

= New Jersey Route 29 =

Route 29 is a state highway in the U.S. state of New Jersey . It runs 34 @.@ 76 mi ( 55 @.@ 94 km ) from an interchange with Interstate 295 ( I @-@ 295 ) in Hamilton Township in Mercer County , where it continues as I @-@ 195 , to Route 12 ( Bridge Street / Race Street ) in Frenchtown , Hunterdon County . Between the southern terminus and I @-@ 95 , the route is a mix of freeway and four @-@ lane divided highway that runs along the Delaware River through Trenton . This section includes a truck @-@ restricted tunnel that was built along the river near historic houses and Riverview Cemetery . North of I @-@ 95 , Route 29 turns into a scenic and mostly two @-@ lane highway . North of the South Trenton Tunnel , it is designated the Delaware River Scenic Byway , a New Jersey Scenic Byway and National Scenic Byway , that follows the Delaware River in mostly rural sections of Mercer County and Hunterdon County . The obsolete Delaware & Raritan Canal usually stands between the river and the highway . Most sections of this portion of Route 29 are completely shaded due to the tree canopy . Route 29 also has a spur , Route 129 , which connects Route 29 to U.S. Route 1 ( US 1 ) in Trenton .

Route 29 was initially designated in 1927 to run from downtown Trenton to Newark , following present @-@ day Route 179 and US 202 between Lambertville and Somerville and US 22 between Somerville and Newark . The route between Lambertville and Frenchtown was originally Route 29A . In 1953 , Route 29 was shifted to follow the alignment of Route 29A to avoid the concurrencies with the U.S. Routes . Route 29 between South Warren Street in Trenton and I @-@ 95 in Ewing Township was upgraded to a four @-@ lane highway , with a portion of freeway , in the 1950s and 1960s . In 1995 , the southern freeway part of Route 29 between I @-@ 195 / I @-@ 295 and Route 129 in Hamilton Township was completed . This freeway section was linked to the rest of Route 29 by a tunnel completed in 2002 . A realignment of Route 29 in Lambertville by the 2000s made the route concurrent with the entire length of 0 @.@ 26 @-@ mile @-@ long ( 0 @.@ 42 km ) Route 165 .

= = Route description = =

= = = Mercer County = = =

Route 29 begins at a modified cloverleaf interchange with Interstate 195 and Interstate 295 in Hamilton Township , and it serves as the western continuation of Interstate 195 , heading to the northwest as a six @-@ lane freeway . The route interchanges with Route 129 , a spur of Route 29 which connects to U.S. Route 1 , at a partial interchange with a northbound exit and southbound entrance . Route 29 narrows to four lanes past this interchange and crosses into Trenton . The route comes to a southbound exit and entrance for Lambertson Road . At this point , Route 29 becomes the Delaware River Scenic Byway , a state scenic byway that was also designated a National Scenic Byway in 2009 . Route 29 runs along the bank of the Delaware River and enters a truck @-@ restricted tunnel that passes by historic houses and Riverview Cemetery . Within this tunnel , Route 29 features a southbound exit and northbound entrance for Lalor Street . The route emerges from the tunnel as the John Fitch Parkway , passes by Arm & Hammer Park , and comes to a traffic light at Thunder Road / Cass Street where it widens back to six lanes . Route 29 meets South Warren Street at another traffic light . The median widens and it passes under the Morrisville @-@ Trenton Railroad Bridge , which carries the Amtrak Northeast Corridor over the Delaware River .

Route 29 passes under the Trenton @-@ Morrisville Toll Bridge , which carries U.S. Route 1 over the Delaware River . Access to U.S. Route 1 southbound is provided by ramps from Route 29 while access to Route 29 from northbound U.S. Route 1 is provided by South Warren Street . Route 29 passes under the Lower Trenton Bridge and the median narrows again . It interchanges with Market Street , which provides access to Route 33 , and then features an interchange which provides access to the New Jersey State House with a northbound exit and southbound entrance . Route 29 crosses the Assunpink Creek and features an interchange which provides access to South Warren

Street with exits in both directions but only a northbound entrance . Route 29 continues to a cloverleaf interchange with Calhoun Street ( County Route 653 ) , which provides access to the Calhoun Street Bridge over the Delaware River . Riverside Avenue exits as a frontage road paralleling the northbound lanes of Route 29 before the road features a northbound exit for Hermitage Avenue . Route 29 comes to a partial interchange with Parkside Avenue , with a northbound exit and southbound entrance , and then features a northbound exit for South Eastfield Avenue .

The freeway portion of Route 29 ends at the intersection with Lee Avenue and it continues northwest along the Delaware River as a four @-@ lane divided highway . The route meets the southern terminus of County Route 579 ( Sullivan Way ) . The median widens again and then narrows as the route meets the southern terminus of Route 175 , a former alignment of Route 29 that currently serves as a frontage road . Route 29 crosses into Ewing Township and becomes the Daniel Bray Highway . It passes under the West Trenton Railroad Bridge , which carries CSX and SEPTA ' s West Trenton Line over the Delaware River . Route 29 intersects Route 175 again and then comes to a complex interchange with Interstate 95 , with the ramps within the median of Route 29 , just to the east of the Scudder Falls Bridge .

Upon crossing the Delaware and Raritan Canal , Route 29 narrows down to a two @-@ lane undivided road called River Road . It continues along the Delaware River , next to the Delaware and Raritan Canal , which runs between Route 29 and the river . The route intersects the northern terminus of Route 175 . Farther north , Route 29 enters Hopewell Township and continues into a more rural setting shaded with trees . Route 29 heads to Washington Crossing State Park , where it intersects County Route 546 , which heads east on Washington Crossing @-@ Pennington Road , and the approach to the Washington Crossing Bridge , which continues into Pennsylvania as Pennsylvania Route 532 . Route 29 continues north along the Delaware River through Titusville , passing by Washington Crossing State Park .

= = = Hunterdon County = = =

Route 29 crosses into West Amwell Township in Hunterdon County . It enters Lambertville , where Route 29 becomes a four @-@ lane divided highway . At the intersection of South Main Street , Route 29 becomes concurrent with Route 165 . The route becomes an undivided highway again and meets the western terminus of County Route 518 ( Brunswick Street ) . It meets Route 179 ( Bridge Street ) , where Route 165 ends and Route 29 turns west for a one @-@ block wrong @-@ way concurrency with the two @-@ lane , undivided Route 179 , lasting to the intersection of Main Street , where Route 29 turns north on Main Street .

Route 29 follows Main Street north through Lambertville , crossing into Delaware Township . It comes to an interchange with U.S. Route 202 just east of the New Hope @-@ Lambertville Toll Bridge , with access to northbound U.S. Route 202 and from southbound U.S. Route 202 provided by way of Alexauken Creek Road . Route 29 continues along the Delaware River and enters Stockton . The route intersects Bridge Street , which crosses the Delaware River on the Centre Bridge @-@ Stockton Bridge and continues into Pennsylvania as Pennsylvania Route 263 . Shortly after that intersection , Route 29 intersects the southern terminus of County Route 523 ( Stockton @-@ Flemington Road ) . Route 29 crosses back into Delaware Township , where it meets the southern terminus of County Route 519 ( Kingwood @-@ Stockton Road ) .

Route 29 makes a sharp left turn and heads west along the river as a rural road , crossing into Kingwood Township , where the name of the road changes from Main Street to Daniel Bray Highway . Here , it intersects with County Route 651 ( Byram @-@ Kingwood Road ) . The route bends to the north and continues along the Delaware River for several miles , crossing into Frenchtown , where the route becomes Trenton Road . Upon entering Frenchtown , an end shield for northbound Route 29 is posted to mark the end of state maintenance , which officially ends at the Washington Street intersection , where maintenance is transferred to the county . Despite this , Route 29 officially continues farther north along Trenton Road to its northern terminus at Route 12 ( Bridge Street / Race Street ) , a short distance east of Route 12 ' s western terminus at the Uhlerstown @-@

Frenchtown Bridge . The southern terminus of County Route 513 is located a block north of the northern terminus of Route 29 along Route 12 .

= = History = =

The current route was originally legislated in 1911 as part of the Delaware River Drive , a named state highway that was proposed to run from along the Delaware River from Trenton to the New York border in Montague Township . Route 29 was originally defined in 1927 to run from Trenton to Newark . The original route ran from downtown Trenton along State Street and Sanhican Drive . From there , it followed its current alignment to Lambertville , where it followed present @-@ day Route 179 to Ringoes to present @-@ day County Route 514 , which it followed to Woods Tavern . The route turned north on U.S. Route 206 ( also designated Route 31 ) and followed that route to Somerville , where it followed U.S. Route 22 to Newark . The current alignment of Route 29 from Lambertville to Route 12 in Frenchtown was designated Route 29A in 1927 .

The alignment of Route 29 between Ringoes and Somerville was eventually shifted to follow present @-@ day U.S. Route 202 , which was also Route 30 ( now Route 31 ) between Ringoes and Flemington and Route 12 between Flemington and Somerville . In 1938 , Route 29B was planned as an extension of Route 29A from Frenchtown to Route 28 ( now Route 122 ) in Alpha . While this road was never built , much of the alignment north of Milford is served by County Route 519 . In 1948 , a spur route , Route S29 , was created , running along U.S. Route 202 ( Bridge Street ) in Lambertville to the New Hope @-@ Lambertville Bridge . In the 1953 New Jersey state highway renumbering , Route 29 was redefined to continue north from Lambertville to Frenchtown on Route 29A , and the Route 29 designation between Lambertville and Newark was removed in favor of U.S. Route 202 between Lambertville and Somerville and U.S. Route 22 between Somerville and Newark . The section of former Route 29 between Route 29A and Route S29 became Route 165 .

Plans for a limited @-@ access route along the Route 29 corridor go back to 1932 , when a parkway was proposed along the Delaware River between Trenton and Lambertville ; this proposal never materialized . Plans for a freeway were resurrected in the early 1950s to construct a road , the John Fitch Parkway , that was to run from Hamilton Township to Interstate 95 in Ewing Township . This road was built between 1954 and 1957 from South Warren Street in Trenton to present @-@ day Interstate 95 in Ewing Township . Construction of this portion John Fitch Parkway took up much of Trenton ? s available waterfront along the Delaware River . The former alignment of Route 29 in the northern part of Trenton and in Ewing Township became Route 175 .

Between 1990 and 1995 , the Route 29 freeway was built between the Interstate 195 / Interstate 295 interchange and Route 129 in Hamilton Township . A two @-@ lane street , Lamberton Road , connected the two freeway sections . Plans were then made to fill the gap between the two freeway sections in Trenton . Construction began in 1997 on the Route 29 freeway between Route 129 and the Morrisville @-@ Trenton Railroad Bridge . The road was to include two traffic lights at Cass Street and South Warren Street and a tunnel which was to be built as a covered roadway on the bank of the Delaware River . The tunnel was originally scheduled to be complete by 2001 but was delayed after the Army Corps of Engineers discovered many environmental violations that occurred with construction of the tunnel . The roof was put in place in October 2001 and the tunnel officially opened to traffic on March 2 , 2002 . A restriction to trucks over 13 tons was put in place and made permanent in November 2002 .

By the 2000s , the state gave the part of Route 29 ( South Main Street ) between Route 165 and Route 179 in Lambertville to the city , and Route 29 was rerouted to use all of Route 165 and one block of Route 179 . Prior to this , South Main Street had been turned one @-@ way southbound . Route 165 , which is only signed on overhead street signs , still exists , though it is fully concurrent with Route 29 .

= = Major intersections = =

