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IMPLEMENTING THE MASTER PLAN

NEW JERSEY DEPARTMENT OF TRANSPORTATION

David J. Goldberg
Commissioner

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December, 1969

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IMPLEMENTING THE MASTER PLAN

The New Jersey Department of Transportation came into being December 12, 1966.

In the three years since then, significant transportation improvements have been accomplished. In 1966, New Jersey's passenger railroads were on the brink of collapse, and it appeared that the State faced the unattractive alternatives of either purchasing and operating the major lines itself or doubling and perhaps tripling its subsidy program. Today, the commuter railroads are carrying greater numbers

deserve. The purpose of this Report, however, is to outline the major events which have taken place as they relate to the goals assigned to this Department by the people of New Jersey.

At the risk of oversimplification, it could be stated that during its first year the Department was concerned with achieving a smooth transition from its former status as a state highway department to its new role as an overall transportation agency, and with keeping current problems as much under control as possible; during its second year with formulating and winning acceptance of a basic program; and during its third year with starting to satisfy the mandate of the people to carry out that program.

The major responsibilities assigned to the Department under the Transportation Act of 1966 are:

- . solve or assist in the solution of the problems of transportation
- . promote an efficient, integrated and balanced transportation system for the State
- . prepare and implement comprehensive plans and programs for transportation development in the State

. coordinate the transportation activities of State agencies, State-created public authorities, and other public agencies with transportation responsibilities within the State

It can be seen that the main thrust of the Department's endeavors during the past three years has been in furtherance of the most critical of these responsibilities -- "prepare and implement comprehensive plans and programs for transportation development in the State".

The initial task contained in this phrase -- "prepare" -- was accomplished with formulation of a "Master Plan for Transportation" in 1968. Adoption of this program, together with voter approval of a \$660 million bond issue later that year with which to start the work outlined in the Master Plan, represents by far the most significant achievement of the Transportation Department to date, and perhaps the most significant event in the past three decades or more of transportation history in the State of New Jersey.

The second task -- "implement" -- is now being accomplished. Legislative approval to actually start using the money provided by the bond issue was granted in January, 1969. The Department sincerely believes the record established since then

demonstrates the strength of its pledge to the people during the bond issue campaign that, if granted the financial resources with which to carry out the Master Plan, it possessed the ability to do the job.

Although the overwhelming success of the first major transportation bond issue to be approved by the voters of New Jersey in almost forty years holds the spotlight as the most glamorous event in the Department's brief history, it by no means represents the sum total of the Department's efforts. Other major activities and accomplishments which the Department feels have contributed significantly to the overall improvement of New Jersey's transportation resources include:

- . resolution by the Department of the location of all routes on the National System of Interstate and Defense Highways within New Jersey, with the single exception of Interstate Route 895, a short stretch of highway from a new bridge across the Delaware River to Interstate Route 295 in Burlington County very recently added to the System.
- . development of the first major new program of aid to local roads in more than 20 years, on the basis of an integrated system, with funds assigned according to need.
- . completion of more than 150 miles at a cost of more than \$250 million in various highway

projects during the past three calendar years.

- . start of construction on Garden State Metro-Park, a new park-and-ride station in Woodbridge established to serve New Jersey commuters and patrons of the New York-Washington Metroliner put into service during the life of the Transportation Department.
- . agreement with the Federal Government, the State of Pennsylvania, and the Delaware Joint Toll Bridge Commission for construction of several new bridges across the Delaware River and the approach roads to serve them.
- . acquisition of 241 railroad passenger cars, including 140 new ones, and 101 obtained from other railroads and completely refurbished for interim service until all new equipment is received.
- . financial assistance under an interim subsidy program for five bus lines and the Newark City Subway to restore essential service or to retain such service in imminent danger of abandonment.

PUBLIC TRANSPORTATION

One of the major factors in the creation of the Department of Transportation was greatly strengthened public recognition of the fact that State government must play a much more controlling role in the development and continuation of mass transportation services.

The situation at the time the new Department was created was bleak. The Central Railroad of New Jersey had been prevented from going into bankruptcy only by extreme efforts to find sources of funds with which to increase its subsidy. The Erie Lackawanna was on the verge of attempting to discontinue

passenger service.

Indeed, one of the first decisions that faced the new Department and the Legislature was whether or not the subsidy to the Jersey Central should be materially expanded through an emergency appropriation. This situation had developed because, although the Department had instituted the so-called "Aldene Plan" under which the two main commuter routes of the Central Railroad were to be relocated onto the right of way of the Pennsylvania Railroad, thereby providing direct access into the Pennsylvania Station in Newark and rail connections to New York City, and eliminate the costly operation of obsolete ferry boats across the Hudson River, this plan had not yet gone into operation.

It was determined that the most feasible and economic method of preserving the service represented by the Central Railroad of New Jersey was to allow it to go into bankruptcy, and it is presently operating in that status. However, the Adlene Plan was placed into operation in 1967 and has resulted in operating savings of more than \$1 million a year, as well as encouraging an increased level of patronage on the Central Railroad. As a

result, the subsidy program insofar as that railroad is concerned has stabilized, and the capital improvements which have been accomplished in terms of equipment are showing their effect. It is believed that the experience to date demonstrates that this was a well conceived plan, even though it represents only an interim step toward the ultimate objective of providing a through ride into New York City for suburban passengers.

Likewise, the long recognized need for a new high-speed rail commuter line from Camden County across the Delaware into Philadelphia, which was many years in the making, finally was completed in 1969, and the results to date already are encouraging talk of extensions.

These and other activities under the capital improvement program developed by the Department have been reflected in the increase in rail passengers that has developed during the past two years. Current estimates are that rail patronage will double by 1985 if the program is carried to completion.

An interim program was initiated for immediate replacement of critical equipment. It was recognized that major rehabil-

itation was necessary but would take four to five years to complete. Nevertheless, in many areas rail equipment was in such poor condition that necessary improvements could not await completion of the Master Plan Program.

The interim program provided the CNJ with desperately needed equipment. Forty-eight air-conditioned coaches have been acquired from other railroads throughout the nation, refurbished, and leased to the railroad with the State underwriting the costs. Thirteen new locomotives also were added to the railroad's fleet in the same manner.

Sixty-five of CNJ's old cars are being rehabilitated at State cost. Accordingly, the Central Railroad is getting a substantially improved equipment fleet, permitting improved passenger service even before the longrange master plan program reaches fruition.

An initial order of 35 high-speed stainless steel "Jersey Arrow" cars for Penn Central commuter service has been delivered and put into use after testing. In addition, a second application has been filed for a Federal grant to buy more cars of this type and it is believed Federal approval will be received

soon.

The Pullman-Standard Company has been awarded a contract for construction of 30 locomotive-hauled aluminum coaches for use on the non-electrified lines of the Erie Lackawanna. This contract included an option, which is being exercised, for purchase of 75 more cars, making a total of 105. This enables the Department to replace the existing locomotive-hauled fleet on the Erie Lackawanna completely beginning next June. The cars are designed for possible later conversion to the self-propelled electric type.

Also, the decision to obtain the 75 additional cars sets the stage for first-class service on the non-electrified portion of the Erie Lackawanna quickly without waiting for future electrification of this system. Favorable bids will permit conversion of the equipment to electric MU cars at a small, if any, difference compared to the projected cost of new electric MU cars if they were ordered to be delivered after completion of an electrification system three or four years in the future.

Bids have been received on 6 new locomotives for the Erie Lackawanna and contracts will be advertised in the near future

for the remaining locomotives that are needed.

Because of the general scarcity throughout the nation of passenger equipment in good operating condition, attempts to find resources outside the State with which to improve the New Jersey service were, at first, disappointing. There was strong competition from other urban States, notably New York, in the same plight.

However, the Department succeeded in buying 53 coaches from the Santa Fe Railroad as part of the interim program. All of them will be completely refurbished, including air-conditioning. Of these, 26 have been assigned to the Erie Lackawanna and will provide a substantial improvement in its service until all new equipment has been received.

In order to solve a critical equipment shortage in Shore service, the remaining 27 cars are being assigned to Penn Central's New York and Long Branch operations. This will allow about 25 of the railroad's present air-conditioned coaches to be released for assignment in other services, 7 having been designated for the Main Line and the others possibly for the CNJ Shore service. The net result--an increase of more than 500

seats for passengers using Penn Central's New York and Long Branch service, which eliminates any present standee problem.

In southern New Jersey, the Department reached agreement on a three-year contract for the rehabilitation of all rail-diesel cars operated on the Pennsylvania-Reading Seashore Lines as well as the restructuring of fares and schedules to provide improved service.

Aside from re-equipping the railroads, one of the major goals of the Department's public transportation program has been to improve rail access from New Jersey to both midtown and downtown Manhattan. The key to this is better use of the Penn Central Station in Manhattan.

Preliminary conclusions of the Department and the Tri-State Transportation Commission indicate that this station is greatly under-utilized--even during peak commuter hours.

The Master Plan provides for a direct connection between the existing electrified lines of the Erie Lackawanna Railway, as well as the present Greenwood Lake Division and Boonton branches via a new Montclair Connection, and the Penn Central at a point

east of Newark. Direct Manhattan access for the Central Railroad is called for in the Master Plan. Although not a part of the Master Plan, a direct connection for the Erie Lackawanna lines in Bergen and Passaic Counties is being considered.

A joint study by the Department and the Penn Central of the capacity of Penn Station, New York, and the connecting tunnel, is now in progress to determine how to best utilize this vital facility.

In New Jersey, mass transportation also means buses.

The State's bus lines now carry 1,200,000 riders daily-- nearly 9 times as many as are carried on the entire rail network. They represent the only means of transportation for many persons and particularly large groups of the young, the aged and the poor and meet a basic need of a society which is largely automobile oriented, but in which a substantial minority do not have a car or the use of one.

Thus, it is now the State must recognize that there is in New Jersey, today, a bus crisis which portends far more serious

consequences than did the threat or abandonment of rail services nearly a decade ago.

The complacent attitude that the carriers can solve their problems by themselves if only they want to, which once existed with respect to rail commuter service, must not be carried over into the area of bus service. History should not be allowed to repeat itself.

The sobering fact is that there has been and continues to be a sharp decline in ridership and service for the bus industry-- particularly local buses--in New Jersey. The number of passengers on intrastate routes declined from 826 million riders yearly to 235 million. At the same time, costs have risen.

The value of the broader, more comprehensive Department of Transportation is shown by the advance action taken in this vital area. In May, 1969, the Department issued a report entitled, "Buses: Crisis and Response" which graphically illustrates the decline of bus service and outlines the implications for New Jersey.

Because of the strong support received from Governor Hughes,

the Department was able to obtain legislative approval for an interim bus subsidy program of \$750,000 in July, 1969. This program will sustain vital bus services, which would have otherwise been lost, until a long-range program is developed by the Department this year and presented to the Governor and Legislature for review and consideration.

STATE HIGHWAYS

Although continuation and improvement of rail and bus passenger service is essential to prevent transportation chaos from descending on the most urbanized and heavily traveled State in the nation, New Jersey's highways are now and will continue through the foreseeable future as the backbone of the State's transportation resources. Completion of the basic highway network for which plans were made decades ago and restated in the Master Plan remains the Department's major task, consuming the bulk of its time, money and manpower.

Approval of the Transportation Bond Issue, with \$440 Million dedicated to construction of State Highways, enabled the Department to continue and accelerate the momentum which began to evidence itself in the spring of 1966. Now, as the Department enters its fourth year, it is apparent from the record that the Department's ability to complete the first priority elements of the Master Plan within the time span which that Plan contemplated depends only upon the willingness of the people to continue to provide the necessary funds.

Some time within the next three years of the Department's history the Bond funds will be exhausted, and it is then that a second fundamental financial decision, no less crucial than that made in 1968, will have to be reached. The Department's approach to this situation rests on the belief that it must demonstrate by deeds, not words, that it is making good use of the initial bond funds before it can ask for a second helping.

Here is what has happened so far:

- . The Department received an initial appropriation of \$215 million from the Bond Fund for highway purposes approximately a year ago. Slightly less than \$140 million of this was obligated as

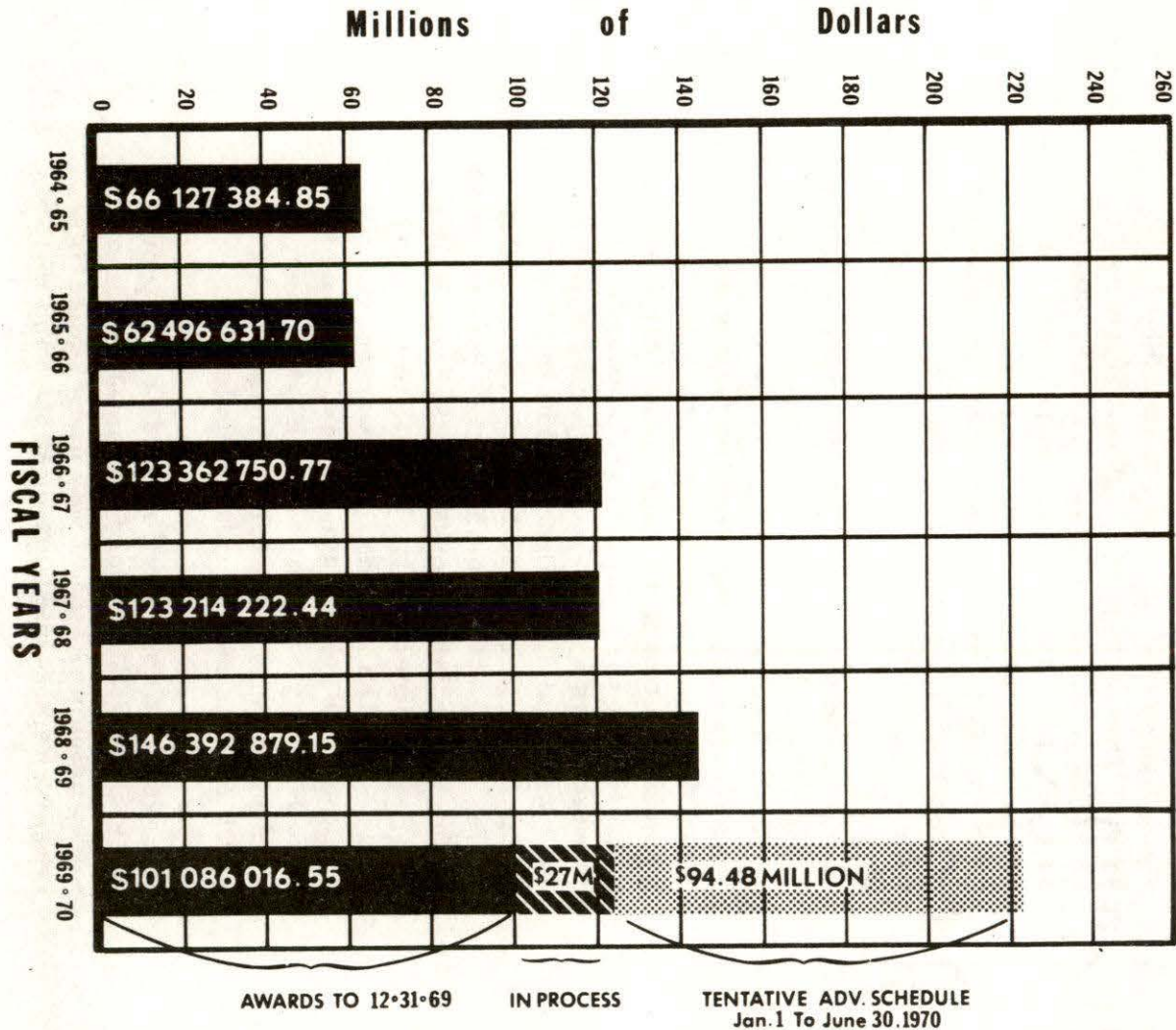
of December 31, 1969, with more than \$85 million of it going for contract construction -- a sum substantially greater than the maximum combined Federal and State funds normally available for work on non-Interstate highways under the regular 50-50 Federal Aid Program. When it is recognized that all available 50-50 money also was obligated as of the end of the year, it can be seen that the Bond Issue enabled the Department to more than double its output of this kind of construction within a single year.

. The Department usually keeps records on the basis of fiscal years, and calculates its production accordingly (see Table I). However, for purposes of comparing the first year since approval of the Bond Issue with the last year before it was approved, calculations indicate that the total contracts awarded or on which bids were received during calendar 1969 will amount to almost \$250 million as compared with slightly less than \$75 million during 1966. While much of this covered work on Interstate highways (90-10 Federal aid) and thus is not directly attributable to the Bond Issue, still there is no doubt whatsoever that the Bond funds have enabled work on the State Highway System to reach its highest level of activity in history. Almost \$340 million worth of construction is now underway.

. Obligation of construction funds of all types -- Federal, State and Bond -- for all kinds of work including right of way and engineering reached an all time high of about \$320 million during 1969.

CONTRACTS AWARDED

TABLE I



A complete list of the contracts awarded during the past year, or on which bids had been received, is attached. It demonstrates the vital projects which would have been delayed, perhaps for years, without the Bond Issue.

One of the basic premises upon which implementation of the Master Plan is based is that the Department will advance every project in the Plan as rapidly as possible. This policy is founded upon the realization that, due to inadequate funding in the years following World War II, so many projects have become critical in terms of need that it is virtually impossible to assign strict priorities to them. Every project to be funded from the current Bond Issue has first priority status.

Accordingly, it is important to pursue the engineering and right of way needed for award of construction projects in the next three years. In view of the continued cutback of Federal aid, which now allows New Jersey the use of about \$20 million a year less than the annual Congressional appropriation of \$140 million annually, and realizing that the hold back may be more stringent in the approaching fiscal year, it becomes even more important to protect the

engineering and right-of-way "lead time" even if this means that some construction is slightly delayed. Any other course of action would produce a situation in which completed designs could not be awarded to contract due to lack of right of way, or land acquisition could not be pursued because all needed planning requirements had not been met.

Approximately \$55 million worth of engineering and right of way had been funded with Bond funds so far.

Table III shows the steady expansion in right-of-way activity from the past six years -- the three years of the Department of Transportation and the three years immediately preceding its creation. This volume has been accomplished despite addition of several new functions to the responsibilities of the Right of Way Division, notably relocation assistance in 1969. And, as a result of the Department of Transportation's involvement in capital improvements for public transportation, the Right of Way Division has also been responsible for appraisals and acquisitions for this kind of project.

The value of design projects which had reached the review status as of the end of 1969 amounted to almost \$200 million

TABLE II

INTERSTATE HIGHWAY SYSTEM STATUS

	<u>Jan. 1966</u>	<u>Jan. 1969</u>
Open to Traffic	165.9 Miles	194.5 Miles
Under Construction	55.6 "	82.6 "
Design & ROW Acquisition	142.3 "	114.5 "
Alignment Studies	<u>9.5 "</u>	<u>22.9 "</u>
	373.3 Miles	414.5 Miles

TABLE III

EXPANSION OF R.O.W. ACTIVITY 1964 - 1969 Incl.

	<u>Amt. of Acquisitions</u>	<u>Parcels</u>
1964	\$ 32,627,882.00	2,381
1965	47,930,589.00	3,565
1966	51,469,156.00	4,216
1967	58,248,724.46	4,442
1968	60,084,844.00	4,500
1969	<u>64,190,725.00</u>	<u>4,850</u>
	\$ 314,551,920.46	23,954

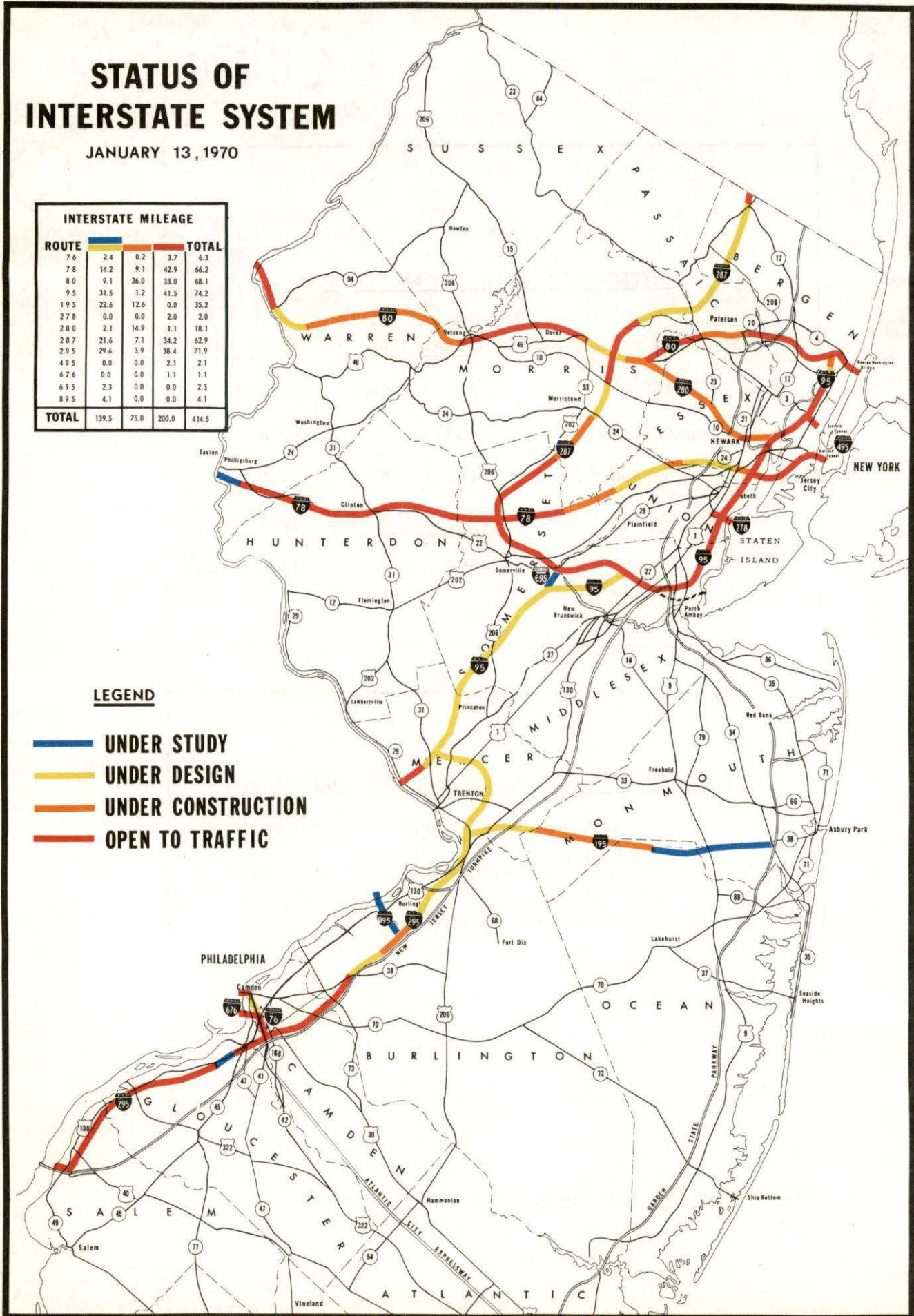
STATUS OF INTERSTATE SYSTEM

JANUARY 13, 1970

INTERSTATE MILEAGE					
ROUTE					TOTAL
76	2.4	0.2	3.7	6.3	
78	14.2	9.1	42.9	66.2	
80	9.1	26.0	33.0	68.1	
95	31.5	1.2	41.5	74.2	
195	22.6	12.6	0.0	35.2	
278	0.0	0.0	2.0	2.0	
280	2.1	14.9	1.1	18.1	
287	21.6	7.1	34.2	62.9	
295	29.4	3.9	38.4	71.9	
495	0.0	0.0	2.1	2.1	
676	0.0	0.0	1.1	1.1	
695	2.3	0.0	0.0	2.3	
895	4.1	0.0	0.0	4.1	
TOTAL	139.5	75.0	200.0	414.5	

LEGEND

- UNDER STUDY
- UNDER DESIGN
- UNDER CONSTRUCTION
- OPEN TO TRAFFIC



as compared with slightly less than \$100 million at the end of 1966.

While it is not part of the Bond program, completion of the Interstate Routes in New Jersey has an extremely high priority. Indeed, so much attention has been given to these projects that the State would have been in a position to complete them close to the deadline of 1974 had it not been for the Federal decision to hold back funds. New Jersey now is in a position to meet whatever Federal schedule is finally established.

The comparative status of New Jersey's Interstate Routes for 1966 and 1969 is shown in Table II. It will be noted that the total mileage approved for the State increased, due to the addition of I-195, the Trenton-Asbury Park route originally started without Federal participation, and I-895, a short connector between a new Delaware River bridge and I-295 in Burlington County.

The key to completing the Interstate Routes is approval of location. The entire system has now been approved with the following exceptions:

1. I-195 from Jackson Township to the vicinity of Asbury Park in Monmouth County. Recommended location submitted to U. S. Bureau of Public Roads.
2. I-78 from Still Valley to the Delaware River near Phillipsburg. Public hearing held and recommendation to Bureau of Public Roads being prepared.
3. I-895. Just added to the system. Public hearing required.

It is likely that I-80 from the Delaware Water Gap to the vicinity of the George Washington Bridge will be the first route to be completed from one side of the State to the other under the Interstate Program. The contract for construction of the last remaining urban section -- in Paterson -- was awarded last fall. The remaining rural sections in the western part of New Jersey are ready for construction as rapidly as funds permit.

Although planning, design and right-of-way activities are the keys to the Department's production levels, construction itself, the completion of new and improved highways, is the payoff as far as the traveling public is concerned.

Of course, many of the highway projects completed since 1966 had been started prior to the creation of the Department of Transportation, but it should be noted that the Department has been able to maintain and properly supervise the ever expanding volume of construction in the field without any substantial increase in manpower.

Some of the completed projects represent entirely new highways ready for traffic, some represent partial construction of new highways to be followed by later work, and some represent changes in the existing highway network. The net change in the overall state highway network since January 1, 1967, shows a total increase in center line mileage of slightly more than 50 miles, and an increase in lane mileage of more than 300 miles. There was a net decrease in the mileage of undivided highways, offset by an increase of almost 40 miles in the mileage of highways with access control, known as the safest type of highway. Almost 30 miles of the Interstate System was opened to traffic during this period with several sections rapidly nearing completion and a substantial increase in the mileage under construction.

TABLE IV

	1966	1969
Highway Construction Contracts Underway (Value)	\$139,057,415.00	\$338,551,388.75
Highway Construction Projects Underway (Volume)	67	84
State Highway Lane Miles	6,107	6,416
Interstate Highway System Status:		
Open to Traffic	165.9 miles	194.5 miles
Under Construction	55.6 "	82.6 "
Design & R.O.W. Acquisition	142.3 "	114.5 "
Alignment Studies	9.5 "	22.9 "
	<u>373.3 miles</u>	<u>414.5 miles</u>
Total Weekly Passenger Trains Under Contract	569	601
Average Number of Weekday Passenger Trips	130,000	145,216
Percent Change Over Previous Year	- 6.5	+ 4.5
Passenger Contracts:		
Central Railroad of New Jersey	\$5,071,710.	\$4,579,959.
Penn-Reading Seashore Lines	219,979.	325,000.
Erie Lackawanna	4,231,525.	5,166,371.
Reading	52,000.	No Subsidy Needed

LOCAL ROADS

The value of a strengthened Transportation Department can also be seen in its local road programs as well as its efforts on the State level. Shortly after its creation, the new Department was successful in winning support for an extension of New Jersey's traditional programs of State Aid to provide funds for the first real start on improving the local road system, and establishing a network of local highways that would function in connection with the expanding State system. The State Aid Road System Act of 1967 authorized the beginnings of this critical program. It has been funded annually since then with a \$15 million appro-

priation made possible from the additional revenues generated after the enactment of the State Sales Tax.

The basic concept -- of creating an integrated system of local roads -- has been strengthened by institution of the Federal TOPICS program (Traffic Operation to Improve Capacity and Safety), and by transfer of jurisdiction over local traffic control devices to the Transportation Department. The Federal program provides a badly needed source of funds and the transfer helps to ensure a uniform approach to all road systems within the State.

APPENDIX

HIGHWAY LOCATION

Projects Resolved in 1966

<u>Route</u>	<u>Description</u>	
23	Wayne - New York Avenue	(12-28-66)
35	Route 27 to Route U. S. 1	(12-28-66)
40 & 322	Atlantic City	(12-28-66)

Projects Resolved in 1967

9-W *	Fort Lee to Tenafly
15F	Sparta
23	Wayne - Route 80 to Railroad
35F	Wall Township to Brielle
I-278	Route U. S. 1 to Route 78
I-280 *	Harrison

Projects Resolved in 1968

21F *	Clifton to Route 80
24-46	Connector, Hackettstown
33F *	Freehold By-pass
37F *	Route 206 to County Road 527
90 *	Route 130 to Route 73
92	Route U. S. 1 to Route 33
I-287 *	Montville to New York State Line

Projects Resolved in 1969

21F	Penn Plaza, Newark
92F *	Route 206 to Route U. S. 1
I-95 *	Delaware River to Route 287
202 *	Bernardsville

* Highly Controversial

STATE HIGHWAY SYSTEM STATISTICS

Surface Types of Operating State Highways	Miles Jan. 1 1967	Miles * Jan. 1 1970	Summary of Divided & Undivided State Highways	Miles Jan. 1 1967	Miles * Jan. 1 1970
1. Concrete, Brick & Block	1,009	980	1 Undivided Highways	1,292	1,283
2. High-Type Bituminous	963	1,045	2 Divided Highways	504	519
	1,972	2,025	3 Access-Controlled Highways	176	223
				1,972	2,025
			Divided Highways with Center Barriers (Included in 2 & 3 above)		152

Number of Highway Lanes	Miles Jan. 1 1967	Miles * Jan. 1 1970	Lane Miles Jan. 1 1967	Lane Miles * Jan. 1 1970
2	1,085	1,073	2,170	2,146
3	21	21	63	63
4	695	731	2,776	2,924
5	7	7	35	35
6	130	155	780	930
7	3	4	21	28
8	24	25	192	200
9	1	1	9	9
10	5	7	50	70
11	1	1	11	11
	1,972	2,025	6,107	6,416

* ESTIMATED TOTALS

CONSTRUCTION CONTRACTS

1966 Route	Section	Description	County	Bid Amount
FAS		Whippany Road reconstruction	Morris	\$ 518,691
I-280	5J	Grading, Scotland Road	Essex	1,860,943
I-280	6P7F	Demolition	Essex	301,000
I-76	1D	Demolition, Camden City	Camden	156,400
17	5D	Race Track Road intersection revision	Bergen	261,750
21F	4B	Demolition S. Parkway to Monroe St.	Passaic	363,222
FAS		Tuckerton-Warren Grove Rd. reconstruction	Ocean	239,808
I-78	2M 3E	Grading, Allerton Rd. to Cokesbury Rd.	Hunterdon	6,652,089
1&9T	1C	Replace Hackensack River bridge deck	Hudson	974,154
FAS		Wrightstown-Cookstown Rd. reconstruction	Burlington	399,946
7	1C	Fishhouse Road interchange	Hudson	436,055
FAS		Haddonfield-Berlin Rd. reconstruction	Camden	515,632
155	1A	Widen, improvements	Burlington	316,616
FAS		Easton Ave. reconstruction	Middlesex/Somerset	662,501
78	5V	Bridges, Newark	Essex	4,286,710
80	3J 4AA	Grading, Lane Rd. to Singac Brook	Essex/Passaic	3,272,604
9	2A	Timber bulkheads, Cape May Canal Bridge	Cape May	113,339
I-295	1V	Widen, Rt. 42 to Rt. U.S. 130	Camden/Gloucester	662,524
35	10C	Widen, intersection improvements	Monmouth	263,358
45	1B	Widen, intersection improvements	Gloucester	342,871
10	1A	Island closing, intersection improvements	Morris	256,996
I-95	19C	Demolition, Edison, Woodbridge Twps.	Middlesex	192,781
I-295	1R	Grading, Oldmans Creek to Hollywood Ave.	Salem	3,771,968
I-78	2G	Grading, Still Valley to Clinton Farms	Warren/Hunterdon	5,983,475
46	2A	Dualization, Rt. 519 Spur to Beaver Brook	Warren	551,996
17	5E	Intersection improvement, Hollywood Ave.	Bergen	428,133
22	1D	Intersection improvements, barrier curb	Warren	215,175
I-78	5AB	Demolition, Liberty Ave. to Richard Ter.	Union	157,200
35	3B	Dualization, intersection improvements	Ocean	789,246
35F	1A 2A	Mainline paving Allaire Rd. to Rt. 33	Monmouth	4,779,972
I-78	2L	Mainline construction, Clinton Point	Hunterdon	4,055,141
I-80	3K	Grading, Pine Brook Rd. to Lane Rd.	Morris/Essex	5,936,409
I-78	5Y	Viaduct over Waverly Yards	Essex	8,131,191
21F	4A	Mainline construction, S. Parkway/Lafayette	Passaic	5,735,036
I-76	1B	Demolition, Camden City	Camden	542,000
24F	9B 10A	Demolition, Whitehead Rd. to ELRR	Morris/Essex/Union	118,300
FAS		Avalon Blvd. realignment, bridges	Cape May	1,709,883
SU		Washington Ave. reconstruction	Bergen	581,432
I-76	1A	Grading, Camden City	Camden	3,107,510
SU		Westfield Avenue reconstruction	Union	119,933
22	11E	Terrill Rd. intersection improvement	Somerset	237,779
I-287	10B 11B	Grading, Malipardis Rd. to Rt. 10	Morris	449,356
I-278	1D	Route 1 interchange, Linden	Union	2,323,333
22	6A 7A	Cokesbury Rd. intersection improvement	Hunterdon	226,540
I-78	5U	Grading, bridges, Adams Ditch to N.J. TrnPk.	Essex	11,479,798
7	1A	Widen, Passaic River to Rt. 17	Hudson/Bergen	135,412
88	1A	Rockfill Point Pleasant Canal	Ocean	128,800
I-80	4AC	Passaic River bridge	Passaic	2,746,694
FAS		Lakeside Ave. reconstruction	Morris	314,336
1967				
9	25C 1A	Concrete barrier on Edison bridge	Middlesex	124,963
1&9	3C	Island revision E. Grand Ave. to West Brook Dr.	Union	333,522
I-78	5U	Grading, bridges, Adams Ditch to N.J. TrnPk.	Essex	10,836,141
9	3B	Bridges & approaches, Oyster Creek & Forked River	Ocean	464,761

<u>1967 Route</u>	<u>Section</u>	<u>Description</u>	<u>County</u>	<u>Bid Amount</u>
208	3E	Dualization, Plaza Rd. to Main St.	Bergen	\$ 1,208,419
33	5B	Dualization, Manalapan Brook to Still House Brook	Monmouth	942,789
35	8B	Widen, Woodland Avenue jughandle, Twin Brooks Avenue intersection revision	Monmouth	172,747
63	1A	Resurfacing, 1&9 to Ray Avenue and from Park Avenue to Hudson County line;	Bergen	130,815
93	1B	Resurfacing, 1&9 to Lakdene Avenue		
I-295	1S	Mainline grading, bridges	Gloucester Salem	6,496,561
55F	6B 7A	Mainline grading, bridges	Cumberland	2,082,844
27	6B 7B	Widen, resurface, Magnolia Avenue to Oak Tree Road	Middlesex	106,320
I-78	4J	Mainline grading, bridge, Bernards and Warren Townships	Somerset	5,897,636
I-80	3F	Mainline grading, Troy Brook to Pine Brook Road	Morris	7,562,256
FAS		Reconstruction of bridges over Green Brook	Union	235,800
DA		Grading, paving, McGuire AFB access road	Burlington	1,336,796
35	8C 9A	Widen, Tindall Road to Mahoras Brook	Monmouth	1,021,520
I-287	8A 9B	Mainline grading, bridges, Passaic River to Harter Road	Morris	3,445,502
I-287	9D 10E	Mainline grading, Harter Road to Morris Ave.	Morris	3,609,872
I-80	1H	Mainline grading, County Road 519 to Shades of Death Road	Warren	5,355,665
I-95	19A	Grading, bridges from Route 1 to the N. J. Turnpike	Middlesex	3,441,606
9W	3B	Resurfacing, Alpine Borough	Bergen	102,587
440F	2E	Wet excavation, Mina Dr. to N. J. Turnpike	Hudson	1,853,096
70	3E 4A	Resurfacing, drainage from Route 73 to Maple Avenue and from Route 541 to Route U.S. 206	Burlington	213,686
I-280	1A 2A	Grading, from Passaic River to Roosevelt Ave.	Morris	
	3C		Essex	7,423,997
46	12A	Ramps at Riverview Drive	Passaic	202,994
I-495	1A	Viaduct redecking, North Bergen Township	Hudson	697,247
206	25A 26A	Resurfacing from Route 571 to Shaytown Road	Sussex	155,542
20F	2A	Grading, bridges from Route 46 to Valley Rd.	Passaic	4,789,662
21F	2B	Resurfacing bridge over Penn Central RR	Essex	268,660
S-12		Reconstruction, Hightstown-Princeton Road	Mercer	222,648
35	13C	Widen, resurface from Rt. 1&9 to Rt. 27	Middlesex/Union	738,701
55F	5B 6C	Grading, paving Route 47 to Menantico Creek	Cumberland	5,637,241
	7B			
S-12		Reconstruct Washington Valley Road	Somerset	679,130
72	6A 7A	Dualization from Nautlis Drive to Manahawkin Bay bridge	Ocean	4,959,541
17	4A	Widen, intersection improvements from Berry Avenue to Wood-Ridge	Bergen	2,572,098
1&9	2H	Bridges, McClellan Street	Essex	11,887,906
I-78	5AH			
35	9B	Widen, resurface from Palmer Avenue to Clark Street	Monmouth	2,175,401
172	1A	Widen, resurface at Gibbons Court, Douglas College	Middlesex	126,256
I-78	5AJ	Demolition, Union Township, Newark	Essex/Union	287,384

1967 Route	Section	Description	County	Bid Amount
I-278	1F	Grading, bridges from Route 1&9 to Goethals bridge	Union	\$ 7,385,871
35F	2B 3A	Grading, bridges, Route 33 to Deal Road	Monmouth	4,285,255
FAS		Avalon Boulevard reconstruction	Cape May	2,489,845
30	13B	Resurfacing from Collingswood circle to Haddon Avenue	Camden	113,838
208	3F	Dualization Harristown Road to Goffle Road	Bergen/Passaic	2,144,645
FAS		Reconstruction of Auburn bridge	Gloucester	509,790
I-95	19B	Mainline grading, paving, bridges from N.J.		
440F	1A	Turnpike to Woodbridge Avenue	Middlesex	4,236,602
I-280	5L 6N	Grading, bridges from Scotland Rd. to Harrison Street	Essex	8,594,871
1	6D	Widen, resurface, bridges, barrier curb Milltown Road to Route 18	Middlesex	3,144,349
SU		Columbia Turnpike reconstruction	Morris	517,353
21F	4D	Demolition between Gregory Avenue and Monroe Street	Bergen/Passaic	192,000
S-103		Reconstruction of Lehigh & Hudson RR bridge over Hazen-Bridgeville Road	Warren	275,129
1968				
17	4C	EL RR bridge	Bergen	632,991
I-78	2N	Widening, Clinton	Hunterdon	407,333
29F	12B	Grading, bridges Willow Street to Ferry Street	Mercer	7,488,525
36	3D	Widen, resurface from Third Ave. to Ocean Ave.	Monmouth	1,307,815
23	6A 5B	Grading, bridges Lake Stockholm Road to Oak Ridge Road	Morris Passaic	6,842,716
FAS		Construction Flemington-White House Road bridge over Raritan River	Hunterdon	538,994
I-280	6F 6M	Grading, bridges from Grove St. to Humboldt St.	Essex	9,736,295
130/206 & 130	1C 13A 17A	Resurfacing from Crosswicks Creek to Route 206	Burlington & Mercer	101,385
I-280	6K 7C	Grading, bridges Humboldt Street to First St.	Essex	5,679,634
1	1C	Redecking, resurfacing 12th St. Viaduct	Hudson	1,607,520
440F	1B	Grading, bridges Woodbridge Ave. to Crows Mill Road	Middlesex	13,222,819
I-280	7D	Grading, viaduct, walls Sixth St. to Newark City Railway	Essex	3,869,586
I-495	1B	Resurfacing from Paterson Plank Road to Pleasant Avenue	Hudson	157,044
17	4B	Widen, resurface, bridges from Stanley Street to Passaic Avenue	Bergen	3,313,255
35	8D	Widen, resurface from Navesink River to Woodland Drive	Monmouth	1,294,581
I-80	4AD	Grading, structures from Riverview Drive to Passaic River	Passaic	10,617,943
I-78	5AM	Demolition, Union Township, Newark	Essex/Union	500,185
3	4H	Repairs to bridge over N.Y.S. and W. RR	Hudson	178,607
46	4C	Resurfacing from Musconetcong River to Baldwin Street	Warren	103,019
I-78	5AN	Demolition Glenwood Avenue to Schuyler St	Essex/Union	423,980
1	1D &	Resurfacing various locations	Mercer	135,110
206	10A 11A 12A			

<u>1968</u> <u>Route</u>	<u>Section</u>	<u>Description</u>	<u>County</u>	<u>Bid Amount</u>
I-195	2A 3A	Grading, bridges Old York Road to Imlaystown-Hightstown Road	Mercer & Monmouth	\$ 4,767,464
I-78	4G 4F	Grading, bridges from King George Road to Plainfield Avenue	Somerset	7,995,025
I-80	1J	Grading, bridges Shades of Death Road to Route 517	Warren	7,712,666
1969 440F	1C	Grading, paving, bridges from Garden State Parkway to Route 9	Middlesex	7,368,795B
I-80	4AE	Grading, paving, bridges from Passaic River to New Street	Passaic	5,655,221
37	8C 9C	Dualization from Garden State Parkway to		
	1C	Bash Road	Ocean	3,621,109B
27	1A 2B	Realignment, bridges from River Road to Academy Street	Somerset/Mercer & Middlesex	936,990B
I-80	1M	Paving, bridges from Morris Canal to Rt. 46	Morris/Sussex	8,431,487
73	5A 6A	Grading, paving, bridges from Route 30 to		
	7A	Atlantic City Expressway	Camden	4,274,846B
15	3B	Widen, jughandle, Sparta	Sussex	194,414B
SU 210(2)		Construction of Forest Avenue Extension Lafayette Avenue	Bergen	592,490
I-95	1V	Sand drains Route 46 to I-80	Bergen	5,381,732
FAS		Construction of Maurice River Bridge	Cumberland	2,691,937
17	5F	Interchange at Sheridan Avenue	Bergen	3,099,824
40 & 322	3A	Widen, resurface, barrier curb, bridge, West End Ave. to Johnathan's Thorofare	Atlantic	2,454,682B
4	1A	Widen, resurface, barrier curb from 17th St. Route 208	Bergen	883,449B
1&9T	1A	Widen, resurface from Hackensack River to Route 440	Hudson	237,683B
I-195	3B 4A	Grading, paving, bridges Imlaystown-Hightstown Road to Burke Tavern Road	Monmouth & Ocean	6,747,185
30	2A	Laurel Road intersection improvement	Camden	116,087B
17	5G	Interchange at Allendale Avenue	Bergen	2,272,417B
S-269		Rancocas By-pass	Burlington	461,177
202	7B 8B	Resurfacing from Flemington Circle to Summer Road (Inc. Rt. 31 6A)	Hunterdon	222,261
42	8A			
322	9B, 10B	Sicklerville Road intersection improvement	Gloucester	227,243B
47	11B	Widen, resurface, retaining wall, Vineland	Cumberland	669,268B
I-280	1A 2C	Grading, bridges various locations	Morris & Essex	24,992,086
	4D 5K			
33	3B 4B	Dualization from N.J. Turnpike to Iron Ore Road	Mercer/Middlesex & Monmouth	3,840,713
24F	11B 12F	Grading, structures, Passaic River to Canoe Brook Road	Morris/Essex & Union	5,258,582B
94	6A	Paulins Kill bridge, Lafayette Township	Sussex	256,243B
I-80	1N	Grading, bridges from Mt. Herman-Polkville Road to Silver Lake Road	Warren	12,569,147
21F	4C	Grading, paving, bridges Lafayette Avenue to Monroe Street	Bergen & Passaic	15,573,222B
46	16E	Hackensack River bridge redecking	Bergen/Passaic	296,666

1969 Route	Section	Description	County	Bid Amount
12	1B	Resurfacing from Baptistown to Wickecheoke Creek	Hunterdon	\$ 159,462
87	1C	Brigantine bridge replacement	Atlantic	3,440,300B
27	6D	Widen, resurface Cedar Street to Magnolia Avenue	Middlesex	144,175B
28	6A	Widen, resurface Terrill Road to Elizabeth Avenue	Union	731,799B
20	1A	Resurface, barrier curb from Route 3 to Paterson Plank Road	Bergen	337,409B
22	6B 7C 8A	Resurface from Central RR bridge to Raritan River branch	Hunterdon & Somerset	271,862
U-15(4)		Garden State MetroPark Station parking facility	Middlesex	468,866
I-195	4B	Grading, bridges, paving Burke Tavern Road to Cedar Swamp Road	Ocean	4,918,561
S-273(1)		Reconstruction of Straughns Mill Road	Salem	641,754
1&9 & 5	8B & 1D	Resurfacing, Fort Lee, etc.	Bergen	168,874
S-255(1)		Construct Howard Boulevard underpass of EL RR	Morris	1,296,406
23	1B	Dualization vicinity of Franklin Street	Essex	105,020B
322	9A	Bridge over Scotland Run	Gloucester	215,891B
44	1A	Drainage revision, Clonmell Creek	Gloucester	185,378B
202	2 3C	Resurfacing vicinity Somerville Circle	Somerset	130,677
I-80	1K	Grading, bridges from Rt. 517 to Morris Canal	Warren/Sussex/Morris	15,822,907
46	12C	Widen vicinity Galesi Drive	Passaic	179,359B
23	6C	Resurface, Hardyston Township	Sussex	81,153
22	14E 15E	Barrier curb replacement Meeker Ave. to Garden State Parkway	Essex & Union	814,657B
206	9A	Widen from Route 130 to Crosswicks Creek	Mercer/Burlington	1,285,761B
DOTFR90024		Garden State MetroPark station construction	Middlesex	1,140,663
I-295	3B 4A	Grading, bridges, paving Rancocas Creek to Burlington-Mt. Holly Road	Burlington	9,222,556
I-80	4AL	Grading, structures New St. to Main St.	Passaic	10,619,831
18F	11C	Bridge piers, New Brunswick	Middlesex	515,563B
17	4D	Grade, pave Elizabeth St. to Stanley St.	Bergen	2,760,249B
162	1A	Relocate Seashore Road over Cape May Canal	Cape May	2,350,601
440F	2F	Grading, bridges from Mina Drive to 52nd St.	Hudson	6,186,911B
Contract #1		Construct Fairview Avenue bridge	Mercer	2,072,374
23	6B	Sight distance improvement at Paterson-Hamburg Turnpike	Sussex	28,621 PosB
I-287	10G 11C	Grading, structures Eden Lane to Route 10	Morris	6,972,371
3	1K 3A	Widen from Orient Way to Route 20	Bergen	5,986,724B
13	1D	Point Pleasant Canal bridge	Ocean	3,344,933B
440F	1D 3A	Grading, bridges from Crows Mill Road to State Street, Perth Amboy	Middlesex	26,675,965
I-78	5AP	Demolition Schuyler Ave. to Elizabeth Ave.	Essex	117,200
70	2B	Old Marlton Pike intersection revision	Camden/Burlington	370,466 PosB
I-76	1K	Demolition Penn Street to Federal Street	Camden	111,100
FAS		Construct Railroad Ave. from Corlies Ave. to Monroe Ave.	Monmouth	276,837
71	3C	Widen from Union Lane to Brielle line	Monmouth	244,617B
3	3C	Prepare for future intersection with Rt. 17	Bergen	7,221,100B
1&9	5B 6D	Extend barrier curb on Pulaski Skyway	Hudson	134,286
I-78	5AR	Demolition Winans Avenue to Schuyler Avenue	Union/Essex	179,383

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Division of Central Services
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