program.

PALISADES INTERSTATE PARKWAY

Termini: New Jersey State Line at Tappan to U.S. 9W at the
Bear Mountain Bridge circle.

Length: 31 miles.

Status: Complete and under construction.

Design: Four lanes, expandable to six lanes.

Description: The main parkway was completed between 1953 and 1958.
The Long Mountain Spur to N.Y. 293 is under design
scheduled for construction in 1962-63. This improvement
together with a connection to N.Y. 17 at the Thruway
Interchange 16, will provide a relocation for U.S. 6.

PEEKSKILL PARKWAY

Termini: Saw Mill River Parkway and Taconic State Parkway at
Hawthorne Circle to U.S. 9 in Ossining.

Length: Seven miles.

Status: Complete.

Design: Four lanes undivided, with some at-grade intersections.

PROSPECT EXPRESSWAY

Termini: Interstate 278 at Hamilton Avenue, Brooklyn, to Fort
Hamilton Parkway at Ocean Parkway.

Length: 2 miles.

Status: Complete and under construction.

Design: Six lanes.

Description: Various sections completed between 1954 and 1962. The Fort
Hamilton Parkway interchange is under construction with
estimated completion in 1963.

RICHMOND PARKWAY

Termini: Outerbridge Crossing across Staten Island to Clove Lakes
Expressway in Sunnyside.

Length: 9 miles.

Status: Preliminary plans are being prepared.
Construction to start in 1964.
Estimated completion - 1968.

Design: Four lanes initially, expandable to six lanes.

SAGTIKOS STATE PARKWAY

Termini: Southern State Parkway in Bay Shore to Northern State Parkway
in Commack.

Length: Five miles.

Status: Complete.

Design: Four lanes.

SAW MILL RIVER PARKWAY (TOLL)

Termini: Henry Hudson Parkway in the Bronx to N.Y. 22 in Katonah.

Length: 29 miles. Toll station in Yonkers.

Status: Complete.

Description: Six lanes between Henry Hudson Parkway and Cross County Parkway in Yonkers. Four lanes divided between Cross County Parkway and Tuckahoe Road in Yonkers. Northerly of Tuckahoe Road, four lanes undivided with some at-grade intersections.

SHORE FRONT DRIVE

Termini: Outerbridge Crossing to Verranzano Narrown Bridge. (I-278)

Length: 13 miles.

Status: Proposed, construction authorized.

Design: Four lane expressway.

Description: This highway will follow the Staten Island shore line along Raritan Bay and Lower New York Bay and will also concurrently provide a continuous park along the beach.

SHORE PARKWAY

Termini: Interstate 278 (Gowanus Expressway) in Bay Ridge (Brooklyn) to
Interstate 78 and Southern Parkway in Howard Beach (Queens).
Length: 17 miles.
Status: Complete.
Design: Six lanes.

SOUTHERN STATE PARKWAY

Termini: Cross Island Parkway and Laurelton Parkway at New York City
Line to Sagtikos State Parkway and Heckscher State Parkway
in Bay Shore. (Toll Gate in Valley Stream)

Length: 26 miles.

Status: Complete.

Design: Six to eight lanes.

Description: Between the New York City Line and Nassau Boulevard in
Malverne, eight lanes. Between Nassau Boulevard and N.Y.
110 in Amityville, Six lanes. Between N.Y. 110 and
Captree State Parkway in Bay Shore, widening to six lanes
recently completed. The extension to Heckscher State Parkway
was recently completed.

SPRAIN BROOK PARKWAY

Termini: Bronx River Parkway near Cross County Parkway to the Hawthorne
Traffic Circle.

Length: 19 miles.

Status: Complete, under construction and under design.

Design: Six lanes.

Description: When completed the Bronx River Parkway between Palmer Road and
the City line will be incorporated in to the Sprain Brook Parkway.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Cross County Parkway to Tuckahoe Road in Yonkers	Complete	1961
2) Tuckahoe Road to Jackson Avenue in Greenburgh	Under construction	Estimated late 1963
3) Jackson Avenue to Interstate 287 in Elmsford	Under construction	Estimated 1965
4) Interstate 287 to Hawthorne Circle	Under design	Estimated 1966

SUNKEN MEADOW STATE PARKWAY

Termini: Northern State Parkway in Commack to Sunken Meadow State
Park in Kings Park.

Length: Seven miles.

Status: Complete.

Design: Four lanes.

TACONIC STATE PARKWAY

Termini: Bronx River Parkway in Valhalla to Interstate 90 in Chatham.
Length: 101 miles.
Status: Complete, under construction, under design and proposed.
Design: Four to six lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Bronx River Parkway to Interstate 84 in East Fishkill	Reconstruction proposed. The existing undivided four-lane highway will be rebuilt as a six lane divided highway	Yes, interchange at N.Y. 132A in Yorktown estimated by 1964.
2) Interstate 84 to N.Y. 23 in Martindale	Complete, four lanes, with some at-grade intersections.	Yes
3) N.Y. 23 to N.Y. 203 in Chatham	Under construction four lanes	Estimated late 1963
4) N.Y. 203 to Interstate 90	Under construction four lanes	Estimated early 1964

VAN WYCK EXPRESSWAY

Termini: Interstate 78 at International Airport to Interstate 678
in Flushing.
Length: 6 miles.
Status: Complete and under construction.
Design: Six lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Interstate 78 to Queens Boulevard	Complete.	Yes
2) Queens Boulevard to Interstate 678	Under construction	Estimated late 1963



WANTAGH STATE PARKWAY (TOLL)

Termini: Ocean Parkway at Jones Beach to Northern State Parkway
in Westbury

Length: 13 miles. Toll station at Jones Beach.

Status: Complete, widening under design.

Design: Four lanes north of Merrick Road.
Six lanes south of Merrick Road.

Description: Widening the four lane undivided parkway to six lanes divided
between Merrick Road in Wantagh and Southern State Parkway in
Levittown is under design, and is part of the 1962-63 Parkway
Construction Program. Estimated completion in 1965. Between
Southern State Parkway and Northern State Parkway the route is
four lanes divided.

WANTAGH-OYSTER BAY EXPRESSWAY

Termini: Wantagh State Parkway in Wantagh to South Street in
Oyster Bay.
Length: 16 miles.
Status: Complete, under construction and under design.
Design: Six lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Wantagh State Parkway to Hempstead Turnpike in Bethpage.	Under design	Estimated 1966
2) Hempstead Turnpike to Old Country Road in Plainview.	Under construction, six lanes.	Estimated 1963
3) Old Country Road to Jericho Turnpike in Syosset.	Complete, six lanes.	June, 1962.
4) Jericho Turnpike to South Street in Oyster Bay.	Under design.	Estimated 1966.

WEST SHORE EXPRESSWAY

Termini: Outerbridge Crossing to Interstate 278, near Goethals Bridge,
along the west shore of Staten Island.

Length: 8 miles

Status: Preliminary design underway.

Estimated completion - 1968

Design: Four lanes initially, expandable to six lanes.

WEST SIDE HIGHWAY

Termini: Franklin D. Roosevelt Drive and Brooklyn-Battery Tunnel at the Battery to Henry Hudson Parkway at 72nd Street in Manhattan.

Length: Six miles.

Status: Various sections were open to traffic between 1931 and 1948.

Design: Six lanes.

Description: A study of needed improvements was completed in 1956. The study called for elimination of certain sharp curves to enable the highway to carry six lanes of traffic over its full length, widening narrow parts of the route, and adding and reconstructing ramps at key points.

The first phase, scheduled for construction in 1963, involves the realignment of the section between 57th Street and 60th Street.

The second phase is proposed for the section between Gansevoort Street and 23rd Street, where two separate reverse curves would be replaced and new ramps would be built.

The third phase of the project would provide new ramps at Laight Street and minor widenings of the structure at 36th and 42nd Streets.

WILLOWBROOK EXPRESSWAY AND PARKWAY

Termini: New Jersey State Line at Bayonne Bridge to Shore Front Drive at
Great Kills Park.

Length: 6 miles.

Status: Under design.

Design: Six lanes north of the Clove Lakes Expressway. Four lanes south
of the Expressway with provisions for expansion to six lanes.

<u>Section:</u>	<u>Status:</u>	<u>Open to Traffic:</u>
1) Bayonne Bridge to Clove Lakes Expressway	This section will be designated as an express- way. Construction is scheduled for 1962.	Estimated 1964
2) Clove Lakes Expressway to Great Kills Park	Under design.	Estimated 1966

