

= New Jersey Route 64 =

Route 64 is a 0 @. @ 32 @- @ mile ( 0 @. @ 51 km ) long state highway in the U.S. state of New Jersey . It is a state @- @ maintained bridge over Amtrak and New Jersey Transit 's Northeast Corridor line in West Windsor . Route 64 begins at an intersection with County Route 526 and County Route 571 in West Windsor . It heads along the bridge to an intersection with County Route 615 , where Route 64 ends . County routes 526 and 571 , which are unofficially concurrent with Route 64 , continues to Hightstown .

Route 64 was designated originally as an alignment of Route 31A , a spur off of State Highway Route 31 ( currently U.S. Route 206 ) from Princeton eastward to Hightstown , where it met State Highway Route 33 . The state planned on turning the alignment into a full @- @ fledged expressway for several decades , including constructing the alignment that Route 64 currently uses in 1939 . The route was amended in 1941 , and was renumbered from Route 31A to Route 64 in the 1953 renumbering . Route 64 was proposed to become part of the Princeton ? Hightstown Bypass ( later designated New Jersey Route 92 ) , but completion never occurred . Currently , the route remains the bridge over the Northeast Corridor . However , it is not currently planned that Route 64 will receive an extension of sorts from the proposed Penns Neck Bypass to U.S. Route 1 , a proposed realignment of County routes 526 and 571 .

= = Route description = =

Route 64 begins at an intersection with County Route 526 , County Route 571 , and Mercer County Route 615 in the community of West Windsor . From this point , County Routes 526 and 571 continue along the right @- @ of @- @ way towards U.S. Route 130 . The route heads north crosses over the Amtrak and New Jersey Transit @- @ used Northeast Corridor Line and passes to the north of a local bus depot . Route 64 continues westward for a short distance , crossing through a local woodland and behind several local homes . The route makes a gradual curve to the west off the railroad bridge and passes behind a couple of homes before heading to the south slightly at an intersection . Route 64 reaches its northern terminus and County Route 526 and County Route 571 make a right turn to head northwest toward U.S. Route 1 and Princeton .

= = History = =

= = = Route 31A and the original freeway = = =

In the late @- @ 1920s , the state proposed a bypass along the alignment . In 1938 , the New Jersey State Highway Department and New Jersey General Assembly put forth a proposal detailing that a highway from State Highway Route 31 ( co @- @ signed with U.S. Route 206 ) in the city of Princeton eastward through Mercer County onto current @- @ day County Route 571 . From there , it would follow an alignment of highway to the intersection with State Highway Route 33 in the community of Hightstown . The original proposal for the highway was to turn the road into a limited @- @ access freeway along its entirety . The route was designated as State Highway Route 31A , a suffixed spur of State Highway Route 31 that year . A portion of the highway was constructed in 1939 , when a bridge over the Pennsylvania Railroad was constructed from Washington Road 's former alignment to the current intersection with Route 615 . This new , 104 @. @ 00 feet ( 31 @. @ 70 m ) long bridge replaced the at @- @ grade crossing on Washington Road , which is now a dead @- @ end . The state highway law was amended just three years later , with the freeway option removed and the extensions remaining .

The new bridge remained in place along Route 31A , however , no new portions of the freeway were constructed in terms of creating the Route 31A Freeway , as proposed in 1938 . In 1950 , then @- @ governor of New Jersey , Alfred E. Driscoll , cited the need for the expressway as an important truck and passenger car highway from Trenton to the Jersey Shore . Route 31A itself was

decommissioned in the 1953 New Jersey state highway renumbering , and replaced by the designation of Route 64 . The route was truncated from both ends toward Princeton and Hightstown , leaving just the bridge in West Windsor . Route 31A remained in the state highway statutes for several decades after decommissioning , with a bill in 1991 being proposed . The bill passed , and Route 31A was stripped from the statutes on January 18 , 1992 .

= = = Route 92 and future changes to CR 571 = = =

Route 64 , after designation in 1953 , remained a short bridge along the highway . However , the need for an expressway from Trenton to the Jersey Shore remained , and in the late 1950s , the State Highway Department brought about plans for the Princeton ? Hightstown Bypass , a four @-@ lane freeway that would head for 14 miles ( 23 km ) from U.S. Route 206 in Montgomery Township to New Jersey Route 33 in Hightstown . In the length , the freeway was to interchange with U.S. Route 1 , U.S. Route 130 and New Jersey Route 27 . The route was re @-@ designated as Route 92 , and remained a high priority project for several decades . Even after changes in alignment , Route 64 was still an alternative . However , Route 92 was shelved on December 1 , 2006 in favor of widening the New Jersey Turnpike mainline , and only New Jersey Route 133 was constructed for the proposal .

As part of the proposed Penns Neck Bypass on U.S. Route 1 , the New Jersey Department of Transportation plans on realigning County Route 571 and Route 526 from the western terminus of Route 64 to a northerly route to Route 1 . Although Route 571 and Route 526 are proposed to be realigned onto the new alignment , there is no designated change proposed for Route 64 . On the contrary to this , one state figure shows Route 64 running along Washington Road , where the two county routes currently run .

= = Major intersections = =

The entire route is in West Windsor , Mercer County .