

974.90
R628
1964st
dc

Statement Prepared for Governor Richard J. Hughes
By Commissioner Dwight R. G. Palmer
Re: A Modern Highway Between the Center
of Trenton and Asbury Park

August 19, 1964

A modern highway between Trenton and Asbury Park will be a reality in spite of certain findings of the Consultants in their analysis of a Freeway or toll road between those points.

From the inception, in October, 1963, of the New Jersey State Highway Department's analysis of a possible toll road from Trenton to Asbury Park, we in addition to our primary effort, at Governor Richard J. Hughes' direction, ferreted out every alternate, substitute or combination of substitutes as prudent insurance against our Consulting Engineers' possible rejection of a through toll route to Asbury Park.

We now have the Consultants' findings which in the over-all justify Governor Hughes' insistence that we be prepared for any eventuality. The report, (copy herewith) after evaluating nine different variations in route alignment, finds that a Trenton - Asbury Park toll road could not be financed - that is, from origin to destination after balancing income against maintenance operating expenses and debt retirement.

The results of the study indicated that an expenditure in excess of \$60,000,000 would be required to construct a Freeway from Route 33 in the vicinity of the State Fair grounds, Hamilton Township, Mercer County, to the proposed Route 35 Freeway in the vicinity of its intersection with Route 38, Monmouth County. The study further concluded that the cost of constructing the highway on the same location to minimum toll road standards would exceed \$60,000,000.

S-313 authorized the New Jersey Turnpike to engage in their analysis of the possibilities of such a route. It is indicated Governor Hughes will sign this bill and the Turnpike will proceed with their studies.

At a review of the situation with the Turnpike Commissioners and staff yesterday, even prior to the Turnpike's contemplated study of the toll route, they with certainty expressed the opinion that they will aim for construction in the Spring of 1965 of a spur from the Turnpike immediately south of Hightstown to that section of Trenton in the immediate vicinity of Whitehead Road, joining the present Freeway which passes the State House and also connects with the Delaware River Joint Toll Bridge crossing into Pennsylvania.

In the "insurance study" that we were directed to make, we fortunately contemplated such a possibility and are prepared, assuming the Turnpike Study confirms their present conclusion, to proceed with the programmed work for the State to provide from Hightstown right through to Asbury Park a 4-lane divided highway which, though a land service route, will have limited crossings with jughandles where necessary, enabling traffic to travel from the center of Trenton direct to the Shore.

This improvement will consist of constructing a four-lane divided highway of modern standards following essentially the existing alignment between Hightstown and Freehold, by-passing Freehold to the south of existing Route 33 and returning to the existing Route 33 right-of-way east of Freehold to continue the improvement with the same typical section to the intersection of Routes 33 and 34. East of the intersection of Routes 33 and 34, Route 33 is either four lanes or four lanes divided. The reach on Route 33 between Route 34 and Route 66 having been reconstructed to four lanes in August, 1962.

From Route 35 to Route 71, design has been under way for almost a year and will be completed for construction to commence in this stretch when Asbury Park is ready to proceed with proposed Urban Renewal land acquisition adjacent to Route 33.

We already have \$1,250,000 set up for Route 33 and are providing further State funds, enabling us, after holding a Public Hearing in late November to start construction early next Spring and complete the four-lane divided highway from Hightstown to Asbury Park for completed use and service by early 1967.

Following is the schedule of the letting of contracts as covered above:

Hightstown to Freehold By-Pass	February 1, 1965
Freehold By-Pass	January 1, 1966
East of Freehold to Route 34	May 1, 1965
Route 35 to Route 71	Coordinated with Asbury Park Urban Renewal.

By the construction of a toll spur and the completion by the State of the aforementioned route to Asbury Park, linking the Central New Jersey Shore area with the heart of Trenton, the State will keep apace with and provide for at least the next two decades the traffic facilities generated by the actual and potential economic growth of Mommouth and Mercer Counties.

