

= New Jersey Route 18 =

Route 18 is a 40 @. @ 16 @- @ mile @- @ long (64 @. @ 63 km) state highway in the US state of New Jersey . It begins at an intersection with Route 138 in Wall and ends when the road disseminates into Hoes Lane in Piscataway . Much of the route is a limited @- @ access freeway , including the entire portion in Monmouth County and the northern end through New Brunswick and Piscataway . The remainder of the route is a multi @- @ lane divided highway . Route 18 was formerly designated as Route S28 , a prefixed spur of State Highway Route 28 through Middlesex and Monmouth Counties . The designation , assigned in the 1927 renumbering , remained until a second renumbering in 1953 . At that point , Route 18 was designated onto the alignment .

The route originally ended at Route 27 at the border between Highland Park and New Brunswick , but was extended northward to then @- @ County Route 514 Spur , now County Route 622 , in 1983 . The freeway through New Brunswick was constructed during the 1980s over the Delaware and Raritan Canal location . Route 18 was further extended in 2004 , and presently ends at Hoes Lane in Piscataway . However , construction is underway to extend the route to I @- @ 287 in Piscataway . The route southward of Exit 6A in Wall was also originally intended to extend to the Brielle Circle and terminate at Route 34 , Route 35 , and Route 70 but there are no plans to do so currently .

= = Route description = =

= = = Monmouth County = = =

Route 18 begins at a partial @- @ cloverleaf interchange with New Jersey Route 138 in Wall . At the southern end of the interchange , the right @- @ of @- @ way and unused pavement for the southern extension is visible along with the former on @- @ ramp from Route 138 to Route 18 northbound . The highway heads northward as a four @- @ lane freeway , crossing under Route 138 . Route 18 interchanges with Route 138 westbound and Monmouth Boulevard , a local road in New Bedford . Route 18 then crosses under Monmouth Boulevard and County Route 18 (Belmar Boulevard) in the community of Glendola . The route continues through Glendola , and interchanges with Brighton Avenue (southbound Interchanges 7A and 7B) . The freeway continues south of the Shark River Golf Course , through Neptune , paralleling Brighton Avenue , and interchanges with Route 33 and County Route 17 at exit 8 . Although signed as exit 8 northbound , the interchange is divided into exits 8A and 8B heading southbound . The roadway crosses into Ocean Township and crosses under County Route 17 (West Bangs Avenue) . In Ocean Township , there are exits for Route 66 and Asbury Avenue , Deal Road , and West Park Avenue . Farther north , the highway enters Eatontown .

A large interchange near the Naval Weapons Station Earle serves Industrial Way West , County Route 547 (Wyckoff Road) , New Jersey Route 36 , Hope Road , the Garden State Parkway , the Tinton Falls interchange (exit 105) , and County Route 38 (Wayside Road) . The route continues northwestward into Colts Neck . The freeway continues to the northwest through wooded land for several miles , crossing over Normandy Road and to the south of the Pebble Creek Golf Club . Exits along this stretch include New Jersey Route 34 , County Route 537 (Colts Neck Road) , New Jersey Route 79 (South Main Street) , County Route 520 , and County Route 3 (Tennent Road) , which connects to Freehold Borough and Marlboro .

= = = Middlesex County = = =

After entering Middlesex County , Route 18 continues north as a freeway , entering Old Bridge Township . After interchanging with U.S. Route 9 (exit 30) , the freeway ends , and the route becomes an arterial highway through a mostly wooded commercial stretch of Old Bridge . The route crosses several roads in this area . It then passes under County Route 516 and County Route 527 (Old Bridge @- @ Matawan Road) , but has no northbound interchange to connect with them ;

motorists have to travel through a residential area to access these roads . On the southbound side , motorists can use a cloverleaf or Englishtown Road . Route 18 then enters East Brunswick , then interchanging with Middlesex County Route 615 , which also connects to County Route 527 .

Route 18 then continues through the heavily developed commercial corridor of East Brunswick , intersecting with County Route 617 (Rues Lane) and passing near Brunswick Square Mall . After the interchanges with County Routes 535 (Cranbury Road) and County Route 606 (Milltown Road) , Route 18 intersects West Ferris Street , West Prospect Street , Tices Lane , and then meets County Route 527 (the Old Bridge Turnpike) at Edgeboro Road . An intersection and partial interchange with Eggers Street and JFK Boulevard is followed by crossing over the New Jersey Turnpike at exit 9 of the turnpike . The road then intersects Tower Center Boulevard before crossing into New Brunswick at Lawrence Brook .

The U.S. Route 1 interchange is followed by an intersection at Paulus Boulevard before separating into a local / express configuration and paralleling the Raritan River , passing the former New Brunswick city docks . Local exits include New Jersey Route 172 (the southern terminus of George Street) , the Rutgers University boathouse and Elmer B. Boyd Park , Commercial Avenue , New Street , and New Jersey Route 27 (Albany Street) , after which the express and local lanes merge back together and cross under the New Jersey Transit Northeast Corridor Line viaduct . The freeway continues with exits for George Street , Rutgers (for access to the College Avenue Campus) and Easton Avenue before exiting New Brunswick on the John A. Lynch , Sr. Memorial Bridge over the Raritan River .

The highway then interchanges with County Route 622 (River Road) , Campus Road (Rutgers ' Busch Campus and stadium) , Metlars Lane (Rutgers ' Livingston Campus and Louis Brown Athletic Center) , where the route curves to the west before ending near Buckingham Drive . The roadway continues as Hoes Lane , which heads north to an intersection with Centennial Avenue . (Route 18 signage is now in place on Hoes Lane and Centennial Avenue in anticipation of the upcoming extension of Route 18 to Interstate 287 . See § Extension through Piscataway and to Brielle below .)

= = History and future = =

= = = Designation and southern freeway construction = = =

The alignment of Route 18 through Middlesex County from Middlesex to Highland Park was first designated in the 1926 designing of a new highway system as State Highway Route S @-@ 29 , a prefixed spur of New Jersey Route 29 (U.S. Route 22) through Middlesex County . The route followed Washington Avenue in Middlesex and the River Road in Piscataway until terminating at State Highway Route 27 near the Albany Street Bridge in Highland Park . By the time of the 1927 New Jersey state highway renumbering , the route was re @-@ designated as State Highway Route S @-@ 28 . This route was a prefixed spur of State Highway Route 28 in Middlesex , following Raritan Avenue and River Road through Piscataway and Highland Park , joining State Highway Route 27 on a concurrency into New Brunswick , and onto George Street in New Brunswick southward . After New Brunswick , Route S @-@ 28 continued southward through East Brunswick , Old Bridge and Browntown before terminating at State Highway Route 4 (U.S. Route 9) in Matawan .

The route was originally designated as an east ? west highway , whereas it is now signed north @-@ south . Although Route S @-@ 28 was used for the alignment for nearly three decades , the second state highway renumbering in 1953 eliminated the designation , and Route 18 was designated in place .

During the 1950s , as the New Jersey State Highway Department was drawing out plans for an extensive freeway system , freeways were proposed for Route 18 and nearby Route 35 . Route 18 's freeway was to begin in Eatontown and head westward to Old Bridge along the former alignment of State Highway Route 18 prior to the 1953 renumbering , while Route 35 was to be rerouted from

its surface alignment and head northward from Seaside Heights to Long Branch on a new freeway . Both plans were endorsed by the Tri @-@ State Transportation Committee in 1962 , and the acquisition for the right @-@ of @-@ ways began almost immediately . The freeways combined were to cost \$ 50 million (1962 USD) and be 30 miles (48 km) in total . Both freeways were designed to handle 30 @,@ 000 ? 50 @,@ 000 vehicles daily .

The freeway was completed between Route 138 and Route 33 in 1967 and Route 33 and Deal Road in 1969 . Following this , the Route 35 freeway was cancelled and it became the part of Route 18 south of Eatontown . In 1974 , Route 18 was completed between just south of Normandy Road in Colts Neck and US 9 . A small portion of the freeway between Obre Road and Normandy Road in Colts Neck was finished in 1977 . Route 18 was built between Wayside Road and Obre Road in 1978 . The final portion of the Route 18 between Deal Road and Wayside Road was finished in 1988 .

= = = Freeway around New Brunswick = = =

The proposals for a freeway bypassing New Brunswick began in 1962 , when the New Jersey State Highway Department made plans to construct a new freeway from U.S. Route 1 through New Brunswick to U.S. Route 22 in Bound Brook . The price tag for construction was \$ 44 million (about \$ 344 million in 2016 dollars) and was to head for 8 @.@ 3 miles (13 @.@ 4 km) , accessing the Somerset Freeway , I @-@ 287 and Route 28 before terminating at US 22 . The extension to Bound Brook , however , was canceled in the 1970s because of tight funding .

Construction of a new four @-@ lane bridge across the Raritan River (now the John A. Lynch Memorial Bridge) began in the 1960s , but in 1970 , when the environment impact laws came out , construction froze with only three massive piers standing out of the river . Outside of the bridge , there was significant controversy over the abandoned Delaware and Raritan Canal heading through New Brunswick . The new freeway was to supplant the former canal and its thirteenth lock in New Brunswick , abandoned in 1932 . The environmentalists and the historic preservationists opposed the freeway extension because of the fears of losing the canal , while companies like Johnson & Johnson supported the new highway for redeveloping New Brunswick .

In 1977 , the newly formed New Jersey Department of Transportation received a federal grant to construct the Route 18 Freeway from New Street in New Brunswick , across the Raritan and terminating at Middlesex County Route 514 Spur in Piscataway . This 2 @.@ 3 @-@ mile (3 @.@ 7 km) portion was completed in 1983 at a cost of \$ 40 million (about \$ 95 million in 2016 dollars) , with a finished bridge and freeway through New Brunswick .

In 2005 , construction began on a revamped Route 18 freeway through New Brunswick . The rebuild includes local and express lanes from Route 172 (George Street) to the interchange with Route 27 (Albany Street) . Conti Enterprises was hired for the project , which was announced complete in August 2009 at a ceremony by governor Jon S. Corzine and Stephen Dilts , the commissioner of the New Jersey Department of Transportation . During the construction , the New Street interchange and bridge were demolished and replaced . The area of the Paulus Boulevard intersection was upgraded for accessibility , and a bus stop was installed , but the roadway southbound is still three lanes at the traffic light . In adjacent Elmer Boyd Park a new entranceway and amphitheatre were added .

= = = Extension through Piscataway and to Brielle = = =

In 2001 , the New Jersey Department of Transportation approved construction of extending the Route 18 Freeway northward from Middlesex County Route 622 (River Road , former CR 514 Spur) in Piscataway to a new arterial on the existing Hoes Lane in the Rutgers University campuses . Construction of this segment , designated as Section 2A , built a partial cloverleaf interchange to County Route 622 , a trumpet interchange to Frelinghuysen Avenue (the access to Busch Campus) and a partial cloverleaf to County Route 609 (Metlars Lane) and Davidson Road . The state acquired 12 homes along the existing Metlars Lane and 30 acres (120 @,@ 000 m2) of land from

Rutgers to build the extension . The project cost the state \$ 85 million (2004 USD) .

The Department of Transportation then planned the extension to Interstate 287 in Piscataway , by upgrading Hoes Lane 's arterial boulevard and its 20 intersections to standards , eliminating and upgrading several traffic lights . At the intersection with Centennial Avenue , Route 18 will turn off Hoes and follow Centennial to Possumtown Road , where it will terminate at Interstate 287 exit 8 . On February 15 , 2012 , the New Jersey Department of Transportation broke ground on the project , which is to cost \$ 28 million and is nearing completion in mid @-@ 2016 . Although NJDOT 's road inventory continues to show Route 18 as ending at Hoes Lane and Buckingham Drive in Piscataway , Route 18 signage has been erected on Hoes Lane and Centennial Ave. between the current terminus and the future one . At least one press release suggested that NJDOT considered Route 18 to extend to Interstate 287 as of April 2016 .

There has been scrutiny about the stub end at Exit 6A for Route 138 that was to be a part of an extension of the freeway for its final five miles (8 km) from Route 138 to the Brielle Circle . Some of the right @-@ of @-@ way that was acquired in the 1960s for the Route 35 freeway were transformed into a multi @-@ use trail for bicycles and other vehicles to link the Wall Township Municipal Complex to the existing Edgar Felix Bikeway that runs from Manasquan to Allaire State Park . In 2001 , the Brielle Circle was replaced with a new four @-@ approach interchange between Route 35 , Route 34 and Route 70 , but the project included no hint of the Route 18 Extension . NJDOT is in planning to create a Park & Ride at the southern terminus of the Route 18 freeway . It will be placed along the four lane right of way just south of Route 138 . Residents are in opposition to this proposal for fear of loitering and vandalism that may accompany the parking lot .

= = = New exit ramp in Old Bridge Township = = =

Construction was slated for the interchange with County Routes 516 and 527 in Old Bridge as there is no way to access either of them without driving through a residential area off Route 18 . The traffic flow along CR 516 (Old Bridge into Matawan) and 527 (Old Bridge into Englishtown / Manalapan) has increased significantly in the past ten years which called for the exit ramp off Route 18 . The Old Bridge improvements include adding inside shoulders and widening County Routes 516 and 527 . A signalized ramp is to be added for access to County Routes 516 and 527 . Subsequently , County Route 516 's intersection with Old Matawan Road is to be relocated . The project would cost over \$ 28 million and was slated to begin in 2009 and to end in 2010 . As of the end of 2009 the large project was put on hold because of the lack of funds and the economic situation . Demolition was completed in 2009 on Marlboro Road , taking down several residential houses and along Old Matawan Road and CR 516 and taking down an old gas station in preparing for the project . There is no new date released by NJDOT in when construction will begin .

= = Major intersections = =