

= Interstate 195 (New Jersey) =

Interstate 195 (abbreviated I @-@ 195) is an auxiliary route of the Interstate Highway System located in the U.S. state of New Jersey . Its western end is at I @-@ 295 and Route 29 just south of Trenton , New Jersey in Hamilton Township , Mercer County while its eastern end is at the Garden State Parkway , Route 34 and Route 138 in Wall Township . I @-@ 195 is 34 @. @ 17 miles (54 @. @ 99 km) in length . The route is mostly a four @-@ lane highway that runs through wooded areas in the center of New Jersey . It has an interchange with the New Jersey Turnpike (I @-@ 95) at Exit 7A in Robbinsville Township and serves as a main access road to Six Flags Great Adventure (which is off the CR 537 exit in Jackson Township) and the Jersey Shore . I @-@ 195 is occasionally referred to as the Central Jersey Expressway . On April 6 , 1988 , President Ronald Reagan signed H.R. 4263 naming Interstate 195 in New Jersey the James J. Howard Interstate Highway , in honor of the late James J. Howard .

The current I @-@ 195 was initially planned as a toll road called the Trenton @-@ Asbury Park Expressway in the 1950s . In the 1960s , the road became part of the proposed Route 37 and Route 38 freeways that were to cross the central part of the state . A compromise between these two freeways was planned between Trenton and Belmar and would get Interstate Highway funding , becoming I @-@ 195 . This freeway was built in several stages during the 1970s and 1980s . Between 2005 and 2015 , a plan existed to extend the I @-@ 195 designation west to the planned interchange between the Pennsylvania Turnpike (I @-@ 276) and I @-@ 95 in Bristol Township , Pennsylvania . Under this plan , I @-@ 195 would have followed present I @-@ 95 and I @-@ 295 to the north of Trenton . It was instead decided to extend the I @-@ 295 designation west and south , along existing I @-@ 95 , to the new interchange .

= = Route description = =

= = = Mercer County = = =

I @-@ 195 's western terminus is at a modified cloverleaf interchange with I @-@ 295 in Hamilton Township , Mercer County , located southeast of the city of Trenton . From this end , the freeway continues north into Trenton as Route 29 . I @-@ 195 serves as the southern continuation of Route 29 , continuing east from I @-@ 295 as a six @-@ lane expressway , passing between suburban neighborhoods to the north and the Crosswicks Creek to the south . After the exit for US 206 , the highway narrows to four lanes and turns northeast as it interchanges with CR 524 and CR 620 . Following this , I @-@ 195 passes near more neighborhoods and runs to the northwest of Gropp Lake before turning more to the east . The route has a cloverleaf interchange with Yardville @-@ Hamilton Square Road before passing near business parks and reaching a cloverleaf junction with US 130 . After US 130 , the road enters Robbinsville Township as the settings start to become more rural , with a few areas of suburban development . In Robbinsville Township , there is a ramp that provides access to the New Jersey Turnpike (I @-@ 95) . Shortly after passing over the New Jersey Turnpike , I @-@ 195 reaches the exit for CR 526 . The highway runs to the north of Allentown before briefly forming the border between Robbinsville Township to the north and Upper Freehold Township , Monmouth County to the south as it reaches the interchange with CR 524 / CR 539 .

= = = Monmouth and Ocean counties = = =

Upon passing under CR 524 / CR 539 , I @-@ 195 fully enters Upper Freehold Township in Monmouth County and continues east through a mix of woodland and farmland . The next interchange the highway reaches is with CR 43 . Past this exit , the highway passes through more rural areas and crosses into Millstone Township . In this area , I @-@ 195 turns to the southeast and enters more forested areas as it comes to a cloverleaf interchange with CR 537 . This exit off I

I-195 provides access to Six Flags Great Escape and the Jackson Premium Outlets . Due to the presence of Six Flags , this exit off I-195 can become busy during the summer months since it provides access to the park from both the New Jersey Turnpike and the Garden State Parkway , which lies just east of I-195 's eastern terminus . Upon crossing CR 537 , the highway enters Jackson Township in Ocean County and continues east through heavy woods . The road comes to an exit with CR 527 , where there is a park and ride lot for motorists . The median of I-195 widens past the CR 527 junction before narrowing as it comes to the CR 638 interchange . The road runs through more woodland , with nearby residential development increasing .

After crossing the North Branch Metedeconk River , I-195 continues into Howell Township , Monmouth County and turns northeast , reaching a cloverleaf interchange with US 9 . At this point , the road turns east again and soon heads back into dense woods . After crossing the Manasquan River , the expressway interchanges with CR 547 , which provides access to CR 524 and CR 549 . Shortly after CR 547 , I-195 enters Wall Township and passes through Allaire State Park . The eastern end of I-195 is located at Exit 35 , its junction with Route 34 that has access to the southbound Garden State Parkway from the eastbound direction . At the exit for Route 34 , I-195 ends and Route 138 begins , but the highway and exit numbering continue onto Route 138 , marking the interchange with the Garden State Parkway as Exit 36 . Past this interchange , Route 138 continues east to Belmar on the Jersey Shore as an arterial boulevard , making connections with Route 18 and Route 35 .

== History ==

What would become I-195 was first proposed in the late 1950s as a toll road called the Trenton - Asbury Park Expressway that was to be operated by the New Jersey Highway Authority , the owner of the Garden State Parkway at the time . In 1965 , this road would be incorporated into a planned Central Jersey Expressway System . The western portion would become a part of the Route 37 freeway that was to run from Trenton to Seaside Heights while the eastern portion would become a part of the Route 38 freeway that was to run from Camden to Belmar . The two freeways were to meet near Fort Dix . By 1967 , plans for the Route 38 freeway were canceled , leaving Route 37 as the only planned east - west freeway through central New Jersey . The routing of this freeway , which was to be called the Central Jersey Expressway , was changed to run from the Trenton area east to Wall Township . In addition , officials pushed for Interstate Highway funding for the freeway , with funds to be diverted from the canceled I-278 in Union County . The proposed freeway would cost \$ 60 million .

By 1970 , construction took place on the route between CR 539 near Allentown and CR 527 in Jackson Township . The portion of I-195 between the New Jersey Turnpike and CR 527 was opened by 1973 and construction on the section between White Horse and the New Jersey Turnpike began . In 1979 , I-195 was completed east to Squankum . By 1983 , the length of I-195 was completed .

When it was planned , I-195 did not intersect I-95 at all ; it instead connected to I-295 at its west end . When I-95 was re-routed to the New Jersey Turnpike after the cancellation of the Somerset Freeway , I-195 was connected to I-95 . Since I-95 abruptly ends at I-295 and US 1 in Lawrence Township , motorists must take I-295 southbound to I-195 east in order to access I-95 / New Jersey Turnpike .

On April 6 , 1988 , President Ronald Reagan signed H.R. 4263 naming I-195 in New Jersey the James J. Howard Interstate Highway , in honor of the late James J. Howard , a U.S. Representative from New Jersey who advocated improving the highways of the United States . In the late 1990s , the New Jersey Department of Transportation considered the possibility of widening I-195 to six lanes between the New Jersey Turnpike and CR 537 in order to accommodate traffic going to Six Flags Great Escape . The interchange with CR 537 was improved in 1997 by adding separate ramps to westbound and eastbound CR 537 from I-195 and by making the westbound ramp two lanes for Six Flags traffic .

I-195 , like many other highways in New Jersey , once had solar powered emergency call

boxes every 1 mile (1 @. @ 6 km) . With the advent of cell phones , the call boxes saw limited use . To save on maintenance costs , the NJDOT removed the call boxes in 2005 .

On April 30 , 2010 , NJDOT started a project to repave the expressway both eastbound and westbound from just east of the Turnpike overpasses near Exit 7 in Robbinsville Township to Exit 11 in Upper Freehold Township . This was completed in late autumn of 2010 .

From December 2004 until November 2014 , the New Jersey Turnpike (Interstate 95) was widened with the construction of new outer roadways (" truck lanes ") that extended the " dual @-@ dual " roadways south to Interchange 6 in Mansfield Township from its former end at Interchange 8A in Monroe Township . As part of this project , the overpasses carrying I @-@ 195 over the Turnpike (I @-@ 95) were reconstructed , the Interchange 7A toll gate was widened , and all the ramps connecting directly to the mainline of the Turnpike were rebuilt which included building a new high @-@ speed ramp over I @-@ 195 to enter the northbound lanes of the Turnpike .

In preparation for the completion of the Pennsylvania Turnpike / Interstate 95 Interchange Project and simultaneous rerouting of I @-@ 95 in 2017 , plans were made to extend I @-@ 195 west from its present @-@ day western terminus along I @-@ 295 and I @-@ 95 , continuing counterclockwise to the north , west and south around Trenton to the new interchange . I @-@ 295 would have been truncated to the current interchange with I @-@ 195 . Officials from New Jersey and Pennsylvania had agreed to submit the I @-@ 195 request to American Association of State Highway and Transportation Officials , as no route designation is official until approved by them . Had it been approved , approximately 27 @. @ 1 miles (43 @. @ 6 km) would have been added to I @-@ 195 . Interchange renumbering would have also taken place in concert with the future I @-@ 195 designation in Pennsylvania and both the planned and current I @-@ 195 designation in New Jersey . This proposal had received conditional approval from AASHTO . However , on May 20 , 2015 , the original plan of extending I @-@ 295 west and south into Pennsylvania to the new interchange was approved instead , leaving the western terminus of I @-@ 195 at its current location .

= = Future = =

The New Jersey Department of Transportation (NJDOT) has studied proposals to expand I @-@ 195 from Exit 16 near Six Flags to the New Jersey Turnpike from 4 to 6 total lanes , which would eliminate the grass median in the process .

= = Exit list = =