

PUBLIC HEARING

before

SENATE TRANSPORTATION AND PUBLIC UTILITIES COMMITTEE

(Proposals for Improvement of Highway Access and  
Mobility in Southern New Jersey)

May 16, 1990  
Room 402  
Instructional Center  
Gloucester County College  
Deptford Township, New Jersey

MEMBERS OF COMMITTEE PRESENT:

Senator Walter Rand, Chairman  
Senator Francis J. McManimon  
Senator C. William Haines

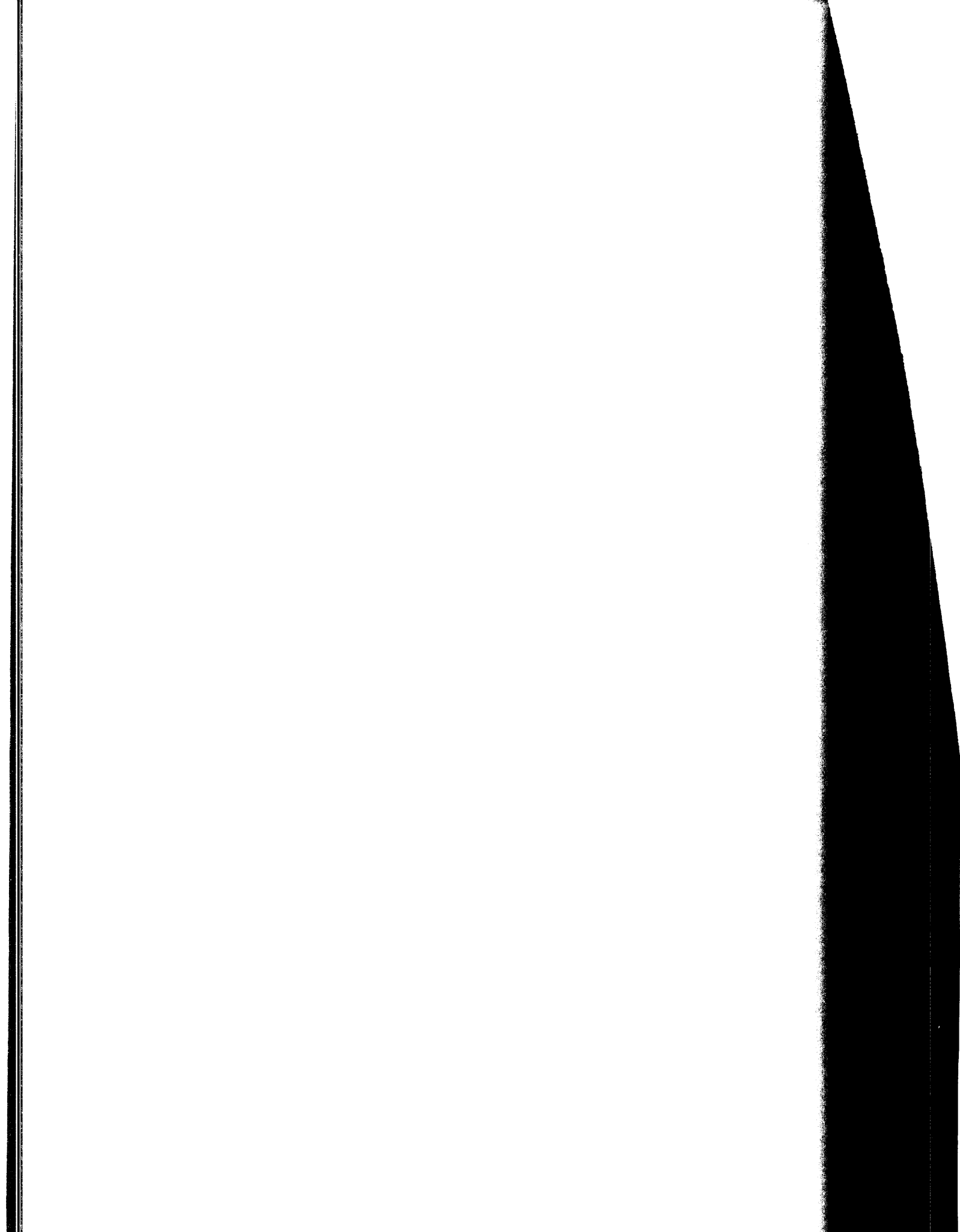
ALSO PRESENT:

Senator Raymond J. Zane  
District 3  
Peter R. Manoogian  
Office of Legislative Services  
Staff, Senate Transportation and Public Utilities Committee

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## New Jersey State Legislature

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## NOTICE OF PUBLIC HEARING

The Senate Transportation and Public Utilities Committee will hold a public hearing on the following topic:

Proposals for Improvement of Highway Access and Mobility in Southern New Jersey.

Proposals to be considered are improvements to Route 322, conversion of Route 538 to a four-lane arterial highway, the use of tolls to fund improvements or construction, particularly through the medium of the New Jersey Turnpike Authority or the New Jersey Expressway Authority, and other relevant proposals.

The hearing will be held on **Wednesday, May 16, 1990 at 10:00 A.M.** in **Room 402 of the Instructional Center, Gloucester County College, Deptford Township, New Jersey.**

*The public may address comments and questions to Peter R. Manoogian, Committee Aide, at (609) 984-7381. Persons wishing to testify should contact Kim Johnson, secretary, at (609) 984-7381. Those persons presenting written testimony should provide 10 copies to the committee on the day of the hearing.*

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**SENATOR WALTER RAND (Chairman):** Good morning. My name is Senator Walter Rand. I'm Chairman of the Senate Transportation and Public Utilities Committee. I'm happy to welcome you here this morning, to this public hearing. I would like to introduce those members and staff here at the Committee table. At my left is Senator Raymond Zane, from the 3rd Legislative District. We have Peter Manoogian, who is the Committee aide from the Office of Legislative Services. We have John Strachan, who is the Minority aide to this Committee, and we are now being joined by Senator Haines and Senator McManimon.

Gentlemen, I apologize. You were right on time, but it was me that beat the clock. I tell you, this must be an important meeting to have all of these distinguished Senators here. Usually, you only get one or two. Be that as it may, if you wish to testify and have not giving your name to Peter Manoogian, the Committee aide, please do so after the opening remarks are concluded.

I hereby call this public hearing to order for the purpose of hearing testimony concerning proposals for the improvement of highway access and mobility in southern New Jersey.

Among the proposals to be considered are the improvements to Route 322, conversion of Route 538 to a four-lane arterial highway, the use of tolls to fund improvements or construction, particularly through the medium of the New Jersey Turnpike Authority or the New Jersey Expressway Authority, and other relevant proposals.

By way of background, in a relatively short period of time, I-476 -- the Blue Route -- will be completed in Pennsylvania, and will funnel traffic across the Commodore Barry Bridge into New Jersey. Unfortunately, there is no comparable major east-west highway to receive this traffic from Pennsylvania.

One possibility is to widen Route 322 in order to increase its capacity. Another possibility, and one which has been proposed by the Delaware River Port Authority aide staff, is that Route 322 in combination with county Route 538 should be improved to a four-lane arterial highway. A third possibility is to use toll revenues to fund DOT road improvements and construction. In this connection, a connector route has been proposed between I-295, the New Jersey Turnpike Authority, and the Atlantic City Expressway, which would be financed by tolls. Another suggestion has been made to move an interchange of the New Jersey Turnpike. Finally it has been proposed to use toll road revenues to fund transportation projects in the various parts of the State.

The Department of Transportation, in its 1988 "South Jersey Highway Improvement Study," did not recommend taking any action to deal with this matter or to make any further study, but proposed that the DOT monitor travel and development in the Route 322 corridor. I am hopeful that this public hearing will stimulate the DOT and the toll road authorities to study this matter further, and to propose a plan of action to deal with this fast approaching problem. I look forward to the testimony that is presented here today.

Before we start, let me give each Senator an opportunity to make some remarks. Senator Haines, who is a citizen, not only from the constituency in the district that he represents, but I guess from Salem County, Burlington County, and all of South Jersey. Senator Haines?

SENATOR HAINES: I think this is the most appropriate meeting. My farms are just south of Route 40, and if you ever travel on Route 40, especially on the weekends, sometimes traffic is backed up around Woodstown, or can be backed up around Elmer -- a 15- or 20-minute wait. I think people that want to go to Atlantic City are discouraged from going there because of this.

I think Route 40 is an obsolete road. We should have some east-west connection. I commend Walter Rand for having this meeting. I wrote to the Turnpike Authority some time ago, and suggested that we build a toll road from the Commodore Barry Bridge to someplace on the Turnpike with a connection, with the possibility of moving Exit 2, and then over to the Atlantic City Expressway. This would do a whole lot of good things.

One of things would be that it would get traffic off of the Walt Whitman Bridge, which is really a problem. Route 55 traffic could hit this toll road and get to Route 90 or the Blue Route in Pennsylvania in a hurry. Certainly, it would enhance the traffic from these areas to Atlantic City, and also for most people coming up from the south.

Whether this is the proper route, or to expand, or improve existing roads, we need something. We need an east-west road. There is no question about it. You just can't get from the Deepwater Bridge to Atlantic City in any reasonable manner at the present time. I think it's going to get worse as time goes on, especially with the Blue Route opening. I think this meeting is very timely. I hope we can come to some agreement, and I think we can push for it.

Thank you very much. Thank you, Walter.

SENATOR RAND: Thank you very much, Senator Haines. Senator McManimon?

SENATOR McMANIMON: Thank you, Senator. I'm very much concerned because you have a similar problem here in South Jersey that we have in Central Jersey. Representing part of Mercer, Middlesex, and Somerset, we're subjected to the same basic problem; no east-west. We sure need it. We need it throughout this entire State.

The other day, as you well know, we had the Deputy Commissioner attend our session. I'm just hoping and praying that when we adopt these codes that there will be enough

flexibility in there, and yet at the same time maintain balance. We're not out to hurt. We're out to help. I think that's the primary purpose of these meetings.

SENATOR RAND: Senator McManimon, thank you very much. On my left, Senator Zane, from Legislative District 3.

SENATOR ZANE: Senator Rand, as not being a member of your Committee-- First of all, I want to applaud you for coming here to Gloucester County where this problem is; to address it, also to get the input from the many citizens and elected officials that are here, that will also be affected. I sort of view your hearing as a fact-finding: to determine whether or not they are receptive, to listen very carefully to their concerns, and also to balance that against the need.

I think that the idea of some sort of corridor to accelerate transportation from the Commodore Barry Bridge -- especially in light of the additional routes in Pennsylvania and in actuality going both ways, going from southern New Jersey back over into Pennsylvania for access -- is something that is long overdue. I'm sure that there are many problems with Route 322, especially as it bottles up in and around the Glassboro area, but the proposal that is at least being considered, using a combination of Route 538 and Route 322, looks like something that's been fairly well thought-out as an existing roadway.

I'm looking forward to hearing the comments of the people that would be most affected. Again, I'm really very pleased that you brought the Committee here for this hearing.

SENATOR RAND: Senator, thank you very much. We are going to try to get to those people that have to leave, as quickly as possible. In order to get to those people, we've got to understand the propositions, the position that were taken and developed. So I'm going to have to call on two or three people first, before I recognize those people that have to leave. The reason for that is, one of the plans was

developed by the Delaware River Port Authority and its Planning Department. At this time, let me present Willard Cooper. Willard, you said you can do this in 10 minutes?

W I L L A R D C O O P E R: Absolutely.

SENATOR RAND: I would hope most people would keep their testimony to five, but this has been developing for, what, about two years?

MR. COOPER: I'll try to get it in, in as short a time as possible.

SENATOR RAND: Mr. Cooper is the Planner for the Delaware River Port Authority.

MR. COOPER: And I'd like to--

SENATOR RAND: Mr. Kennedy--

MR. COOPER: --have Harry say a few words.

SENATOR RAND: Certainly.

MR. COOPER: Harry Kennedy is our Governmental Relations representative.

SENATOR RAND: Glad to have you with us this morning.

H A R R Y J. K E N N E D Y, JR.: Thank you, Senator.

SENATOR RAND: You're not going to deal with the European situation?

MR. KENNEDY: Nor, China.

SENATOR RAND: Okay. Fine.

MR. KENNEDY: It was a pleasure seeing these maps again. It's been along time since I taught history, but it brought back a lot of memories.

Senators, thank you very much for your attendance in Gloucester County, and for your thoughtful consideration of alternatives to an existing problem, one that certainly will be exacerbated with the opening of the Blue Route.

As you are well aware, the Delaware River Port Authority is one of the major transportation authorities in the area. It's responsible for the bridge crossings between Philadelphia and South Jersey. It's in charge of four

bridges: the Walt Whitman, the Ben Franklin, the Betsy Ross, and the one that we are most interested in today, the Commodore Barry. There are approximately 90 million crossings made a year on those four bridges. Out of those 90 million, approximately nine million come across the Commodore Barry.

Even with nine million coming across the Commodore Barry -- the point that Senator Haines made was very relevant already -- there really is no good east-west connector at the present time to assimilate many of those cars that go to Atlantic City. At the present time, some of the cars go to Route 295, and because of the problem of the connection of 42, utilize all sorts of special ways to get onto 42. Some of the cars use 322 and cause a problem at Glassboro State College. And many of the cars use Route 538 and/or Willow Grove Road and cut over to Route 40 as a way to get to the shore.

As a matter of fact, you can travel on 538 or 322 in the summertime, and you can swear that you were in rural Pennsylvania, because most of the license plates on a Sunday, Saturday, or a Friday evening come from Pennsylvania.

The Delaware River Port Authority through its planner, Will Cooper -- whom many of you are familiar with through his background and many transportation projects in South Jersey -- realized that there was going to be a very significant problem in terms of the Blue Route's connection with the Commodore Barry Bridge. What's a problem now, as I said, will be exacerbated, will be multiplied, and there will be a significant increase in traffic.

There's a bad problem already; It stands to get worse. As Senator Rand pointed out, this is one of many possible solutions. We feel that Will has certainly developed a viable alternative to meet some of these needs, specifically talking about utilizing 538. If we can, Will will go into detail as to the specifics of that plan.

Thank you, Senator.

SENATOR RAND: Thank you, Mr. Kennedy. Mr. Cooper?

MR. COOPER: Thank you, Harry. Thank you, Senator.

SENATOR RAND: If the Committee has any questions just let the Chair know, and we'll recognize you immediately.

MR. COOPER: Just for the record, my name is Willard Cooper. I'm Planning Liaison/Staff Consultant for the Delaware River Port Authority. Thank you for the opportunity, and for inviting me to speak before your Committee.

Within the past several years, actions have been taken which failed to provide an adequate solution to a potential crisis in the east-west South Jersey corridor in the vicinity of Route 322 and Route 40. These are:

- 1) the annual adoption by the Delaware Valley Regional Planning Committee -- DVRPC -- of an updated six-year transportation improvement program for New Jersey highways; and
- 2) the New Jersey Department of Transportation's release of the "South Jersey Highway Improvement Study," which I will refer to as SJHIS.

Most disappointing was the omission from the Delaware Valley Regional Planning Commission's Transportation Improvement Program of approval of any funding programmed by the New Jersey Department of Transportation for the New Jersey Route 322 improvements in Logan Township, from the Commodore Barry Bridge, and Route 130 -- known as Mechanic Street -- to I-295.

Similarly, the SJHIS -- and that's the name of the study that was completed several years ago to look into the east-west corridor problem -- deferred further consideration of improvements to the Route 322 corridor to some undesignated time in the future.

Unfortunately, both actions ignore the reality of traffic demand in the near future on the Route 322 corridor. On the Pennsylvania side of the Delaware River, construction on I-476 -- known as the Blue Route -- will be completed in 1991.

The Blue Route will connect, via the Commodore Barry Bridge and New Jersey Route 322, with southern New Jersey and the seashore areas. The Blue Route will also provide direct accessibility via Route 322 to the Route 55 Expressway.

The significance of the traffic impact to the Blue Route on Route 322 can not be underestimated, since it will connect directly with the Pennsylvania Turnpike and the Turnpike's Northeast Extension.

Historical background: It is important to understand that the Commodore Barry Bridge was completed in 1974 as a link across the Delaware River in an outer circumferential regional highway system around the Philadelphia metropolitan area. This concept was planned and officially adopted by the Delaware Valley Regional Planning Commission as a part of the regional highway plan, and approved by the New Jersey and Pennsylvania Departments of Transportation in the 1960s.

The second major component of this system is the Blue Route, I-476, in Pennsylvania. The third component consists of plans for a Route 322 Expressway in New Jersey from the Commodore Barry Bridge to the Williamstown area. Plans for the 322 Expressway were abandoned following the anticipation of environmental problems in the proposed corridor.

The Expressway proposal was replaced by the New Jersey Department of Transportation with a first phase plan to widen Route 322. Although this improvement has been programmed for the past 15 years, no construction has been undertaken. Funding has been continuously deferred. It was expected that the "South Jersey Highway Improvement Study" would offer solutions to the Route 322 problem by proposing ways for improving the flow of east-west traffic in southern New Jersey.

The Study was expected to also include solutions for future traffic problems expected on Route 40, to the south. After several years of evaluation of both, existing Route 322 and Route 40, and after recognizing the impact that

improvements to these highways would have on existing towns and development as well as all of the problems associated with developing bypasses, specific proposals were made, contingent upon further monitoring and study.

The SJHIS also evaluated several east-west toll road corridors, and found that these proposals would not be feasible, particularly from an economic standpoint.

My analysis of various east-west movement patterns indicates that a potential corridor that would serve the new travel demands created by the completion of the Blue Route has not been evaluated in the recent Study. This is due to the fact that a readily apparent solution would involve the upgrading of an existing Gloucester County road to arterial status.

I understand that only corridor roads on the New Jersey State Highway System were reviewed and evaluated in the SJHIS. Route 538, which lies approximately midway between the Route 322 and Route 40 corridors in Gloucester County, runs from Swedesboro on the west through Franklinville, to Route 322 at its eastern end; a distance of approximately 24 miles. Route 538 connects on its western end to Route 322, just north of Swedesboro. Route 322 then continues on to the Commodore Barry Bridge, a distance of approximately 5 miles.

The total distance of this proposed routing would be 29 miles from the Commodore Barry Bridge to the eastern section of Route 322. It is proposed that these two roads ultimately be improved and upgraded as an arterial system to provide a new through, east-west corridor to the seashore areas. The development of an arterial road would involve a new construction of Routes 322 and 538 just north of Swedesboro. It would also involve construction of a bypass to the north of Franklinville. Improvement of the Route 538 corridor would provide a significant alternative for travel to Atlantic City and the southern New Jersey seashore communities.

It is approximately 32 miles to Atlantic City from the Route 538 eastern intersection with Route 322. Route 322 is a four-lane arterial; underutilized for much of its length. Hence, the total distance to Atlantic City using the combined roadways would be approximately 60 miles -- comparable in length to using the existing Route 42 and the Atlantic City Expressway route.

The improvement of the Route 538 corridor provides numerous benefits for the movement of seashore destined traffic. Long-distance trips originating in northeastern and western Pennsylvania would have an alternative route to the southern New Jersey seashore, bypassing Philadelphia. Trips originating in Delaware, Montgomery, and Chester Counties, in the Philadelphia metropolitan area, would be attracted to this more direct route. This is particularly true for travelers heading to Cape May via the new Route 55 Expressway.

An additional significant benefit, at least in the short run, would be the elimination of the need to complete a costly, full interchange at I-295 and New Jersey Route 42, with its attendant community disruption and impacts. The SJHIS indicated that these costly interchange improvements were desirable as a stand-alone project, regardless of any future improvements to the Route 322 corridor.

This movement, itself, is questionable, and the conclusion concerning the impact of an improved alternative route is debatable, since it would add almost 15 additional miles to a 60-mile trip for vehicles using the Delaware Memorial Bridge.

If I can just take a second on that: In effect, the recommendations in the Study of several years ago that was done to attack this problem, kind of concluded that traffic from the Delaware Memorial ought to go up I-295 to the Bellmawr area, then get onto Route 42, and come back to the Atlantic City Expressway.

SENATOR RAND: How about the connector from exit -- the last exit on the Turnpike over to the Atlantic City Expressway which is about 16 miles?

MR. COOPER: That was not evaluated as far as I know.

SENATOR RAND: Well, what's your position on that, Mr. Cooper? Or, do you have no position?

MR. COOPER: My final concluding sentences will deal with that.

SENATOR RAND: Okay. All right.

MR. COOPER: Thank you. An improved Route 538 corridor offers additional travel options in that it provides access via several miles of Route 322 to Route 54 and 206; thus, access to the Atlantic City Expressway as well as the White Horse Pike. It would also serve to reduce through traffic movement on Route 322, which passes through Glassboro and the Glassboro University campus. I understand that the University considers this traffic a definite hazard.

In conclusion, I'd just like to offer a few suggestions that were made in my paper:

1) The Route 538 corridor should be evaluated for inclusion in the State Highway System as an upgraded facility.

2) As a first step, Route 322, from Mechanic Street to I-295 in Logan Township should be funded for immediate improvement.

3) We should be developing methods to protect an expanded Route 538 right-of-way from encroachment by future development.

4) This is a suggestion that I am making: that we explore the suggestion of a possible exchange between Gloucester County and the State of New Jersey concerning Route 538 for Route 322. That's just a comment that I'm offering.

In conclusion, I'd like to say that very recently the New Jersey Turnpike Authority has expressed an interest in developing a toll road that would connect Exit 2 of the New

Jersey Turnpike with the Atlantic City Expressway. I understand that the feasibility of this proposal is currently being reviewed by the Authority's consultants.

That's the extent of my remarks, Senator.

SENATOR RAND: Thank you very much, Mr. Cooper.

MR. COOPER: Thank you.

SENATOR RAND: Gentlemen, are there any questions?

SENATOR HAINES: I have a question, Senator.

SENATOR RAND: Senator Haines?

SENATOR HAINES: Five-thirty-eight-- This looks like a good idea, but you go down and you hit Route 40, and then you have a problem from there on into Atlantic City in terms of getting through the various communities involved. Have you looked into this?

MR. COOPER: No. I haven't carried it-- What I was suggesting is that we take it down to where it intersects with 322. That's about 29 miles from the Commodore Barry Bridge.

SENATOR HAINES: Yes. But, then you still have problems.

MR. COOPER: Yes. That would have to be dealt with. I was just trying to get it--

SENATOR HAINES: You have a future problem going into--

MR. COOPER: --onto an arterial road, get an arterial connection from the Bridge to the 322 arterial, so that it's just connecting from arterials.

MR. KENNEDY: The possibility would exist too, Senator-- When Mr. Cooper says tie-in with 322, it's the four-lane Black Horse Pike just below Cecil -- I'm sure you're very well aware of it in Gloucester County. At that point, 538 would provide an alternative below that area of 40. But your point is certainly -- that it's a problem existing from its terminus with the Delaware Memorial Bridge all the way down.

The possibility would also exist if 538 was upgraded. It would offer an alternative for people getting off the

Delaware Memorial Bridge: to take 295 to that new terminus and to utilize that road instead of Route 40, which would provide a significant timesaving if it was an arterial.

The Turnpike's suggestion, which was to meet a need, I would imagine, of both Route 40 and Route 322, which was the proposed toll road from Exit 2 of the Turnpike -- which was, again, to utilize a way of providing that egress for people that utilize the Delaware Memorial Bridge--

SENATOR HAINES: I've done a little study of that toll road. It could be done almost immediately, whereas if we're talking about State Highways, we're talking about a TIP sheet many years out. The other thing about it is, a toll road could be built -- as I see it -- on highland, staying away from the wetlands problem that the two of us have shared, trying to get 295 around Trenton for the last 50 years. Franny?

SENATOR McMANIMON: Fifty-two years; twenty that I've been living--

SENATOR ZANE: As long as it stays away from Washington Township.

SENATOR HAINES: I think that the wetland issue is a very valid issue.

SENATOR RAND: You've got to go on the other side of Washington Township.

SENATOR HAINES: I think we can stay on highland all the way across--

SENATOR RAND: Right.

SENATOR HAINES: --onto the--

SENATOR ZANE: What do you mean?

SENATOR RAND: To the Expressway.

SENATOR HAINES: --Atlantic City Expressway.

SENATOR RAND: If you build a connector from Exit 2, yeah.

MR. KENNEDY: We certainly concur that there are other alternatives besides 538, and this certainly might be a viable

one. As you pointed out, as long as it included the patrons that were utilizing both bridges, that might very well be done in the Exit 2 area of the Turnpike.

SENATOR HAINES: Thanks a lot.

MR. KENNEDY: Thank you.

MR. COOPER: Thank you.

SENATOR RAND: Thank you, Senator Haines. Senator Zane?

SENATOR ZANE: I'd like to just ask you, based upon your experience, when concepts such as this are being discussed -- and again, your experience -- the time period that elapses from concepts such as this to fruition, what are we looking at, 20 years? Ten years?

MR. COOPER: Well, the Blue Route took about 20 years, in Pennsylvania. Of course, that was a road--

SENATOR RAND: That caved in, caved out, and everything else.

MR. COOPER: Yes. Courts and what have you. A new road. That's why I was suggesting 538 -- the upgrading of 538, which is an existing road. Of course, a toll road could be built in a very short period of time in comparison of a time frame of 20 years.

SENATOR RAND: Upgrading is about one-third of the time of building a new road.

MR. COOPER: Probably. So, it's a question of upgrading or perhaps a toll road if we're trying to cut the time frame.

SENATOR ZANE: Well, if it were upgrading, what would you see as a time period? If it were a new road, what would you see as a time period? Just as a bench mark. I want to know if I'm going to be around.

MR. COOPER: For a new road, you might not be. Most definitely, I will not be around.

SENATOR RAND: The rule of thumb on a new road is: for planning, designing, and engineering, seven years in completion.

MR. COOPER: For a new road?

SENATOR RAND: For a new road. If everything goes well, without any environmental impact, and so forth. Fifty-five took a little bit longer, did it not, Freeholder Maier?

F R E E H O L D E R D I R. J O H N R. M A I E R:  
Eighty years. (laughter)

SENATOR RAND: I remember being here in 1979, talking about it. So we completed it this past year. It took nine years, and the engineering and everything was done at that time.

MR. COOPER: I'd say the two alternatives that have generally been alluded to would be the most expeditious.

SENATOR RAND: Is Logan Township your-- He's worried about Logan Township. That's where the explosion is.

MR. COOPER: Well, we should get on at least with the first phase, moving forward with the widening and improvement of 322, which I understand was partially engineered years ago.

SENATOR RAND: By the way, that was promised when we built the Commodore Barry Bridge? Was it not part of a total agreement?

MR. COOPER: Three-twenty-two, that was part-- I alluded to that. That was part of an entire road system.

SENATOR ZANE: Wasn't there, at one time, to be contribution from the Delaware River Port Authority to the expansion of 322, initially at the Bridge -- where it drops off into Logan Township more than there is today?

MR. COOPER: It was always programmed as a State improvement from roughly 130 or Mechanic Street, which is a block to the east of 130. That was always programmed as a State Highway improvement of 322. That goes back at least

15 years, as far as the capital programming for the improvement. It's just never gotten off of the ground in terms of something physical happening.

SENATOR RAND: Thank you very much, Mr. Kennedy and Mr. Cooper.

MR. COOPER: Thank you, Senator.

SENATOR RAND: Before I called this meeting, I certainly was in touch with the Freeholder Director of Gloucester County. Of course he wouldn't commit himself to either way, but that's the way politicians are, including myself. So we'd like to hear from Freeholder Director John Maier. John, we thank you very much for your cooperation in helping to set up this meeting. Now you can tell us what you like, and what you don't like.

FREEHOLDER DIRECTOR MAIER: Good morning, Senator. Thank you, gentlemen for coming to Gloucester County and conducting the hearing, and Senator Zane. We appreciate everyone's attendance.

I think the case for an east-west connection is well documented. I don't need to go into the reasons of why we have to address a pending traffic crisis. We also have a safety crisis; people who are traveling on small county roads, ill suited for the kind of use that they're being put to. We have had a number of accidents not only on State Highway 322 where there is a bend in the road -- a curb before you reach the bridge -- that's almost a death trap.

What needs to be done is, we need to handle this issue to provide relief for the serious transportation problem the same way as hopefully we handled auto insurance reform. Let's quickly deal with it, get it solved, and get something on the boards. Maybe we won't have to wait 50 or 80 years. While we're at it, don't forget we have a problem with Route 55 and 42 where they're joined together. So continue to deal with that.

I'm very much aware there's been a push to have something done with 322 for at least 25 years. I know the fight went on before that, where people were addressing the problem of a cross-county connector. With the advent of the Blue Route ready to open -- or getting very near ready to open -- that is going to create the crisis that we've longed expected. Our county position is that we need State assistance either through the operation of a toll road or through being included in the TIP Program, and moving this up to get something on the board.

We're all aware of the problems with Glassboro State College as it's situated with 322, and the problem that that creates. Then we began to look at the 538 corridor. There are problems with that corridor as it exists, if you look at some of the potential problems we have there with the amount of egress and ingress along that corridor.

What I am here to tell you this morning is that the Gloucester County Board of Freeholders are completely supportive -- vocally and verbally supportive of the need to provide some kind of traffic relief. We stand ready to offer the assistance of our County Planning staff, our County Planning Department, and our county Engineering Department. I have with me today two of our staff members: Our County Planning Director, Robert Scolpino; and we have our County Engineer, Paul Truscott.

They would like a few minutes to point out some of the conditions that we recognize along 538 and along the 322 corridor. I don't know where that fits into your program, or where they can stand up and make their presentation--

SENATOR RAND: We're going to hear from two Assemblypeople first.

FREEHOLDER DIRECTOR MAIER: Fine. I would like to have them put on the agenda, and they will give you Gloucester County's positions; specifically, what we see are the

potentials and also some of the problems. So, I do thank you. I applaud you very much. At this point, I'm not committing to either route, but when you come up with the funding, I'll tell you which one we support. (laughter)

SENATOR RAND: Well, what we will do-- Senator Haines, we are a fact-finding group, and we're going to make recommendations. We can, of course, ask the DOT -- and I think we have a representative here from the DOT -- to have a study made of 538, which I think we can direct them to do. If we need legislation to do it, we'll have legislation to do it.

Be that as it may, we don't want to impose our will on the will of the Gloucester County people. If there is cooperation to find a solution and 538 becomes one of the solutions, then we certainly want to address it. If 538 is not a solution, then we'll look elsewhere. We will come back to hopefully -- certainly, get your support, your involvement, Senator Zane's involvement, the Assemblymen down here, all of the Freeholders, and everybody connected with the entire proposition. That's one of the reasons why we are holding this meeting today.

FREEHOLDER DIRECTOR MAIER: We look forward to working with you all the way along the line.

SENATOR RAND: All right. You're still walking that middle of the road, Freeholder Maier.

FREEHOLDER DIRECTOR MAIER: Chairman, thanks very much. (laughter)

SENATOR RAND: Thank you very much. Assemblyman Gary Stuhltrager?

A S S E M B L Y M A N G A R Y W. S T U H L T R A G E R:  
Thank you, Mr. Chairman.

SENATOR RAND: Which way do you lean?

ASSEMBLYMAN STUHLTRAGER: Which way do I lean? I'm right where my Freeholder Director is. (laughter)

SENATOR RAND: Okay.

ASSEMBLYMAN STUHLTRAGER: I want to thank the Committee for coming down and holding your hearing here today. I was thinking, as we have our distinguished colleague from Mercer/Middlesex County, that we really don't have anyone here from North Jersey proper, and that's a shame. I think that some of our colleagues in the Legislature get a misconception of transportation in South Jersey, because when they come to see us, on occasion, it's not a bad trip north-south. If they are going to the shore, of course they have the Parkway and now we have 55, 295, and the Turnpike. They can generally make that trip rather easily. The appreciation for the problems that we have cross-State, and cross-county isn't quite as clear.

I have to say that with respect to the east-west corridor -- the 538 and the 322 ideas -- something has to be done. At the risk of debating my Freeholder Director, I would say, let's handle it exactly the opposite of how we're handling auto insurance. Let's do something that is real, quick, and actually results in relief for the people that have to use these highways down here.

As I listened to Mr. Cooper indicate the length of time, in response to Senator Zane's question-- The time is always-- It's just something that you have to deal with, 55 being the classic example. I wanted to at least focus a little bit of attention on two areas that are already on the drawing board. The planning has gone somewhat forward and hopefully the time lines on them are not as long. They're not wholesale solutions, but they start to alleviate some problems.

One is the Woodstown bypass on Route 40. We have a representative here. I'm not sure if Councilperson Sherman is going to say anything later. She sits on the Council in Woodstown.

The Woodstown citizenry, the business community, the Town Council, as well as Pilesgrove -- which is the surrounding community -- have gotten together. It's been discussed-- I

know they had a meeting just last week with DOT. Those of us that are familiar with it intimately -- the Woodstown situation-- There's a bend right in the middle of town. To stay on Route 40, when you get right out of town you have to make another 90 degree turn. It's something that would really alleviate a lot of congestion problems, particularly the summertime traffic, but not just that; it would be of value throughout the year.

I think, importantly, you have a community that is seemingly in agreement, with respect to this as a solution. Secondly, Mr. Cooper was referring to the I-295, Route 42 Interchange. I understand what he's saying with respect to the amount of miles that would have to be driven if you're expecting someone to go from the Delaware Memorial Bridge up to that interchange and then back down to the Atlantic City area. But I think something that we're concerned with also is cross-county traffic.

We have roads like Delaware Street and Cooper Street in the Woodbury area -- and I know at least one individual from Woodbury is here today -- that the truck traffic that utilizes that roadway-- We're not thinking now interstate traffic as much as just cross-county traffic, and a way of getting these kinds of trucks off of those roads, whether they be trash trucks or just normal trucks, would be valuable to us. Those roads -- whether it be Olive Street in Westville, or Delaware Street in Woodbury -- weren't designed for that type of traffic.

That interchange would be invaluable with respect to that. I know that's on the drawing board too. That's been discussed, probably not as far along, I guess, as the Woodstown situation, but certainly something that could be accomplished in a shorter period of time than a new road or even the upgrading of one of the two roads you're talking about.

I guess, lastly, with respect to the 533/322 -- new toll road-- That option is one. Whichever we ultimately

select, I think it's imperative that we move quickly in this sense: The development that's taken place from the Delaware River to the terminus point of those roads is happening very quickly. Whether it be in Logan Township, Harrison Township, Glassboro, Franklin, Monroe, Elk, -- you name the town -- and the development is moving forward more quickly than we would even like. Consequently, the longer we wait, the greater the opposition. Even a road that has generally wide acclaim -- at this point, 55 -- wasn't always that way.

There was opposition. There's always going to be some opposition to this, because somebody is going to be displaced, their property's going to be condemned, whatever. But, the longer we wait, the longer development patterns will have been set in place, and the more disruption there's going to be when we do ultimately make a decision.

I know this Committee is looking into it. I look forward to being whatever help I can be in making your final decision and communicating that to the residents. I thank you for taking the time to listen to us here today.

SENATOR RAND: Let me at this time make a statement. I may be challenged, but I feel comfortable making it. There are going to be very few more new roads in the State of New Jersey from here on in, based upon a number of factors:

- 1) The environmental impact; and
- 2) The amount of money that we have.

So we are going to have to improve what we have. Except what is in the design stage, or at the completion of the engineering stage, roads like 55 -- unless it's a continuation-- I didn't exclude that.

ASSEMBLYMAN STUHLTRAGER: Right.

SENATOR RAND: But roads like 55 are not going to be built in the State of New Jersey anymore.

We don't have that kind of money. We don't have that kind of commitment. We don't have that kind of environmental

impact. We can't macadamize the State. I think we've gotten past the building of new great big arterial highways. What we are doing is trying to improve, which is much quicker, much easier, and certainly, much more (sic) severe impact for the citizens of this State. So, we thank you very much, Assemblyman.

ASSEMBLYMAN STUHLTRAGER: I agree with that, Senator. Thank you.

SENATOR RAND: Are there any questions gentlemen? (no response) Assemblyman Jack Collins? Good morning.

A S S E M B L Y M A N J A C K C O L L I N S: Good morning, Mr. Chairman. Thank you for the opportunity to speak. Senators, Peter, it's nice to have you here. Of course Senator Zane is here often.

If I may, Mr. Chairman, congratulate you and Gloucester County College, on your selection as the commencement speaker, right here next week. I'm sure that we'll all benefit by your words.

SENATOR RAND: Why do you think I held the meeting here? (laughter) Thank you very much.

ASSEMBLYMAN COLLINS: And now with that doctorate, boy you'll be up there.

SENATOR RAND: I'll tell you.

ASSEMBLYMAN COLLINS: Mr. Chairman, I'll make my comments brief. I commend you very very sincerely for coming here for this particular reason. This, a fact-finding discussion is really, in my mind, the touchstone for moving forward with what we all agree is needed, an east-west highway.

How that highway will come about and where it will be, of course, is something that the future will hold. And your comments that you just made with regard to future Route 55, I think are very very cogent to this whole concept and discussion. I noticed behind me, as I was standing in the

back, that there are many elected representatives of many of the communities that will be impacted by whatever the State of New Jersey decides to do with an east-west highway.

Along with Senator Zane and Assemblyman Stuhltrager -- representing the 3rd District -- the impact on us is great for a reason that may slip by, although Director Maier mentioned our roads off the major arteries. The country roads, as Harry Kennedy said, "look like Pennsylvania highways on the weekend." Representing the communities from Westville all the way down the river and to the bay to Commercial Township, anything that moves east to west and doesn't do so directly. It filters out into our district all over the place, causing accidents, causing congestion, and as Senator Haines said, a tranquil county such as Salem, with Route 40 the only arterial, when the people start moving towards the shore areas, it is just cluttered; not just Woodstown as Assemblyman Stuhltrager has said, but as a resident of Pittsgrove Township or the mailing address of Elmer. Any of you that have been to Route 40 in Elmer -- the one red light in our town where the Sharp Cheese headquarters are and the Elmer Diner. If you come there on a Saturday or Sunday, people are backed up four and five light changes on Route 40.

This is a community of 1500 people. It moves up into Gloucester County and right on up to lower Camden County, as I say, at the extreme of our district, in Westville. The idea of what we are going to do is really why we're here, and all about. As Assemblyman Stuhltrager just said, "Anytime we make a move like this, not everyone will be happy." The time frame itself will cause not everyone to be happy. This particular meeting and the input that we are going to get today from experts in transportation, but even more so, by the local representatives of communities of real people, is what will lead us, hopefully, in the right direction.

Again, I commend you, Senator, really because we are going to start getting facts. The whole idea, first presented by you, of 538 is very intriguing. At first blush it looks like an excellent way to go, particularly with your comments about 55. But it will have impact. Let's hear what people have to say. I'm sure you'll weigh the information. And I very much appreciate, as does Assemblyman Stuhltrager, your comments about bringing local legislators into the process even as your Senate Committee acts. I thank you very much.

SENATOR RAND: Thank you very much. Any questions, gentlemen? Senator Haines, Senator McManimon? (no response).

ASSEMBLYMAN COLLINS: Thank you.

SENATOR RAND: Thank you very much, Jack.

We're trying to get to some people that asked us to speed them up. Bob Harris, Director of Civic and Governmental Relations at Glassboro State College.

ROBERT HARRIS: Mr. Chairman, thank you very much. I'm here on behalf of Glassboro State College to ask you to close that portion of Route 322 that runs through our campus.

Briefly, at a board retreat for the Glassboro State College Board of Trustees, the Board indicated a strong interest in closing this portion of the road. Because classes at Glassboro are held 8:00 a.m. to 10:00 p.m., the Board believes this action is necessary for the safety of over 10,000 members of our college community, and for programmatic reasons, particularly the science and communications programs.

The vibration, which is caused by the traffic on U.S. 322, increases the costs of operating these programs, and at times, causes academic disruption. The situation has deteriorated further because of the increased traffic volume resulting from Route 55 opening.

Let me just make another point: I was not aware of the Blue Route opening at this time. That's going to exacerbate the situation as well.

The scientific equipment, and the sensitive equipment that we have in the science area -- right on 322 -- and the Communications Department, which has similar kinds of equipment about 75 yards away, are greatly impacted by this. Moreover, the Board believes that removal of U.S. 322 will unify the campus, now divided by the road, and improve the quality of life on the campus.

As the only comprehensive institution of higher education in the region, we believe the students we serve deserve the best learning environment possible.

Mr. Chairman, I thank you and the Committee for the opportunity to testify before you, and I commend you for efforts, -- echoing those that have testified before -- your coming into this county, and fact-finding. Obviously, I don't have a solution, but I wish you would consider factoring into your deliberations the problems that we have, and make that part of your solution to this issue.

SENATOR RAND: Let me just give you three comments.

MR. HARRIS: Okay.

SENATOR RAND: Number one: I tried to do some circumventing -- some type of a bypass -- and got my head handed to me.

MR. HARRIS: I understand that.

SENATOR RAND: So what I will do, as the Chairman of this Committee, is recommend -- and have Senator Zane in there -- and sit down and have some type of discussion--

MR. HARRIS: Fine.

SENATOR RAND: --so that we can at least see what we can do to relieve the congestion. Let me say this. I'm friendly with the demographic expert on the other side of the river who said, that the county projection of population increase in Gloucester County is severely underestimated once that Blue Route opens up, because they expect southeastern Pennsylvania to come over to Gloucester County in droves.

So we are facing a very severe situation, and I don't want to exacerbate it by serving warnings, except that we're at the right time and the right place, and we better move very quickly.

And Senator, you don't mind if I get you involved in that little bit of a headache down there. Do you?

SENATOR ZANE: Involved, fine. In trouble, no.  
(laughter)

SENATOR RAND: You've got broad shoulders.

MR. HARRIS: Senator, we've been living with this for an awful long time, but the opening of 55 and some other alternatives, especially this hearing--

SENATOR RAND: And you've had a couple of accidents there with students, I understand.

MR. HARRIS: Yes, we have. We've tried to do some remedial things, but it is not going to go away. It's only going to get worse. Again, I thank you very much. If I may be of further assistance, please--

SENATOR RAND: Thank you very much, Bob. Mr. Kammerer and Mr. Luste of the Chamber of Commerce of Southern New Jersey. Good morning, gentlemen.

A L L A N M. K A M M E R E R: Good morning, Senator. Good morning Senator Rand and members of the Committee. Dennis Bradley is giving you the few notes that we have to offer today with regard to our position.

I'm Allan Kammerer, President of Allan M. Kammerer, Inc., located in Medford and Salem, New Jersey. I'm Chairman of the Transportation Committee for the Chamber of Commerce of Southern New Jersey, and I'm also a member of the Board of Directors. With me today is Joe Luste, Director of Planning for Pennoni Associates, also a very valuable member of our Transportation Committee.

The Chamber's Transportation Committee was reviewing the concept of improved highway access and mobility here in

southern New Jersey prior to the arrival of casino gambling in Atlantic City. We appreciate the opportunity to express our concerns and recommendations on this important issue this morning.

With the near completion of the Blue Route in Pennsylvania, the need for access from eastern Pennsylvania and Delaware to South Jersey becomes critical. Prior studies addressing the increased traffic included highway connections between the New Jersey Turnpike, Route 295, and the Atlantic City Expressway, north of Glassboro; and, the Route 40 corridor as a connection to Atlantic City from the Delaware Memorial Bridge.

We feel, at this time, these proposals, individually, could not accommodate the traffic demands generated by both the Commodore Barry and the Delaware Memorial Bridges.

We concur that a new access road in the vicinity of the Route 538 corridor would address many of the following Chamber's concerns. It would:

- 1) Lessen Route 42 Freeway traffic congestion;
- 2) Establish another link in the Greater Delaware Valley Beltway;
- 3) Provide South Jersey residents the mobility to access Pennsylvania without traveling through the Camden and Philadelphia corridor;
- 4) Allow greater flexibility in minimizing the impact on existing developed and environmentally sensitive areas, as opposed to the improvement of the Route 322 corridor;
- 5) Provide a much needed east-west transportation link vital to the sustaining economic development in southern New Jersey including the Greater Vineland, Millville, Bridgeton, and shore areas from Cape May to Ocean County.

Thank you, Senators, for your attention. We would be delighted to answer any questions you may have with regard to our position. We do not have a position on any specific route,

but we do feel that the one that is most expeditious would be the one that would be the most desirable, knowing the problems that we have with State Highway funding.

SENATOR RAND: Senator Haines?

SENATOR HAINES: Yes. It seems to me that if you look at the map of South Jersey, all of the roads run diagonally. Have you ever noticed that?

MR. KAMMERER: Yes.

SENATOR HAINES: They run this way, or they run that way. Very few roads run directly north-south. Route 55 is an exception. Route 77 is an exception. Other than that, they run diagonally, and nothing runs east-west. This is the reason we've had so many very very serious accidents. It's a shame. And I think that from an environmental standpoint, a toll road or a better highway to carry most of this traffic from Pennsylvania to the shore would improve the environment for those of us who have to live and/or spend a lot of time in South Jersey. So even from an environmental standpoint, better roads would be a tremendous improvement, I feel. Do you agree with me on this?

MR. KAMMERER: Yes. Joe, you want to make a comment?

J O S E P H F. L U S T E: Sitting here listening, Senators, to the comments offered to date and having driven through what we call the Route 42 mixing bowl as it is, we feel that this kind of a connection completes a beltway on the Pennsylvania side which would alleviate a lot of trips through the 42 corridor, as well as the truck traffic through the 42 corridor.

They could take from western Pennsylvania out around Philadelphia into this area down to Millville, Vineland, and Atlantic City, and it takes the traffic -- the increase truck traffic; we know that there are a lot of accidents on Route 42 -- and it helps that situation.

SENATOR RAND: Allan, Joe, thank you very much.

MR. KAMMERER: Thank you, Senator.

SENATOR RAND: Transportation is always one of your major concerns, and you always add something to the discussion. We appreciate that.

MR. KAMMERER: Thank you, Senator. We're available for any future assistance you may need from our agency.

SENATOR RAND: Oh, we'll use you to lobby.

MR. KAMMERER: Thank you.

MR. LUSTE: Thank you, sir.

SENATOR RAND: Mr. Harris -- that's not a repetition -- from the New Jersey Department of Transportation. Is somebody here from the New Jersey Department of Transportation? Pardon me, Mr. Miller. I was going to say, I don't see any Bob Harris. How are you, Mr. Miller?

ROBERT M. MILLER: Good; fine.

SENATOR RAND: I was going to say, I didn't know any Harris in the Department. Mr. Miller, I know.

MR. MILLER: Thank you, Senator. My name is Bob Miller, for those of you who don't know me. I'm a Project Engineer for the Bureau of Transportation and Corridor Analysis, at the Department. I was also the Project Manager for the "South Jersey Highway Improvement Study" that was referred to in a couple of earlier talks.

I was asked to come down here and talk to you a little bit about what that South Jersey Study said, and also some of the follow-up activities that have progressed since that time in the 322 and the 538 corridor.

The South Jersey Study was basically a comprehensive study for the six southerly most counties including: Camden, Gloucester, Salem, Atlantic, Cumberland, and Cape May. The recommendations were broken up by corridor. In this particular area, which was what we called the northern corridor, we looked at a lot of different alternatives.

Stemming back from the early '70s when there were proposals that were alluded to earlier for a 322 Freeway, a 322 arterial, and even a new connection between 295, the Turnpike, and 42, around where the Atlantic City Expressway comes in, these alternatives were looked at, and when we did that, there were trade-offs with each. With a new facility-- In the location that was approximately where the Turnpike's talking about a new facility, the volumes are high. Depending on the amount of accessibility to that, the volumes will vary. Also, the cost is very high.

In the 322 area, an arterial provides more local accessibility. It also provides for good regional and through movements. When the South Jersey Study came out, there was a lot a reaction to it in each of the corridors. In this particular corridor some other proposals were advanced. In one of those proposals was the 538 option to a 322 improvement.

The Department did look at that. They reviewed that proposal. Basically, what we found was that we felt that 322 offered an improvement to the 322 itself, as a widening. It offered better opportunities for local trip making and better opportunities for regional trip making, based on our traffic models.

As you make an improvement, as you move that improvement south from 42 to 295, your volumes get less. What you do is, you serve more regional traffic and you serve less local trip making. Essentially, that's what we found when we evaluated the 538 corridor. As far as costs and improvements to 538 go, we did a very very general analysis -- nothing specific. Both improvements, either an arterial improvement to 322 or an arterial improvement to 538, is going to be a costly, expensive, long-term type project. Each alternative has its own design and environmental problems associated with it.

SENATOR RAND: Just one question from Senator Haines while you're on the subject.

SENATOR ZANE: Zane, Walter.

SENATOR RAND: Senator Zane. I'm sorry. Haines is on that side.

SENATOR ZANE: We've both gone nuts though, right? How costly and how long? What did you project as a cost?

MR. MILLER: The South Jersey Study showed a cost for an arterial improvement to 322 from 295 over to the Atlantic City Expressway at around \$110 million.

SENATOR ZANE: That's 322 all the way to the Expressway, through Glassboro?

MR. MILLER: That would include a widening to four lanes, and bypasses at Mullica Hill and at Glassboro.

SENATOR ZANE: Okay. Then the other alternative of 322 -- 538 back to 322?

MR. MILLER: That proposal was estimated at approximately the same amount of money.

SENATOR ZANE: So around \$110 million to do it the other way?

MR. MILLER: That's right.

SENATOR ZANE: And the time periods involved?

MR. MILLER: The time periods weren't evaluated. My guess was within what you talked about before -- four to seven years, something like that.

SENATOR ZANE: From this point?

MR. MILLER: From this point. From the time that a project would be initiated within the Department of Transportation. Yes.

SENATOR ZANE: Good. Okay. Thanks.

SENATOR RAND: Go ahead, Mr. Miller.

MR. MILLER: Again, as we make our findings known, there was a lot of discussion about the 538 situation and about 322. The South Jersey Study really did not come forward with specific recommendations to move forward a project in the 322 corridor. However, the Department felt that because of the

situation with the Blue Route opening up in '91, and also the recent opening of 55, that things are happening down here. We started approximately nine months ago -- six months ago -- looking at the near-term impacts to 322. That Study is just about done, and we're formulating our recommendations to management right now.

What we envision that Study addressing are what existing problems 322 has, what intersections may be appropriate for geometric improvements, and also, where we see widenings may occur in the future; the most logical places. It also address the project that Willard Cooper brought up: the widening of 322 between the Commodore Barry Bridge and 287 (sic). It makes some comment on that.

SENATOR RAND: That's not a big deal though. Really, we're not talking about a great big stretch.

MR. MILLER: No, but that would be the first real logical link for an improvement to 322.

SENATOR RAND: Okay.

MR. MILLER: Basically, that's all I have to say. I'll entertain any questions that you might have.

SENATOR RAND: Senator Haines? I've got the right Senator this time.

SENATOR HAINES: Well, yes. I think in your Study, one of the things that you found as I remember in studying the Study, was that most people that come across the river are headed for Cape May County rather than Atlantic County. Is this generally true? I'm talking about people that come from Philadelphia.

MR. MILLER: From Philadelphia across the Walt Whitman, I think it was about an even split between Atlantic and Cape May County.

SENATOR HAINES: Was it? I know that there was a tremendous number that go to Cape May County, and they wander all over. They wander all over South Jersey to get there.

They use 540, for instance, to get there. They use 49. They're on every road that we have in South Jersey. It really is a terrible, terrible problem. We've got to do something here.

Did you study the idea of a toll road between the Turnpike and the Atlantic City Expressway?

MR. MILLER: The South Jersey Study looked at three links that might have potential for tolls, the Turnpike being one; a connection between the Turnpike and 42, or 295 and 42, -- not knowing exactly what a terminus might be -- and two other areas of the State between 55 and Atlantic City, along the 40 corridor, and also a 55 Freeway Extension.

We looked at each of those, its ability to pay back bonds and to maintain on a yearly basis its maintenance and operating costs. Basically, what the Study said at this point is that given the daily traffic volumes for those facilities, they are all about the same. It could maintain yearly operating and maintenance costs, but it would not be able to cover -- or use the term "coverage" -- for the bonds; for the initial bonds for construction. That's the general way we looked at it in the South Jersey Study.

SENATOR RAND: How long ago was that, sir?

MR. MILLER: That was over two years ago.

SENATOR RAND: In other words, that was your report in May 1988?

MR. MILLER: That's right.

SENATOR RAND: But, if I may interrupt for a minute, that has changed drastically in the last 18 months?

MR. MILLER: That's right.

SENATOR RAND: So what you reported back in May 1988, if I understand it correctly, is what we're re-looking, or reevaluating those very same objectives that you looked at?

MR. MILLER: That's my understanding of what the Turnpike is doing right now, yes.

SENATOR RAND: And also, the Department is beginning to look at, to reevaluate these findings?

MR. MILLER: That's right.

SENATOR RAND: When could we expect -- and I think that's what we are interested in -- a new report? If there was a criticism-- I don't mean to be critical here because we're not trying to be critical. We're trying to just establish some facts. To do another study, which was contained in this, was the objection that we made, because we saw what was coming down the pike -- so to speak -- and we knew that things were happening.

The greatest area for development in the State of New Jersey is the South Jersey area. Whether we have the Pinelands, whether we have the wetlands, or whether we have the State Planning Commission, they're still going to come into this area. They're going to come in from Pennsylvania in droves. So that's why--

When do you think that the Department will be prepared to report to us? We will ask the same questions, by the way, of the Expressway and the Turnpike. When will we get a new critique, so to speak, of this whole South Jersey thing?

I don't want to infringe on Senator Zane's position, but we'd like to know about that Woodstown bypass. I just heard today that there's a four-mile backup at Elmer, and you do talk about Elmer -- to study it. Well, I think the time for studying is over. We'd like to have some factual, concrete information.

MR. MILLER: Okay. Let me take a couple of those: I am aware that there's a public meeting on the Woodstown bypass--

SENATOR RAND: We didn't do that.

MR. MILLER: --at the end of the month, on May 31, so that would probably answer some of your questions on Woodstown, there.

SENATOR RAND: That report is coming out the end of this month?

MR. MILLER: There's a public meeting on the project, May 31.

SENATOR RAND: Oh, okay.

MR. MILLER: We do understand that by fixing Woodstown, we may be causing problems down the road in Elmer. We're well aware of that. The other thing that you brought up, as far as when, Senator, all I can tell you on that is as far as looking at 322, the short-term and the near-term things that we would like to make some recommendations on, should be coming out in the near future.

As far as a new facility that the Turnpike is looking at, I'm not so sure I can answer. I really don't know.

SENATOR RAND: No, no. I can understand that. That's not in your province.

MR. MILLER: If the Department is going to take a position on that-- When or if they are, I just don't know.

SENATOR RAND: Well, we sort of have a unified command, so we will take a position on it.

MR. MILLER: Right. Maybe someone else could--

SENATOR RAND: When we get to them.

MR. MILLER: Okay.

SENATOR RAND: Senator Haines?

SENATOR HAINES: Yes. Just one thing to add to what Senator Rand has said. I think if you went out and passed postcards around to those folks that are waiting on 55 to get onto 42 in the morning, as to whether they'd pay a quarter toll to get to Pennsylvania faster, I think you'd find that most of them would be willing to pay a little toll there. That is a real serious problem if you've driven it, which I have many times.

I think the other aspect of this situation-- If you're making this new study, how can you project? Can you really project what traffic is going to come off the Blue Route? That seems like almost a monster.

MR. MILLER: We think we can. We've used some work that the Delaware Valley Regional Planning Commission has done. We think the day that the Blue Route opens, approximately a 20% to 25% increase in traffic will happen on the Bridge. That's our best guess, as planners. We can also make some guesses as to what's going to happen in the future.

Our traffic models are usually based on things like: population, employment, and demographics; where we think things are going to grow. And that impacts how traffic is going to occur. We think we can get an idea based on those things, of where traffic is going to happen, and where it's going to grow.

SENATOR HAINES: The day it opens -- and I'm not trying to be nasty -- not everybody is going to have found it. It seems to me it takes--

MR. MILLER: It will take awhile.

SENATOR HAINES: --a couple of years, and then you've got a real problem. You see 55. Every week it seems like there's more traffic on it.

MR. MILLER: More traffic, sure.

SENATOR HAINES: Thank you very much.

MR. MILLER: You're welcome.

SENATOR RAND: Mr. Miller, when are you going to start widening 42 from 55, which was projected two years ago?

MR. MILLER: The project from Route 41 to the interchange area?

SENATOR RAND: That's correct.

MR. MILLER: That's the project?

SENATOR RAND: That's correct. Route 41, yes, to I-295.

MR. MILLER: My understanding from Design, on the status on that project is that it's slated for construction in 1992. The project is a widening on the inside lane between Route 41 to 295/42 interchange area.

SENATOR RAND: The reason that I asked you is because back in 1988 it appeared as if it were in the offering, almost within a year or two of that. We're now in 1990, and you tell me 1992. Is there a way -- I guess there is-- Is a design completed and everything? Is the engineering in design completion?

MR. MILLER: The design is in Phase 4, which is its last phase of design. My understanding is that that particular project was originally slated to be a widening on the outside lanes, which we required right-of-way, and a widening of certain structures. Kind of in midstream, in order to save costs, the decision was made to move to the inside lanes for which we already own the right-of-way, and to redesign, so that may have been the reason for additional delays.

SENATOR RAND: The project began as a widening in the center median area.

MR. MILLER: That was originally. That was probably five years ago. That started out as that.

SENATOR RAND: Peter, would you please send a letter on behalf of this Committee, that we'd like that moved up to 1991. It is so bad that on any given day, even a clear day, you have a backup of 30 minutes to get to the Walt Whitman Bridge.

You are putting in some safety standards dividing 676, I see, from 42?

MR. MILLER: Right.

SENATOR RAND: Senator Zane?

SENATOR ZANE: No. That's fine.

SENATOR RAND: You're satisfied with the answer on Elmer and Woodstown?

SENATOR ZANE: Good.

SENATOR RAND: Okay. Senator McManimon?

SENATOR McMANIMON: No. I'm sitting here and I'm listening, and I'm seeing similar problems that we're having up

in my own legislative district. I think basically what we have to reevaluate is just what is a priority list to the State in respect to moneys available. You know we hear timetables. You know as well as I do, we have some timetables. They gave it to us ten years ago, and they haven't even moved.

I think basically with what's happening down here in this particular area of the State, I don't think you can wait. You're exploding down here. If you don't get to it, you're going to wind up like we are right up in Central Jersey with that gridlock on Route 1. Once you've got that, then the cost factors to correct-- You're really in a bind. I think if we're ever going to do something, we've have to jump on it as soon as possible.

SENATOR RAND: Thank you, Senator McManimon.

Is there another person from your Department that wishes to testify?

MR. MILLER: I don't think so.

SENATOR RAND: Is there another person here from the Department of Transportation? (no response) Any other questions, gentlemen?

SENATOR HAINES: Just one other minor thing -- well, it's not minor-- When you run these projections, do you ever consider the fact that if you don't do it right away, as Senator McManimon said, ten years from now it's going to cost so much more? We're building a complex around Trenton that we could have built for \$50 million a few years ago. It's going to cost \$400 million. Sometimes with these things, you've got to do it now or else it gets so costly that it's ridiculous. Do you consider that in your projections?

MR. MILLER: Well, we don't necessarily consider it in our projections but it's a fact that we're well aware of, and there are probably many transportation projects that we haven't been able to build because of development that's gotten in the way, or things that have occurred over time that have made the project much more difficult.

SENATOR HAINES: When you're going through open land it's a lot cheaper than when you have to take a whole bunch of houses down, and other things. I know in Mount Laurel, in my district, everything we do today is terribly more expensive than it was ten years ago.

SENATOR RAND: Senator Haines, I just wanted to also tell you -- I know that you've been on the Committee just a few months -- that the Legislature has restricted the Department. They've given them a level of funding which they are not allowed to overstep. I guess if we gave them a little more flexibility, they could do more. That's one of the discussions that we're in now, as to how much elasticity we can give them above that \$365 million that we allocate them in conjunction with Federal money.

Their claim is that they can do about 1.5 more work than they're doing now, at least, that's one-third. They claim they can even double that. If we can solve the fiscal situation and give them the wherewithal to go ahead, we can probably get some things done a little bit quicker. Would you agree?

MR. MILLER: Yes.

SENATOR RAND: Senator Zane, do you have any questions? (no response) Mr. Miller, thank you very much.

MR. MILLER: Okay. Thank you for inviting me.

SENATOR RAND: Let me break it up by calling somebody who's a homeowner: Charles Thomas, Jr., homeowner on Route 538. Good morning.

C H A R L E S T H O M A S, JR.: Good morning.

SENATOR RAND: We'll get around to everybody. We're moving pretty good. Yes, sir.

MR. THOMAS: Thank you for the opportunity to talk to you. I hope that you'll be patient with someone who's not really experienced in public speaking.

I have a real concern about the expanding of 538 to four lanes. I live in Ferrell. The homes in Ferrell were built a very long time ago and they are all very close to the road. As an example: Our house, which is probably one of the furthest from the road in the Ferrell community, is 83 feet away from the road. My next door neighbor's house is 45 feet from the road. His next door neighbor's house is 34 feet from the road. And there are others that are closer.

The fact is, a four-lane highway through Ferrell will be the death of my community. The whole Ferrell community would cease to exist. Ferrell is not an exception in this on 538. At almost every intersection you'll find houses that are built fairly close to the road, and frequently, you'll find communities at those intersections.

I've heard concerns today about traffic through communities, and that's legitimate. But I'm wondering if our priorities may be reversed? The fact is that, the real -- the primary beneficiary of a 538 widening will be those individuals that will be able to get to the casinos faster on a weekend. For this goal, why must we sacrifice entire communities for what is effectively a weekend highway?

That, I believe, is all I have to say. I obviously have a particular interest in this road because we are right on top of it. You can't really bypass every community along the way. I doubt if Ferrell is large enough to really bypass, and there are other communities that are smaller. I'm just wondering why we have to spend money -- from what my perspective is -- for individuals who are out-of-state who want to get to the casinos quicker? In doing that, you're really destroying a lot of lives.

SENATOR RAND: Mr. Thomas, when you said that you were doing it from your own perspective, you're absolutely right. That's why you are here. That's why you are here: to give us your opinion of what affects you and what affects your neighbors. We're very happy to hear from you.

This is a fact-finding group. We may make some recommendations, but we're certainly going to take everything into consideration. And you bring up a very important point. First of all, I don't think we have the money to buy all of those properties, and buy that right-of-way. That makes a very cogent point. Second of all, you did hear Mr. Miller, just a few minutes ago, who is relooking at 322 again. So we've got a long way to go, but we are very happy that you came.

We're very happy for you to express your opinion. It would be a shame, very frankly, if we heard from everybody who had concerns on a big broad issue, and we didn't hear some local concerns. You are one of the people who took the time to come up here, and we congratulate you for that because it's important. We want to hear your viewpoint as well as all of the power people. You're just as powerful as they are, maybe more so. You may vote for Senator Zane, So he considers you more important. (laughter)

MR. THOMAS: I'll wait to hear his opinion.

SENATOR RAND: So, we are very happy that you came. I want to give you-- I certainly congratulate you on that; to take time off to come up here to express your viewpoint. Senators?

SENATOR HAINES: I have a short question. How much truck traffic is on your road?

MR. THOMAS: There is a significant amount of traffic on our road. On the weekends it's pretty incredible. I guess, when I think about that, I just have to think that-- I would certainly hope that if we had to widen Route 40, that we would not have to sacrifice Sharp Cheese headquarters. Fortunately, Elmer is probably large enough so that they can bypass it.

If you take 538 through Ferrell, you've lost the Ferrell Volunteer Fire Department, which is one of the things we are really proud of. So, yes, large traffic is something that, if you ask me would I rather put up with it, move, or see

some of my neighbors in South Jersey be disrupted, personally, I'd prefer to put up with some more traffic.

SENATOR HAINES: I'm very fond of the Ferrell Fire Company, because one of our trucks got in a accident out there by Moods one time. You folks came out and straightened things out in a big hurry. They're wonderful people.

SENATOR RAND: I see how you're going to vote. (laughter) Senator McManimon?

SENATOR McMANIMON: I have no comments. I think I know where he is coming from. I live on South Broad Street as you're going into Trenton.

SENATOR RAND: Senator Zane?

SENATOR ZANE: He just puts thing back into perspective, Walter, about what it's all about. It adds a good point of sensibility to the whole thing. Where are we going?

Let me just finish that by also saying I absolutely can understand and appreciate his concerns because of the development that is going on. Somehow, I guess, all of that has got to be balanced against what's going to happen by this onslaught that everyone is predicting from Pennsylvania, and the boom that's being predicted.

I don't know how all of that gets balanced out, but I certainly would hate to see South Jersey lose its rural flavor. I really would. Franny, in all due respect, what you have: I'm glad you have it, and we don't.

SENATOR RAND: Thank you very much. How about a representative of the New Jersey Turnpike Authority? How much money do you have that you can spare for down here? (laughter)

Good morning.

HERBERT I. OLARSCH, ESQ.: Mr. Chairman, good morning. On behalf of the new administration of the Turnpike Authority, under the Chairmanship of David Goldberg, we are pleased to be here. I'm Herbert I. Olarsch, Secretary and Director of Law of the Authority.

Mr. Chairman, I think Mr. Holman was here before this Committee in September of 1989. He indicated to you that we are going to undertake various studies. He predicted that-- He asked the Commissioners to undertake two financial feasibility studies for the Atlantic City Expressway connection, and for the Food Distribution Center; that's Route 30, Pennsylvania Extension Interchange, which we are familiar with.

I wish to advise the Committee that the commission meeting of the Authority on October 17, 1989, the Authority granted the approval to its traffic consultants; Wilber, Smith, and Associates to undertake these two feasibility studies.

SENATOR RAND: Now, the southern one is from Interchange 2?

MR. OLARSCH: Interchange 2, over to Turnersville at the Atlantic City Expressway.

SENATOR RAND: Over to Turnersville?

MR. OLARSCH: Yes, sir. However, under that report, when the consultants start reviewing that--

SENATOR RAND: That's Washington Township. Oh boy.

MR. OLARSCH: It is-- The criterion that is set up is also for some alternate studies.

SENATOR RAND: Okay.

MR. OLARSCH: But basic-- Just a general category so that the Committee is familiar with it. Of course there has to be review of the various South--

SENATOR RAND: That's your interest, Senator Haines, correct?

SENATOR HAINES: It's approximately-- I think you're going to find that if you go a little further south on the Atlantic City Expressway you're going to hit less congestion. I think when you go through Washington Township you've got a problem. Just from flying over the area, that's all I'm--

MR. OLARSCH: Senator, it's a point-- It's not exactly what we call a point-to-point study. It was alternatives, within, to study and to start reviewing the feasibility. The main thing of course is to review the financial feasibility, because we do have the 1988 DOT Study, which--

SENATOR RAND: Which we've ruled out now. It's become antiquated, so to speak.

MR. OLARSCH: Well, this is what is being reviewed.

SENATOR RAND: Yes.

MR. OLARSCH: Yes, sir. So therefore, that Study is being reviewed for any input of information. Number two: This would create a series of traffic assignments at alternate toll rates on the new proposed connector facility. Also, it's to evaluate alternate toll collection facilities, establish the optimum toll level, establish traffic impacts, perform extensive -- and this is important, Senator -- updated travel time and distance studies on competing and complementary routes into project corridor, a general assessment of corridor growth opportunities for the region, -- that's the economic feasibility study -- estimation of traffic impacts on the Turnpike, proposed facilities at opening year target date, and design year levels.

SENATOR RAND: When will we get that report, sir?

MR. OLARSCH: Okay. The report has been temporarily suspended. With the new administration and with the arrival of Commissioner Downs, the report, as part of the new unified comprehensive transit program that Governor Florio has inaugurated-- We're all on board; that the toll roads and DOT and all other planning transportation agency can work as cohesively as possible.

The report -- I would estimate, sir -- is approximately 50% complete, as far as data. We just want to review with Commissioner Downs' Office what we are doing and

then review the matter with the new Turnpike Chairman and Commissioners. I would then estimate it would be a matter of several months once the review is completed. Obviously, the new administration has to have a chance, with the arrival now of Commissioner Downs and Ms. Johnson, who is Director of Policy and Planning at the DOT-- These matters have to be reviewed. Also, of course, with the arrival of our new Executive Director, Mr. Watson-- These things have to be immediately reviewed.

It is already approved as far as the Study is concerned. The money is there for the Study and Review. We just want to get the new administration on board.

SENATOR RAND: On behalf of the Committee, will we send a what's-its-name to Mr. Goldberg and Mr. Downs--

MR. OLARSCH: Yes. Just advise specifically that the report and whatever--

SENATOR RAND: --that we ask them for the progress of the report so that we can share them with the members of the Committee?

MR. OLARSCH: Yes, sir.

SENATOR RAND: Is that the 16 miles that you're talking about?

MR. OLARSCH: Yes, sir. That would be approximately it.

SENATOR RAND: I have a couple of other questions to ask you, but first, Senator Haines.

SENATOR HAINES: The only thing is, I know that you have to act from past experience. The Turnpike has to act strictly on the economic issue of the thing. I think, however, that somewhere along the line you ought to take into consideration Mr. Charles Thomas and many other people who would be impacted by other alternatives. So there's a tremendous benefit in getting a lot of this through traffic off of our local roads. Can you take that somehow into consideration, to benefit on the communities involved?

MR. OLARSCH: Yes. In fact, part of the Study, as I mentioned -- and that's what I just read off -- would be the question of the general assessment of the corridor growth opportunities and the community benefit. That's all part of the Study. The Study takes in not only the economic feasibility, it takes in many many other factors, and of course, eventually, under Executive Order No. 215, the socioeconomic developments have to be taken into consideration. It is, in fact, an environmental impact statement requirement.

SENATOR HAINES: The new Commissioner could concentrate his efforts theoretically on 322, west of the Turnpike and then tie everything together so that we're getting, as Senator Zane said, "We'd like to keep the rural character down here," and get this through traffic onto a thruway, out of the way.

SENATOR RAND: You can't just look at west. You have to look, Senator Haines, at the connection to the Commodore Barry Bridge--

SENATOR HAINES: Absolutely.

SENATOR RAND: --which is part of the overall agreement, because that's pretty bad over there. If you're going to have heavy traffic-- What have you got, nine million cars now?

MR. OLARSCH: Yes.

SENATOR RAND: Nine million coming across the Commodore Barry Bridge. That will probably double in the next three years.

MR. OLARSCH: Senator, we know the impact on Interchange 2.

SENATOR RAND: I wanted to ask you one question which I've been asked by the press down here, and by people who have called me up in my constituency, because I represent Gloucester County: Why is there a backup every Sunday at your tolls down

there? People are waiting miles in line to pay their tolls. I can understand that at Exit 13 or 14, but down here? You've got a two-lane highway. Do you mean to tell me that it's not wide enough? Maybe you ought to widen the Turnpike down this end, as well as from 8 up. I've gotten more complaints, and there isn't a weekend that goes by that I don't get a call from the local press down here of why the holdup down there?

MR. OLARSCH: We are addressing--

SENATOR RAND: And so, I've made excuses, by the way: once, twice, three times, and I really can't make any more excuses.

MR. OLARSCH: We are reviewing the problem on the highest priority. I know that you've been in touch previously with Mr. Holman. We've mentioned it to Mr. Watson, specifically.

SENATOR RAND: You have enough toll booths there.

MR. OLARSCH: Yes.

SENATOR RAND: Are they not manned? Are they manned? Don't your people come in?

MR. OLARSCH: They are manned. There are problems, of course, that do arise sometimes with manning. We are looking into it, and we are addressing this situation presently as best we can.

SENATOR RAND: Mr. (inaudible) do you want a weekend job? (laughter)

It really has become quite a problem down here.

MR. OLARSCH: We are extremely-- I would say, that's of the highest priority to the new administration.

SENATOR RAND: Can we get some facts on that?

MR. OLARSCH: Yes.

SENATOR RAND: We'd appreciate that very much. Would you send it to our staff person?

MR. OLARSCH: Yes. I think I've spoken to Peter basically about it. There has been some discussion. I know that Mr. Holman had spoken to you in reference to that.

SENATOR RAND: Yes.

MR. OLARSCH: We are working on it. There are obvious--

SENATOR RAND: I wasn't critical. I have to tell you that.

MR. OLARSCH: Senator, you're never critical.

SENATOR RAND: It's continuing, and I am getting some questions.

MR. OLARSCH: We are obviously, of course, very very very concerned on the situation, and we are working on it.

SENATOR RAND: Any other questions, gentlemen? (no response) Mr. Olarsch, thank you very much.

MR. OLARSCH: Thank you.

SENATOR RAND: We deeply appreciate you coming down.

MR. OLARSCH: On behalf of Chairman Goldberg, the new Commissioners, and Mr. Watson, we welcome the opportunity.

SENATOR RAND: Thank you.

MR. OLARSCH: Thank you.

SENATOR RAND: Mr. Leonetti, Executive Director of the New Jersey Expressway? Now, Vincent you're going to solve all of our problems, I understand.

V I N C E N T L. L E O N E T T I: You'll probably call me an innocent bystander by the time I'm done here, I don't know. Good morning, gentlemen. I'd like to start by thanking Senator Rand for inviting us to this public hearing. Recognizing what you're looking for here today, I'll cut to the core of my presentation.

I basically would like to make sure that you are aware that the New Jersey Expressway Authority has not conducted any studies beyond a western part of our terminus, although we have participated with the Delaware Valley Regional Planning Commission during the summer of '89 with a Study they were doing which dealt with the origination and destination of

travelers going through our Egg Harbor Toll Plaza. We've also, obviously, participated with DOT in their South Jersey Corridor Study, as you've heard from Mr. Bob Miller.

Basically, what we would recognize -- and now I will go to the content of the presentation--

The Expressway Authority will certainly cooperate with the New Jersey DOT and the New Jersey Turnpike to explore the feasibility of directly linking the Expressway with the Turnpike, or indirectly doing so by completing the connection of the Turnpike with Route 42.

We are aware that the Turnpike Authority has announced plans to study the relocation of its Interchange 3 from Route 168 to Route 42. By moving that Interchange, if possible to Route 42, the Turnpike would thus allow motorists crossing either the Delaware Memorial or Commodore Barry Bridges easy access to the Atlantic City Expressway via the Turnpike and Route 42 for a faster and more comfortable ride to the shore communities of Atlantic and Cape May Counties.

Although, many advocate a more direct connection by constructing a new road, that would link both Route 295 and the Turnpike at or near its Interchange 2 in Swedesboro, directly across that section of Gloucester County, to meet the Atlantic City Expressway at or near its western terminus in Washington Township. At these points, the distance between the Turnpike and the Expressway, as we recognize it, is approximately 12 miles.

We are aware that the Department of Transportation, in its Planning Feasibility Study of Highway Improvements in Southern New Jersey which was released in December of '88, scrutinized the advantages of constructing the so-called I-295/Turnpike/Expressway connector, as well as constructing ramps at Route 42 with I-295 of the Turnpike.

The NJDOT report referred to above refrained from making a definitive recommendation on either project. We

endorse that, and I quote, "A more detailed evaluation of these options should be undertaken to refine cost estimates and potential environmental impacts, including the relocation of businesses and residences before a final decision is made regarding these options."

The New Jersey Expressway Authority will be a willing participant, should the administration or legislation ask us to join with the NJDOT and the Turnpike Authority in making at this time the more detailed evaluation called for in the 1988 Report. We think the time has certainly come when we owe both the residents of the State and all visitors a faster, more convenient way to travel between the Delaware Memorial and the Commodore Barry Bridges, and the shore resorts of South Jersey.

I believe Senator Haines has referred to the possibility of this connector study, that it can be avoiding wetlands. As I said, we have not done any of these studies, but we stand ready and willing to cooperate in any manner that we can to support the NJDOT, or the Turnpike. Obviously, dollars are a factor. A study is definitely a factor. But also, the time of action is probably a factor.

SENATOR RAND: Senator Haines?

SENATOR HAINES: No. I think it is fine. The only thing that I would say is if the Turnpike doesn't do it, could you do it?

MR. LEONETTI: It would be a matter of dollars. I'm sure our Commissioners would take a very hard look at that, Senator. As far as us cooperating, and time, there's no question. As far as dollars, it would be just whether it's budgetary consideration. I'm sure we would take an immediate look at it and respond to you properly.

SENATOR RAND: Senator McManimon? Senator Zane? (no response)

MR. LEONETTI: It appears that the studies are already in place. Mr. Miller could probably address it better. It

seems as though the Study that was done in '88 is in place. Maybe revisiting that may not take the amount of time that we're all considering here. I don't know, though. Maybe Bob could refer to that?

SENATOR RAND: Two thoughts: One, is there any consideration of sharing with the Turnpike, the connection between their Interchange and the Atlantic City Expressway?

MR. LEONETTI: Sharing in what way?

SENATOR RAND: Cost or so forth.

MR. LEONETTI: We would have to look at the cost. If the money is available, we would, yes. I'm sure we would be very willing to cooperate.

SENATOR RAND: I don't know if you want to editorialize on this, but what do you think of sharing in the cost of road improvements that naturally abut the Expressway, which is the favorite theme of--

MR. LEONETTI: We're now participating to the tune of \$2.5 million with the--

SENATOR RAND: Well that's in the Transportation Trust Fund.

MR. LEONETTI: --State's Transportation Trust Fund.

SENATOR RAND: I'm talking about snow removal, etc., and so forth, which we do up until the Expressway.

MR. LEONETTI: Again, I think our limitation would be only budgetary constraints, if you're looking for a response. Would we be positive in reflecting on this and looking at it? Absolutely, Mr. Chairman.

SENATOR RAND: Well, maybe we'll give you the airport, besides.

MR. LEONETTI: That will be great. (laughter)

SENATOR RAND: Any other questions, gentlemen? (no response) Thank you very much, Mr. Leonetti.

MR. LEONETTI: Thank you, sir.

SENATOR McMANIMON: I see you're ready to wheel and deal.

SENATOR RAND: I've always been ready. Robert Scolpino, Gloucester County Planning Director.

R O B E R T V. S C O L P I N O: Thank you, Senator Rand. I'd like to just tack up a map. Senator, I am not going to be able to give you anything brand-new that a few gentlemen and ladies in the room don't know, and haven't known for many years. I just want to give you a different perspective from my 15 years as Planning Director of Gloucester County.

It was stated earlier that we have, historically, roads on a hub. Camden is the hub, and roads radiating from that as the points of the spokes. Historical development: 130, 47, 42, Black Horse Pike. That's pretty much the way it has historically developed. We're talking about the hub, here in Camden, the 130 corridor, 47 corridor, 42, Black Horse Pike, and then the Expressway.

This map depicts the development from 1980 that has taken place in Gloucester County's subdivisions -- major subdivisions, and site plans. It's pretty much scattered. We have a concern about that in our adopted master plan. We have tried to protect some of the best agricultural soil and the best productive farmland in the State of New Jersey. That was in this area in the southwestern part of the county covering parts of Woolwich, Greenwich, Logan, Harrison, South Harrison, Elk, and Franklin.

We have a concern in that-- There's no question, we need something from the Commodore Barry Bridge. It was a commitment. It was a Study. It was a program proposed back in the '30s. We're running out of time.

SENATOR RAND: It's only 60 years.

MR. SCOLPINO: What becomingly is a crisis now, is going to become critical. As Senators Haines and McManimon said, catching up is impossible. We can't afford it. We can't even afford to keep up, much less catch up. So we're going die without accommodating the automobile. It's our social and

economic lifeblood, and we don't accommodate it. From the Commodore Barry Bridge to the Expressway 322 corridor east, we need a controlled limited access -- we need a four-way or a freeway. Whether that be the Turnpike Authority or the Atlantic City Expressway Authority, that's what we need.

SENATOR RAND: And one of the options that you're suggestion is a connector between the Interchange and the Expressway running -- what we hope would be east of Washington Township.

MR. SCOLPINO: East of Turnersville. Yes, Senator.

SENATOR RAND: Okay.

MR. SCOLPINO: Somewhere in the vicinity between Turnersville and Williamstown. We also are concerned that relying on arterial systems which is a land service road-- Whether you put four lanes, five lanes, or six lanes it's a land service road. As I said before, our master plan wants to keep this area. Some of our farmland preservation programs have taken place here, and we hope to have our future program here.

As we're losing our rural identity, we're losing our rural quality of life in Gloucester County. I agree with the point you made earlier, Senator, that we are way under rate. Our projections are way under. My indication, sir, is that Gloucester County is going to be the next growth county in the State of New Jersey, and we're going to lose land at a fantastic rate.

One of the things we want to protect-- We would like to persuade the State and Port Authority to stop looking at this segment of 538 between Swedesboro and Franklinville. Our County Engineer, Paul Truscott, will come up, and we think we've got something that will give us an alternative to that.

SENATOR RAND: Using part of 538--

MR. SCOLPINO: Yes.

SENATOR RAND: --and then bypassing--

MR. SCOLPINO: But, do not use this segment of it at all in your considerations.

SENATOR RAND: How many miles that?

MR. SCOLPINO: I'd say it's about 25 miles. The point I'm saying is that--

SENATOR RAND: We're not going to build a new road.

MR. SCOLPINO: --we have-- I'd like to just very briefly point out that in 1989 and 1990 -- it may be difficult to see (witness referring to chart) -- 322-- This is Harris -- Mullica Hill, Harrison Township. This is South Harrison Township, and Elk Township. These are the developments within the last 12 months that are taking place now. As an example: In Harrison Township, the stretch here, in the three years '86 to '88, we had subdivided 268 acres and over 400 lots. In '89, 774 acres and 673 lots, in one year.

SENATOR RAND: So what you're saying is, if we use all of 538, we're going to force the development and we're going to have a loss of farmland?

MR. SCOLPINO: That's part of that, yes.

SENATOR RAND: Okay. If I can sort of summarize in my own mind, and for the benefit of the Committee, there is a way of using part of 538 and then we're going to have a recommendation from Mr. Truscott, who's going to tell us what part we can't use and what you can do to address that.

MR. SCOLPINO: I'm saying now that arterial to 322 will be taken up just serving intercounty movements, and the inter-municipality movements at capacity of a four-lane 322 would be needed just for that. We cannot accommodate interstate, or approve traffic through the county.

SENATOR RAND: Okay.

MR. SCOLPINO: A four-lane road, regardless of where we put it will not accommodate your through traffic, your interstate traffic, and--

SENATOR RAND: Realizing that, then you say that the two alternatives are: One, a connector from the Turnpike to the Expressway, or partially using 538, and then there's a circumvention.

MR. SCOLPINO: Well, we would like to see an arterial continued, to give us an extra corridor, to bring us from this point to this point (witness referring to chart), to stay in the same corridor with a four-lane arterial road.

SENATOR RAND: And Mr. Truscott is going to tell us how you would do that.

MR. SCOLPINO: That's correct.

SENATOR RAND: Okay.

MR. SCOLPINO: The point-- I think it is imperative that we look at the land service road. It was pointed out that the State and the Federal government do not have the funds. This has to be a joint effort. The thing that we need now is no more studies, although 30 years of my planning experience we've been doing studies, and there's no need. We don't need that anymore. We need a commitment.

We need a commitment from the Legislature that there's going to be some change in the appropriations to the Highway Department. We need a commitment from the Highway Department, so that we can work with the county, the regional level, and the municipalities can work, saying look, if this development is going to come along this corridor, let us preserve a hundred foot, if we need a hundred foot of right-of-way. But we have to have the commitment so we can identify the corridor we're going to study now, before the developments take place, before the subdivisions take place, so that we can at least stop getting people 50 foot back from the roadway; make them 100 foot setback. All I am saying is that we need a commitment, now.

SENATOR RAND: All right, sir. Thank you. Gentlemen, any questions? Senator Haines?

SENATOR HAINES: No. I understand what he is saying.

SENATOR RAND: Thank you very much. Mr. Truscott, Gloucester County Engineer. And after that we'll have Mr. Griggs. I think that that's the last that we have. If I've missed anybody, please-- Oh, we have one more person. Okay. Good.

UNIDENTIFIED SPEAKER FROM THE AUDIENCE: Are you going to take comments from the audience, sir?

SENATOR RAND: Only if you sign your name in here, sir.

UNIDENTIFIED SPEAKER FROM THE AUDIENCE: Can I sign my name, or am I too late?

SENATOR RAND: You can. You certainly can. Is there anybody else? If you sign your name--

F R E D W. L a B A S T I L L E: I signed my name, sir.

SENATOR RAND: Fine. You'll be called, sir.

MR. LaBASTILLE: Okay.

SENATOR RAND: Are you Mr. Labastille?

MR. LaBASTILLE: Right.

SENATOR RAND: Yes, we will call you.

Good morning, sir.

P A U L J. T R U S C O T T: Good morning. If we could wait just a moment until we get a map put up there.

SENATOR RAND: Yes, indeed. Why don't you put it over in this corner so everybody can see it? You may give us an answer that we find very excitable--

MR. TRUSCOTT: I hope so.

SENATOR RAND: --that doesn't cost \$100 million dollars, twice.

MR. TRUSCOTT: Mr. Chairman, and members of the Committee: My purpose here today is to recommend a specific proposal to solve the very pressing problem of moving traffic to and from the Commodore Barry Bridge across Gloucester County, and of course the in-county traffic moving in an east-west direction. There is an immediate need due to the

severe problems of Route 322 as it passes through Mullica Hill, Glassboro, and Williamstown. While Routes 55 and 295 serve the north-south directions, there is no good east-west artery.

The need is twofold: Immediate and long-ranged. First, I would like to present a doable solution to the immediate need. This solution fits exactly into the New Jersey Department of Transportation's announced program of improvements to existing roads, as opposed to the construction of totally new construction.

I have here a map of Gloucester County which is marked to show our proposed route and the improvements necessary. At the outset, I would state that the route must be four lanes throughout. Some of this route is already four lanes, and some is already limited access. I believe that this proposal includes the best of previous proposals and extends them to their logical conclusion.

From the Commodore Barry Bridge the route follows existing Route 322 through Bridgeport, crossing Interstate 295 where an Interchange exists, crossing Kings Highway and the New Jersey Turnpike, again, where an Interchange exists. It should be noted that an exchange of land at the sharp curve just east of Interstate 295 is taking place, and that curve will be flattened substantially due to this transaction. From the New Jersey Turnpike we follow Route 322 east toward Mullica Hill, one the three real problem areas mentioned above. It will be necessary to bypass Mullica Hill. We show two possible general routes, and only detailed engineering can choose the best. This is one of two bypasses needed.

You'll see there's a dotted line there, just below Mullica Hill (witness referring to map) and a straight solid line. The straight solid line is the shorter bypass. It extends from Route 45 east to rejoining Route 322. The southerly dotted line would be longer and would go completed around Mullica Hill to the south.

SENATOR ZANE: The dotted is new construction?

MR. TRUSCOTT: Yes.

SENATOR ZANE: It's a widening?

MR. TRUSCOTT: Either would be-- A portion would be new construction in any case. As you come to Route 45, you would have to have new construction to the east until it rejoins 322.

SENATOR ZANE: What would you do right there at that light, where 322 and--

MR. TRUSCOTT: That's where the bypass would occur. That's form one.

SENATOR ZANE: And what would you do, just go straight on across?

MR. TRUSCOTT: Straight. Straight. It takes hard detailed engineering to make an exact plan.

SENATOR HAINES: At the diner, you'd go straight?

MR. TRUSCOTT: Yes. That's one scheme. There's no hard detailed engineering by our office on this, but yes, that is what is shown there. Yes.

SENATOR RAND: How many miles is that bypass?

MR. TRUSCOTT: Well, there are two schemes. One is much shorter. I would guess the one is about one mile, and the other would be about three.

SENATOR ZANE: Where's the southerly -- the dot dot go? (referring to map)

MR. TRUSCOTT: As I say, there's no hard engineering done. It's just basically the south of Mullica Hill.

SENATOR ZANE: Of the town itself?

MR. TRUSCOTT: Yes.

SENATOR ZANE: So, therefore, it would begin further back up?

MR. TRUSCOTT: Yes. That's exactly right.

SENATOR ZANE: From the intersection?

MR. TRUSCOTT: That's exactly right. It would be a longer bypass, more costly, probably.

SENATOR RAND: That would be the three miles.

MR. TRUSCOTT: Yes. That would be probably about three miles.

UNIDENTIFIED SPEAKER FROM THE AUDIENCE: You're going right back to 322 and into Richwood? Is that correct or incorrect?

MR. TRUSCOTT: You're not as far--

SENATOR ZANE: No. You're not even near there.

MR. TRUSCOTT: Not at this point, no. There will be no bypass near Richwood.

SENATOR ZANE: He's on the Swedesboro side of Mullica Hill.

SENATOR HAINES: You'll still have to go through Richwood.

MR. TRUSCOTT: We would go through Richwood, yes, but no bypass at that point.

SENATOR RAND: Okay.

MR. TRUSCOTT: Okay. Picking up Route 322 again, east of Mullica Hill, we continue east to the Route 55 Interchange, and go south on Route 55 to the Pleasant Valley Exit. Can I get up a second and point that out?

SENATOR RAND: Sure. Absolutely.

MR. TRUSCOTT: This is where the bypass would end. This would be the shorter bypass. This would be the longer bypass. We continue on down Route 322 to the Route 55 Interchange, here.

SENATOR ZANE: Widening 322?

MR. TRUSCOTT: Widening Route 322, yes. This area all in here would need to be widened: from here to here.

SENATOR ZANE: To what, four lanes?

MR. TRUSCOTT: Four lanes. Four lanes. From here to here, again, would be widened to four lanes. Then we get on

Route 55 and go down to the Pleasant Valley Road Exit, which is already existing, right here.

SENATOR RAND: That's 538.

MR. TRUSCOTT: No. Not 538.

SENATOR RAND: Oh, no, that's Little Mill Road.

MR. TRUSCOTT: Little Mill Road or Pleasant Valley Avenue.

SENATOR RAND: Okay.

MR. TRUSCOTT: From here we'd need the second bypass that I mentioned. We would go north of Franklinville, bypassing the town of Franklinville and tie-in to Route 538 somewhere out here. From here to here is new construction.

SENATOR RAND: On Route 538?

MR. TRUSCOTT: No. This is new construction.

SENATOR RAND: Okay. That's a bypass.

MR. TRUSCOTT: This is a bypass.

SENATOR RAND: Right.

MR. TRUSCOTT: Then we join Route 538 down here.

SENATOR RAND: And how many miles is it at 538?

MR. TRUSCOTT: I would guess, this is roughly two-and-a-half, three miles, I would guess. This bypass right here.

SENATOR RAND: No, but how much of the 538 that we're talking about?

MR. TRUSCOTT: The section of 538?

SENATOR RAND: Yes.

MR. TRUSCOTT: Probably about eight miles.

SENATOR RAND: And that would have to be upgraded?

MR. TRUSCOTT: Widened. Yes. Widened and upgraded.

UNIDENTIFIED SPEAKER FROM THE AUDIENCE: Mr. Chairman, at what point does 538 rejoin -- reconnect on that southern end? The bypass? Can you point that out?

MR. TRUSCOTT: An exact point?

UNIDENTIFIED SPEAKER FROM THE AUDIENCE: Yes.

MR. TRUSCOTT: There's no exact point. This is just a sketch. This is not hard engineering, so there's no exact point. Basically, I would say-- Do you know where it crosses Route 655? It's about a mile and a half, two miles east of that point; Route 655 is Blackwood Town Road.

Following Route 538 east to its intersection with the Black Horse Pike, -- Route 322 -- an intersection improvement is needed at this location.

Route 322 is a four-lane highway at this point and on southward. Four miles south is the intersection with State Highway Route 54, or the motorist can choose between continuing on Route 322, or traveling on Route 54 for two miles to an existing Interchange with the Atlantic City Expressway. Note that the only portion of this entire route which requires improvement and which is in the Pinelands, is about four miles on Route 538, east of Tuckahoe Road -- County Route 555. Here, only widening and an intersection improvement is needed.

SENATOR RAND: They won't give you-- We won't get the permits.

MR. TRUSCOTT: Well, the southern--

SENATOR RAND: In the Pinelands?

MR. TRUSCOTT: --Route 538 passes through the Pinelands.

SENATOR RAND: One of the problems that we've got--

MR. TRUSCOTT: This is one of the problems.

SENATOR RAND: Yes. That hasn't been faced even publicly.

MR. TRUSCOTT: It has not been mentioned here today.

SENATOR RAND: That's correct.

MR. TRUSCOTT: It has not been mentioned.

SENATOR RAND: Which is an amazing thing. And I was just waiting--

MR. TRUSCOTT: It's a good thing we're talking about it.

SENATOR RAND: Yes. You bring up a very interesting point, and you're the first one to bring that up today, by the way.

MR. TRUSCOTT: At any point, in this Pinelands area, the only improvements that are necessary are widening and an intersection improvement. We're not building a new road through the Pinelands.

SENATOR RAND: You might get away with that.

MR. TRUSCOTT: Yes. I think there is a possibility.

Note also the lack of severe horizontal curves throughout, with the only one about to be corrected as mentioned. That hard horizontal curve that's about to be corrected is just east of Route 295 in Logan Township.

It is necessary to move quickly before vacant areas disappear. Gloucester County has taken the initiative in requesting municipal planning boards to preserve needed right-of-way along Route 322. As it is a State Highway, we can only request, but I believe we have had some success. We asked in one case for, I think, a hundred feet of right-of-way, and they ended up giving us something less than that.

Ultimately, a limited access freeway or extension of either the Turnpike or the Expressway to connect each other should be planned. That planning should begin now. The improvements described above are need immediately, -- that's the route that I'm showing there -- and should not be delayed by further studies.

The studies have gone on and on. It goes back to the '30s. I understand construction was interrupted by World War II on this general program. The needs are well known. The project described can be accomplished. It is, as previously stated, exactly in line with the announced New Jersey DOT program to improve existing roads. Each passing month of delay makes the difficulties increase in this rapidly developing county.

In closing, may I thank the Committee for the opportunity to present this testimony. Thank you.

SENATOR RAND: Senator Zane?

SENATOR ZANE: Just a couple of questions. When you get to Richwood, using 322-- This gentleman, Mr. Thomas, raised the question about houses close to the road, etc. When there's a whole little town there, what happens?

UNIDENTIFIED SPEAKER FROM THE AUDIENCE: Town out. That will be the end of Richwood.

SENATOR ZANE: Well let him answer. What will happen?

MR. TRUSCOTT: As I say, we have not done any hard engineering. This is not our function.

SENATOR ZANE: Well, you don't have to do hard engineering to take a look at Richwood. I mean, 322 goes through the center.

MR. TRUSCOTT: Right. I know.

SENATOR ZANE: Hard engineering, soft engineering, what would happen?

MR. TRUSCOTT: We've looked at the project from one end to the other. Basically, overall, I think this is the least disturbing of houses throughout. There maybe cases which I can't deny, where there will be--

SENATOR ZANE: That's the kind of answer we would give when our foots been held to the fire, and the votes count. (laughter)

SENATOR RAND: Don't give away our secrets. (laughter)

SENATOR ZANE: You don't have that problem. Your job is secure. Please answer me. What would happen through the center of Richwood as you roughly see it, without hard engineering? It would go?

MR. TRUSCOTT: I don't know for sure. I think there would be some houses that would be affected. I'm not saying that they all would be.

SENATOR ZANE: Can that be bypassed?

MR. TRUSCOTT: Yes, it could.

SENATOR ZANE: Wouldn't that-- I guess that gives you a crooked road, but doesn't that make some sense?

MR. TRUSCOTT: Yes.

SENATOR RAND: A bypass is a new road you know. Whether it's one mile, three miles, eight miles, or ten miles, it's a brand-new road. Is that correct, Mr. Miller?

MR. MILLER: Yes it is.

SENATOR RAND: So that when you throw bypasses in, you get Mr. Miller nervous.

SENATOR ZANE: I understand.

SENATOR RAND: You've got me nervous too, and you get the people that have to put up the money nervous. They are brand-new roads.

SENATOR ZANE: Why am I a one-day honorary member of this Committee? (laughter) I can spend your money.

SENATOR RAND: We may ask you to help contribute towards it. (laughter)

SENATOR ZANE: Let me just ask you, Mr. Miller, earlier you indicated that the proposals would cost roughly \$110 million. Am I accurate? Isn't that the numbers you gave? Has anybody from the county-- I mean, you have this plan -- or alternate proposal. Has anyone done any of the arithmetic?

MR. TRUSCOTT: No, we have not.

SENATOR ZANE: Hard or soft?

MR. TRUSCOTT: No, none.

SENATOR ZANE: No idea of what it would cost?

MR. TRUSCOTT: No idea what the costs are.

SENATOR ZANE: As an engineer, would you have a feeling that it would cost more or less than the other proposal?

MR. TRUSCOTT: Basically, I think this would cost a little less than the other proposal, yes.

SENATOR ZANE: Okay.

SENATOR RAND: Senator Zane, I'm sure that Mr. Miller is going to look at this. I don't know if he has a copy of this, but I'm sure he picked it up. We will give him a copy of that.

I'm not going to ask him to comment. That's up to him. If you'd like to comment you can, Mr. Miller. If you don't, that's okay too. You've given your testimony and we certainly are going to give you a copy of that. What we'd like to do, of course, very frankly, is we'd like to get a review by the Department.

They'll look at everything, by the way. They'll look at everything, and they'll throw out 99% of everything, (laughter) but that's their privilege, and that's their right. They have their engineers and their designers. I certainly am not going to make a comment. I don't know, from an engineering viewpoint and from practical viewpoint, how many homes have to be bought, how many people have to be displaced, what kind of environmental impact. That's for the Department to tell me. All we have to do is ask questions -- that's one good thing -- and help make decisions, if we like the decisions. I'm going to ask Mr. Miller to certainly look at this. Peter, would you see that Mr. Miller gets a copy of this testimony?

MR. MANOOGIAN: Would you ask him to provide a map to the Committee for the Hearing Reporter?

SENATOR RAND: Mr. Truscott?

MR. TRUSCOTT: We can provide that. We have brought an extra copy of the map.

SENATOR RAND: Did you bring an extra copy of the map?

MR. TRUSCOTT: Yes, we did.

SENATOR RAND: Fine. We'll make some copies and get an extra copy for the Department, for Willard Cooper, we'll get you a copy, -- I'm sure you're going to look at it -- and for the Committee.

UNIDENTIFIED SPEAKER FROM THE AUDIENCE: Could the towns affected get a copy of that also, Franklin Township in particular?

MR. TRUSCOTT: Yes.

UNIDENTIFIED SPEAKER FROM THE AUDIENCE: Because, we had no knowledge of this--

SENATOR RAND: Well, we're not going to give it to them for one reason: We haven't approved this. It is merely-- We're just asking for information. So, we're not going to get them excited. But if the County wants to give them that, that's their right.

UNIDENTIFIED SPEAKER FROM THE AUDIENCE: Thank you, sir.

SENATOR RAND: We have no problem with that. Thank you very much.

MR. TRUSCOTT: Thank you.

SENATOR RAND: William Griggs, Southern New Jersey Development Council. Good morning, sir.

W I L L I A M M. G R I G G S: Good morning. Senators, my name is Bill Griggs. I'm President of Griggs Communications. I'm here, as you know, today on behalf of the Southern New Jersey Development Council. Marlene Asselta, the President of the Council, is unavailable today. She had some long-standing commitment that she just could not get out of, and I'm here in her stead.

I won't read the testimony in the interest of time. I know we're getting near that magic hour. I do want to support, on behalf of the Council, any efforts that this Committee will take to develop a new east-west link in this region of the State, and particularly ask the Committee to look at the broad perspective that transportation improvements in any area of South Jersey will have on the entire area of South Jersey.

I think it has been brought up a number of times today; how these links will not only affect local traffic

within Gloucester County but also provide access to other areas of the State, particularly to Atlantic City, the shore communities, and the tourist industry in that area.

We have had the opportunity to look at the Gloucester County Planning Department's proposal, which you've just seen. We are impressed with that. We feel that the planners here in Gloucester County have done a great deal to protect those areas of 538 -- or surrounding 538 -- for agricultural use. As you know, the Development Council is not only interested in business development, but also in areas such as agriculture, and so forth.

We feel that the Committee should consider the 322 alternative, look at all of the possibilities, look at the funding requirements, and funding sources. I think what wasn't brought out too much in the previous presentation was their other proposal to have a direct link between the Barry Bridge and the Expressway. I know this is new construction, but let's look at the effect that that would have.

SENATOR RAND: Well, that would be a toll road. So it would not be paid for by taxpayers.

MR. GRIGGS: It could be a toll road.

SENATOR RAND: It would be a toll road.

MR. GRIGGS: Right.

SENATOR RAND: The Expressway or the Turnpike--

MR. GRIGGS: The Turnpike Authority would--

SENATOR RAND: --is not going to put up the major amount of money without having some return, because it's written into their bond covenants that if they're going to use that type of money on major situation, then of course, it has to be a toll road.

MR. GRIGGS: But what we're saying is that such an express link between the Barry Bridge and the Atlantic City Expressway would allow you to avoid the problems that expanding

538 would provide, although it is a good proposal. The 538 expansion, as the Port Authority has provided, is an excellent example of how we can solve the problems.

SENATOR RAND: You're absolutely right. The 16 miles might be the answer to rather disruption, environmental impacts and everything else. Along with that, you can still have some improvements of 322.

MR. GRIGGS: Exactly.

SENATOR RAND: That doesn't negate the improvements to 322 that should be made.

MR. GRIGGS: Exactly.

SENATOR RAND: Maybe not on as a large a scale as the map or as Mr. Truscott said, but certainly if we're going to have an east-west highway, there ought to be -- let alone the connector to the Atlantic City Expressway-- for intracounty--

MR. GRIGGS: For local purposes.

SENATOR RAND: There ought to be an improvement to 322, which is pretty lousy at this point. I mean, I drive it quite often, and it's just a rough situation.

MR. GRIGGS: That's where the development is in Gloucester right now, surrounding 322. Those areas of development need improved transportation access right now. The express link, I think, would be a tremendous boost, not only for travelers coming up from the Blue Route who wish to get to the southeast portions of the State, but also an alternative for folks who would normally come over the Delaware Memorial Bridge and go up Route 40. They could come up 295 and somehow get onto that express link from the Barry Bridge to the Expressway. We think that's a excellent possibility. Again, looking at the broad perspective for this area of South Jersey, we think that this is needed.

SENATOR RAND: I was hoping that Mr. Olarsch was here from the New Jersey Turnpike, because I want you to know, and I want Senator Haines to know, that they didn't do it as an act

of charity -- about their proposal to give us a connector route from interchange to the Atlantic City Expressway. They did it because they want to build a circle of mobility in North Jersey, which is \$2 billion. So, Senator Haines, they wanted to throw us a little bit of something--

SENATOR HAINES: They threw us a bone.

SENATOR RAND: --so that it makes us feel good. But we'll take anything we can get -- let me say that to you -- no matter what the reason is. So that's why they're paying attention. This is the first time since they built the Turnpike that they've ever made an offer on anything down here to give us. I guess it's a matter of survival for what they want to do in North Jersey. And that's okay. We'll take trade-offs. Are there any questions, gentlemen? (no response) Thank you very much.

MR. GRIGGS: Thank you.

SENATOR RAND: Mr. Fred LaBastille, Salem County Planning Board. All right, we've got just a few more, and we'll be able to finish up, gentlemen.

Yes, sir.

MR. LaBASTILLE: I'll try to make this very brief.

SENATOR RAND: Thank you.

MR. LaBASTILLE: I'll try to make this very brief. I think what has come through--

SENATOR RAND: These gentlemen are leaving because they had committed themselves to the initial report that we had, and fulfilled that. What you are on is the second list, which is a list that was just added today. We're glad for you to express your opinion. I'll sit here until we're through, and I'm sure Senator Haines will.

MR. LaBASTILLE: The thing that seems to come out most of what has been testified to is studies: new studies studied, another study. We are going to study it to death. Every study costs more money. In effect, what all of these new highways,

bypasses, and so forth are doing is -- at a great amount of the money that is being spent -- additional studying. What it means is an extension of time before anything is accomplished. In the meantime, land costs are running up. For every year that there is a delay, a good percentage of land cost increases.

New development is occurring on proposed right-of-ways. As soon as it becomes public knowledge that there is a new right-of-way, there's an immediate land rush to acquire the land in the hopes that they're going to make another buck. I can well understand, what they call new highways; a new turnpike, new expressway, but the existing local municipalities need protection desperately.

I do not consider a bypass to be new highway. I consider them to be remedies of past problems that have occurred or new problems that are occurring that are costing the local municipalities time, money, expense, you name it. I have to admit that Route 40 is a money-maker to Salem County with traffic violations, fines, drug runs. We get a few bucks out of that. But there is no local economic advantage to this high-speed traffic that goes through the county.

People come across the Delaware Memorial Bridge from Virginia, Maryland, Delaware -- and even as I hate to say it -- nobody seems to recognize that they do come from Philadelphia, also. They rush through. They don't stop. They're in a hurry to get to Atlantic City and lose their money. Then after they've lost their money, they come back and they have nothing to spend. So there is no local advantage to this.

There seems to be a general avoidance of the recognition of the Delaware Memorial Bridge. From what I have heard here, most of the emphasis is on the Philadelphia, Pennsylvania bridges, and very little on the Delaware Bridge. But you take a look at the traffic that goes through Woodstown and Elmer, 30% of that -- I'd say 50% of that is out-of-state traffic. It's not local traffic. It's not New Jersey traffic. It's out-of-state traffic.

Thirty percent of that same traffic is truck traffic. A lot of it, I have to admit, is gravel, rock, and clay, that's going out of the county, but they are destroying our local roads. Something has to be done. We've got to get this stuff out of there. Unfortunately, Salem County -- 80% of the county is patrolled by State police. We don't have local police. And the mere fact that we don't have local police, indicates that we don't have the money to improve our roads. So I am asking that Route 40 bypass around Woodstown and also Elmer be definitely considered.

On May 8, there was a meeting in my office with the Mayor of Pilesgrove and Mayor of Woodstown; Crevino and Edwards, DOT, and our County Engineer. The bottom line was that it would not be until 1996 before a shovel is even put into the ground, because now they have to run another study -- they're going to hire a consultant to do it -- on environmental impact crossing one of the lakes.

This has been going on for years. And every year there is something else that comes up that means another study. I'm asking, please, tie it down, get it done, and save Woodstown particularly, and Elmer.

SENATOR HAINES: Thank you very much. It's a good report. I agree with you 100%.

MR. LaBASTILLE: That's the first time that we've agreed, Senator.

SENATOR HAINES: Is that right? (laughter) I travel on Route 40 a lot myself so I know what it is like, especially on weekends. It is terrible.

MR. LaBASTILLE: The backup is three to four miles through Woodstown, part of it is because of the compound, but it's both ways. It isn't even the summer season yet.

SENATOR HAINES: Where would the bypass go? Where does the plan bypass? Is it north of Woodstown or south of Woodstown?

MR. LaBASTILLE: It would come across East Lake through Pilesgrove-- Does anybody have a map? (Senator Rand shows Senator Haines on map where bypass would go)

SENATOR HAINES: It's needed. We're all in agreement on that, I can tell you. Elmer is needed too, very very badly.

MR. LaBASTILLE: Yes, sir.

SENATOR HAINES: And I agree with you on the study business. We have a road up near me, Route 38. I think we studied that sucker about 20 times. I wonder if we didn't spend more money on studying it than widening it? We always knew we needed it. There wasn't any question about that.

MR. LaBASTILLE: And while you are studying it, the land stocks are also going up.

SENATOR HAINES: Absolutely. Absolutely.

Mr. Clendining, I don't know if you are next. Why don't you come on up?

EDWARD B. CLENDINING: I'm a farmer. I'm on the Planning Board of Harrison Township.

SENATOR HAINES: Come on up and sit down.

MR. CLENDINING: I'd like to know what happened to Route 322 that was proposed about 10 years ago? I sat on the Planning Board, and we told people that they couldn't build there. They spent thousands of dollars surveying, making all these studies. I'm just a farmer, but I'll tell you what: With all of the studies that these people have made, I could have taken a bunch of farmers and built three roads across the State of New Jersey.

SENATOR HAINES: Absolutely.

MR. CLENDINING: And they are still studying. What did happen to Route 322?

SENATOR HAINES: Do we have an answer on that?

MR. MILLER: I know that there was a study on 322 for a freeway concept many years ago, I don't know, maybe 10 or 15 years ago; it was in the '70s, I believe. At that time there was no money to build the highway and it was dropped off--

MR. CLENDINING: Well, if there wasn't money to build the highway then, why wouldn't that still be a good place to put the highway? If it was a good place then, why isn't it a good place now?

MR. MILLER: It still is a good plan, to management.

MR. CLENDINING: I haven't heard anybody mention anything about it.

MR. MILLER: I think that the studies that have been done recently reinforced that 322 is a needed project.

MR. CLENDINING: Yes. But you've got different studies, different places, and different things. It seems to me like after a bit somebody would come up with a right place to go and go there. You're going to do the same thing that you've done-- Look, when I was a kid, they bought ground down on 322, down by Bridgeport. The ground is still sitting there. They put drains in and everything else. Now it seems to me like they ought to go ahead and do something. Why give up that Route 322 that you did have? If that was supposed to be a good place then, why isn't it a good place now?

SENATOR HAINES: Mr. Miller, could you get the Committee maps of the old route? Do you have those?

MR. MILLER: I don't have them on me. There was an environmental impact statement that was started as part of that freeway project. I'm sure the Department does have a copy of that.

MR. CLENDINING: If you're not going to go through the wetlands don't even talk about building the roads.

SENATOR HAINES: You're absolutely right.

MR. CLENDINING: How are you going to get through Gloucester County without going through wetlands? I mean these people are stupid. Pardon my-- I'm a dumb farmer, but I think they are stupid.

SENATOR HAINES: One of the problems we've got in Trenton with 295 is, we've got to bridge the whole road to

connect 295 to 295, and it's costing us a fortune. Where we can avoid wetlands, we can build roads a heck of a lot cheaper. I don't have to tell any of you folks that. You can't avoid them completely, but where you can avoid as much wetlands as possible, you're much better off than going through wetlands.

MR. CLENDINING: Was that surveyed, that new proposed 322, or not? Do you know?

UNIDENTIFIED SPEAKER FROM THE AUDIENCE: I don't know.

MR. CLENDINING: Well, it must have been surveyed. They drew lines. I know we had to tell people they couldn't build there because 322 was going there. That might be before your time.

SENATOR HAINES: Is Estelle Sherman here from Woodstown?

COUNCILWOMAN ESTELLE SHERMAN: I'm Estelle Sherman. I'm on the Borough Council in Woodstown. I just wanted to thank you for letting me speak. I didn't know what I was getting into when I came. I have no prepared remarks, but I would like to say that I live a block-and-a-half from Route 40, in the center of Woodstown. The truck traffic and the other traffic that goes through there is unbelievable. It used to be just on the weekends, but now it's 24 hours a day that the traffic goes through there.

I would like to urge you all to look into expediting the bypass around Woodstown. I think it would help tremendously with the traffic that has to go from east to west. I also have to admit that my ears perked up when I heard of a toll road going off of the Turnpike or 295 over to the Expressway, one that would help tremendously. I would urge you to try to expedite the bypass around Woodstown. It's definitely needed. Thank you.

SENATOR HAINES: Thank you very much.

SENATOR RAND: The Woodstown bypass is going to become a reality, I hope, shortly. Is that correct, Mr. Miller? We're going to do more than study it, aren't we?

MR. MILLER: I do know that there's a meeting on it.

SENATOR RAND: Okay. Mr. Oehlers?

E D W A R D F. O E H L E R S: I have nothing that I came prepared with. However, in listening to the testimony today and looking at some of the proposed plans-- The engineer from Gloucester County, I guess, came up with one that seems feasible. However, I hear about the toll road, and I kind of share the feeling -- I guess, maybe some others might that since it's going to be used primarily by out-of-state folks transiting the State to a location, for whatever purposes -- some are resorts, casinos, or whatever -- I think it would be well if we consider that as an alternative because it would help pay for that road, add a few jobs -- maybe as toll collectors -- and expand or expedite the travel time for the folks crossing through our State. At the same time, it would not disrupt communities that are in existence.

The cost for purchasing land for a new toll road can probably be cheaper than evicting people from homes, and buying right-of-ways on each side of any artery, whether it be 322 or 538. Enough property can be brought at that time to allow for future expansion, if it is vacant ground -- again, making it easier. The other areas that could be considered, a new toll road could meander a little bit more than if you follow a designated previously cut road. And by using a previously cut road, whether it be 322 or 538, you're in fact nullifying one of the local access roads to the people who live in those areas, at this point in time.

So I lean towards favoring a toll road which would help expedite traffic across the State and not jeopardize, you might say, those people who have lived in the State and supported the State for all of these years. Thank you.

SENATOR RAND: Thank you. It's interesting to know how many people support that connector between the Turnpike and the Expressway. I don't think we had anybody here that-- I didn't hear one disagreeable comment on that.

SENATOR HAINES: Well, it's your idea, Senator. We usually try to support your ideas-- (laughter)

SENATOR RAND: He has a couple--

SENATOR HAINES: --because you're Chairman of the Committee, that's one thing.

SENATOR RAND: Is there anybody else that we missed?  
(no response)

On behalf of the Committee, let me thank everyone for coming here, for expressing your opinion. It was a very productive meeting. We will have a report on this public hearing. Those people that wish to get a copy, which will be in about how many months, Peter?

UNIDENTIFIED SPEAKER FROM THE AUDIENCE: About three years.

SENATOR RAND: No, no, no, we do it quicker than that. A couple of months. Probably within the next six to eight weeks. That's the usual. They're pretty good. And if you wish to call Peter Manoogian or call my office, we'll send you a copy of the testimony from the public hearing.

I want to thank everybody. Senator Haines, do you have anything to say before we finish up?

SENATOR HAINES: No. I compliment you, Senator Rand, on having this hearing. I think it is very timely. I think it's very badly needed. We can tell by the discussion here today that we need to do something. And to end it, I would say that anybody that has driven through Richwood, I think would have trouble putting a four-lane highway through there and justifying it because that's a beautiful town, and it would totally destroy it. There's no question about it.

I have a town like that, Rancocas, that is near me, and I think it's the same type of thing. I think the toll road -- Walter Rand's idea -- makes a lot of sense to me.

SENATOR RAND: Thank you very much, and thank you, especially to the citizens who took their time to come out. I appreciate that. I think that it's important for people to be heard. I didn't want to snub anybody. I just had to go, for a purpose, outside -- so you will forgive me -- but I am very thankful for those people.

The Turnpike, they have to be here. The Delaware River Port Authority has to be here, in the sense of it. There's an obligation of those agencies of State government that have to be here. But for individual citizens that come up and testify, that is indeed rewarding in itself. So I do thank everyone for coming here today, especially those people who took the time out of their schedule to come up here and testify. Thank you again. This meeting is adjourned.

(HEARING CONCLUDED)



**APPENDIX**



SENATE TRANSPORTATION AND PUBLIC UTILITIES COMMITTEE

PUBLIC HEARING

Proposals for Improvement of Highway Access  
and Mobility in Southern New Jersey

May 16, 1990

Good morning Chairman Rand and members of the Senate Transportation and Public Utilities Committee. I am Vincent L. Leonetti, Executive Director of the NEW JERSEY EXPRESSWAY AUTHORITY. I will start by thanking Senator Rand for his invitation to participate in this public hearing.

The NEW JERSEY EXPRESSWAY AUTHORITY has completed various projects in the decade of the 1980's to improve traffic flow in the South Jersey region.

Our largest project was of course the construction of an eastbound third lane from Route 73 in Winslow Township, Camden County to Pleasantville in Atlantic County. During the last ten years we also added to the toll lane capacity at both our Egg Harbor and Pleasantville toll barriers to permit faster traffic flow, developed a casino employee intercept parking facility, completed an entire asphalt overlay of the road, expanded an interchange in Egg Harbor Township, and funded the improvements necessary for flood control on streets where the Expressway enters and exits Atlantic City as well as funding the study to computerize traffic signals in that resort.

The cost of these projects, combined with the \$2.5 million that the Expressway has been contributing annually to the state's Transportation Trust Fund since 1984, amount to more than \$60 million in Expressway Authority funds. During the last ten years, these funds have been used to improve the region's traffic flow.

We are cognizant that further improvements are needed to facilitate vehicular movement in South Jersey. A major gap in the regional system appears to be easy access to the shore communities of Atlantic and Cape May counties for vehicles crossing the Delaware Memorial and Commodore Barry bridges.

Currently, these vehicles are basically limited to using either Route 40 or Route 322 as they move eastward from the river towards the shore, or go north on Route 295 or the Turnpike seeking the non-existing link with Route 42 for ultimate connection with the Atlantic City Expressway.

The Commissioners of the Expressway Authority, like all residents of the South Jersey region, hope that the day will come when motorists will have other choices to complete this journey. The Expressway Authority will certainly cooperate with the NJDOT and NJ Turnpike to explore the feasibility of directly linking the Expressway with the Turnpike, or indirectly doing so by completing the connection of the Turnpike with Route 42.

Senate Transportation & Public Utilities Committee Hearing  
May 16, 1990

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We are aware that the Turnpike Authority has announced plans to study the relocation of its Interchange 3 from Route 168 to Route 42. By moving that interchange, if possible, to Route 42 the Turnpike would thus allow motorists crossing either the Delaware Memorial or Commodore Barry bridges easy access to the Atlantic City Expressway via the Turnpike and Route 42 for a faster and more comfortable ride to the shore communities of Atlantic and Cape May counties.

Many advocate a more direct connection by constructing a new road that would link both Route 295 and the Turnpike at or near its Interchange 2 in Swedesboro directly across that section of Gloucester County to meet the Atlantic City Expressway at or near its western terminus in Washington Township. At these points the distance between the Turnpike and the Expressway is approximately 12 miles. We are aware that the Department of Transportation, in its Planning Feasibility Study of Highway Improvements in Souther New Jersey, which was released in December of 1988, scrutinized the advantages of constructing the so-called I-295/Turnpike/Expressway Connector, as well as constructing ramps at Route 42 with I-295 or the Turnpike.

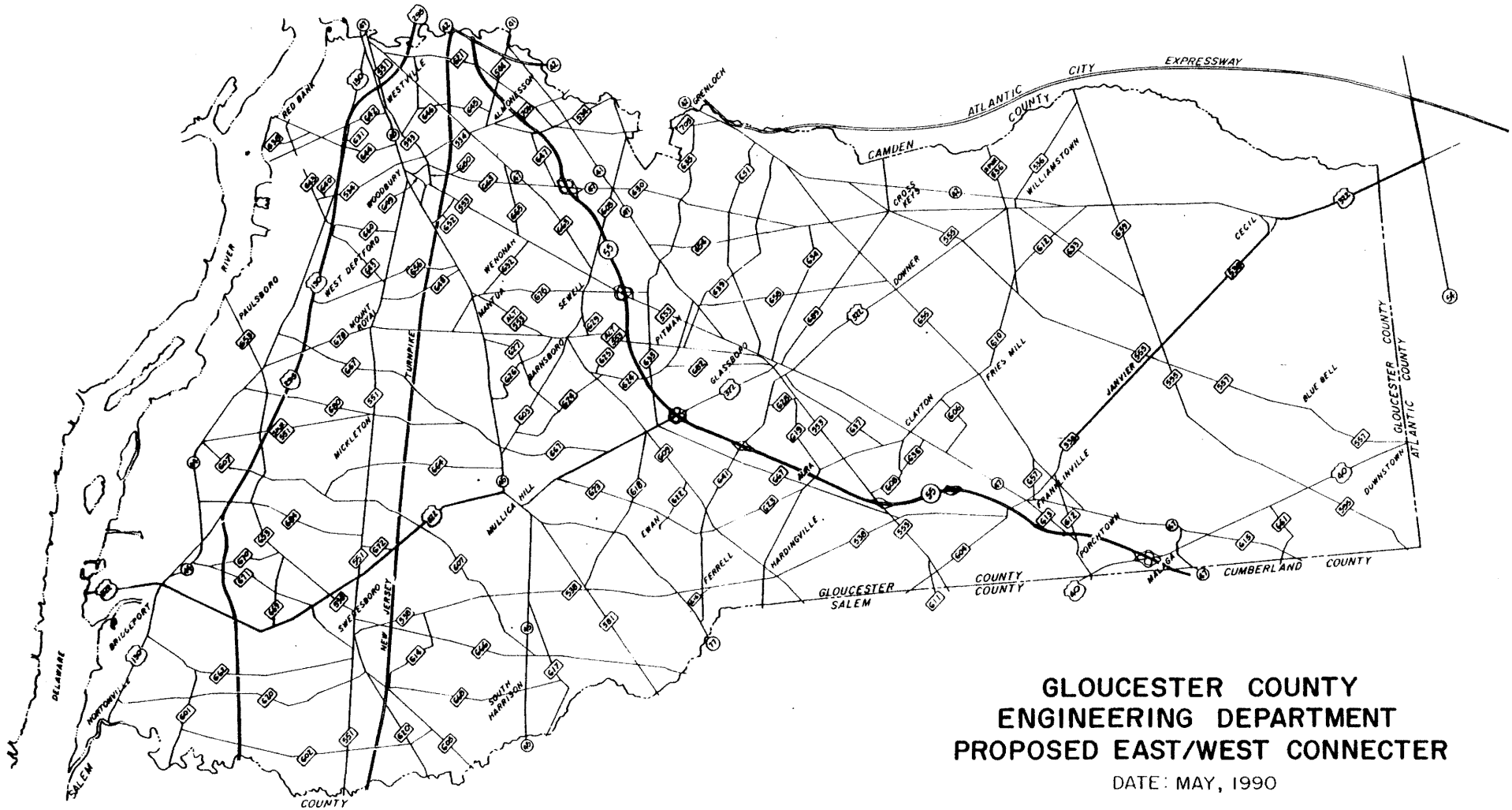
The NJDOT report referred to above refrained from making a definitive recommendation on either project. We endorse that report's suggestion that " A more detailed evaluation of these options should be undertaken to refine cost estimates and potential environmental impacts including the relocation of businesses and residence before a final decision is made regarding these options." (Page 37)

The NEW JERSEY EXPRESSWAY AUTHORITY will be a willing participant should the Administration and/or Legislature ask us to join with the NJDOT and Turnpike Authority in making, at this time, the "more detailed evaluation" called for in the 1988 report. We think the time has certainly come when we owe both the residents of the State and all visitors a faster, more convenient way to travel between the Delaware Memorial and Commodore Barry bridges and the shore resort of South Jersey.

Again, I thank Senator Rand and the Committee for permitting me to address you on behalf of the Expressway Authority.

MAP OF  
GLOUCESTER COUNTY,  
NEW JERSEY

3X



GLOUCESTER COUNTY  
ENGINEERING DEPARTMENT  
PROPOSED EAST/WEST CONNECTER

DATE: MAY, 1990



SENATE TRANSPORTATION COMMITTEE TESTIMONY  
MAY 16, 1990  
SOUTHERN NEW JERSEY DEVELOPMENT COUNCIL

DELIVERED BY WILLIAM M. GRIGGS  
GRIGGS COMMUNICATIONS  
NORTHFIELD, NJ

SENATOR RAND, MEMBERS OF THE TRANSPORTATION COMMITTEE,  
DISTINGUISHED GUESTS, GOOD MORNING.

AS YOU ARE AWARE, I AM SPEAKING TODAY ON BEHALF OF THE SOUTHERN  
NEW JERSEY DEVELOPMENT COUNCIL. I AM A MEMBER OF THE COUNCIL, AND  
I SHARE ITS VIEWS ON THE TRANSPORTATION NEEDS OF THE SOUTH JERSEY  
REGION. THE COUNCIL REPRESENTS NEARLY 300 BUSINESS AND GOVERNMENT  
ORGANIZATIONS THROUGHOUT THIS REGION OF THE STATE AND IT IS  
COMMITTED TO THE RESPONSIBLE ECONOMIC DEVELOPMENT OF SOUTH  
JERSEY.

FIRST, I WOULD LIKE TO THANK THE COMMITTEE FOR SCHEDULING THIS  
HEARING ON THE PARTICULAR TRANSPORTATION NEEDS REGARDING ROUTE  
322 AND ITS ROLE AS A HEAVILY TRAVELED ROADWAY FOR BUSINESS AND  
COMMUTERS. I HOPE THAT YOUR ACTIONS HERE TODAY, AND IN THE  
FUTURE, WILL TAKE ON A BROAD PERSPECTIVE IN REGARD TO  
TRANSPORTATION THROUGHOUT OUR REGION OF THE STATE, THAT BEING  
SOUTH JERSEY. I SAY THIS BECAUSE WHAT YOU RECOMMEND FOR ROUTE 322  
IN GLOUCESTER COUNTY WILL HAVE AN EFFECT ON BUSINESS AND THE  
GENERAL TRAVELING PUBLIC THROUGHOUT SOUTH JERSEY. SIMILARLY, THE  
ACTIONS YOUR COMMITTEE AND THE DEPARTMENT OF TRANSPORTATION TAKE  
IN ATLANTIC COUNTY, OR CUMBERLAND COUNTY, OR CAPE MAY COUNTY, OR  
ANY SOUTHERN NEW JERSEY COUNTY WILL HAVE WIDE-REACHING EFFECTS  
THROUGHOUT THE REGION. SO, IT IS WITH THIS BROAD PERSPECTIVE THAT

4x

New Jersey State Library

I AM HERE TODAY. A PERSPECTIVE WHICH THE DEVELOPMENT COUNCIL BELIEVES YOU SHOULD ADOPT AS WELL.

THE SPECIFIC CONCERNS OF THE COMMITTEE TODAY RELATE TO IMPROVEMENTS TO ROUTES 322 AND 538. AS YOU ARE ALREADY AWARE, THOSE PORTIONS OF GLOUCESTER COUNTY WHICH 322 AND 538 CROSS HAVE GROWN DRAMATICALLY OVER THE PAST 20 YEARS, PARTICULARLY ALONG ROUTE 322, BETWEEN MULICA HILL AND WILLIAMSTOWN. THIS IS A WIDE AREA OF BOTH BUSINESS AND RESIDENTIAL DEVELOPMENT THAT HAS GROWN TO SUCH AN EXTENT THAT THE CURRENT MAJOR ARTERIES SERVING THIS AREA, FOR QUITE SOME TIME, HAVE BEEN INADEQUATE. THE DEVELOPMENT COUNCIL IS AS MUCH CONCERNED ABOUT THE BENEFITS TO BUSINESS THAT IMPROVED TRANSPORTATION WILL BRING IN THIS AREA, AS IT IS ABOUT THE INCREASED TRAFFIC SAFETY RELATING TO IT. ROUTE 322 TODAY IS A TRAFFIC HAZARD IN GLOUCESTER COUNTY. IT IS THE ONLY MAJOR HIGHWAY CONNECTING BUSINESS AND TOURIST TRAVELERS FROM THE DELAWARE RIVER TO THE SOUTH WEST PORTION OF OUR STATE, AND FROM THERE TO THE SOUTH AND SOUTH EAST PORTIONS OF THE STATE. SIMPLY PUT, ROUTE 322 IS TOO LITTLE A ROAD FOR TOO MUCH TRAFFIC IN A GROWING REGION. AND I SHOULD ADD THAT THE DEVELOPMENT COUNCIL AGREES WITH GLOUCESTER COUNTY PLANNERS THAT DEVELOPMENT SHOULD CONTINUE ALONG AND AROUND ROUTE 322, WHILE KEEPING THOSE RELATIVELY NON-GROWTH AREAS SURROUNDING ROUTE 538 UNDISTURBED AT THIS TIME. SO, IT IS ROUTE 322 THAT I URGE YOU TO LOOK AT TODAY, NOT 538.

IS IT FEASIBLE TO ENLARGE ROUTE 322 TO BETTER SERVE THIS REGION? ARE THERE OTHER ALTERNATIVES OR OTHER NEEDS THAT ARE MORE FEASIBLE? THESE ARE THE QUESTIONS THAT MUST BE ANSWERED, AND

ANSWERED QUICKLY. THE DEVELOPMENT COUNCIL BELIEVES THAT PORTIONS OF 322 SHOULD BE ENLARGED TO A FOUR-LANE ARTERY, BETWEEN MULICA HILL AND GLASSBORO, TO EASE CONGESTION IN THOSE AREAS. BUT BEYOND THAT, THIS AREA ALSO NEEDS A MORE DIRECT ROUTE BETWEEN THE COMMODORE BARRY BRIDGE AND THE ATLANTIC CITY EXPRESSWAY. I BELIEVE THE GLOUCESTER COUNTY PLANNERS ARE RECOMMENDING SIMILAR ACTIONS TO YOU ON THIS MATTER AND, AGAIN, THE DEVELOPMENT COUNCIL AGREES WITH THESE OFFICIALS. WE SHOULD NOT BE CONCERNED WITH EXPANDING ROUTE 538 HERE TODAY. THE PROBLEMS ARISING CONCERN THE VIABILITY OF ROUTE 322 AND THE NEED FOR EXPRESS TRAFFIC BETWEEN THE BARRY BRIDGE AND THE EXPRESSWAY. EXPANDING 538 WON'T SOLVE THESE PROBLEMS EFFECTIVELY.

THE DEVELOPMENT COUNCIL IS CALLING FOR A FREEWAY BETWEEN THE BRIDGE AND THE EXPRESSWAY FOR SEVERAL REASONS. FIRST, SUCH A HIGHWAY WILL BE IN DEMAND BY TRAVELERS OF THE BLUE ROUTE WHEN IT IS COMPLETED IN THE NEAR FUTURE. THOSE USING THE BLUE ROUTE TO TRAVEL FROM PENNSYLVANIA TO NEW JERSEY WON'T BE USING IT TO GET A FEW MILES TO MULICA HILL. THEY WILL BE USING IT TO GET TO ATLANTIC CITY AND OTHER TOURIST AREAS FURTHER SOUTH OR TO INDUSTRIAL SITES IN GLOUCESTER AND CUMBERLAND COUNTIES. THIS INCREASED TRAFFIC WILL REQUIRE A SEPARATE INTERCHANGE TO THESE AREAS. EVEN AN ENHANCED 322 OR 538 WILL BE HARD PRESSED TO HANDLE THIS INCREASED TRAFFIC.

SECONDLY, A FREEWAY BETWEEN THE BRIDGE AND THE ATLANTIC CITY EXPRESSWAY WILL ALLOW LARGE VEHICLE TRAFFIC, AND BY THAT I MEAN TRUCKS AND BUSES, TO GET TO THEIR DESTINATIONS FURTHER EAST OR

6X

SOUTH EAST MORE EFFICIENTLY AND SAFELY. I STRESS THE WORD "SAFELY," BECAUSE WITH THE BLUE ROUTE OPENING, THOUSANDS OF ADDITIONAL TRAVELERS WILL BE CONVERGING ON ROUTE 322. IT'S A TRAGEDY THAT IS WAITING TO HAPPEN, PARTICULARLY IN THOSE RESIDENTIAL AREAS ALONG 322, LIKE GLASSBORO STATE COLLEGE. AS YOU KNOW, 322 RUNS RIGHT THROUGH THE MIDDLE OF THIS BEAUTIFUL CAMPUS. INCREASED TRAFFIC ALONG THIS PORTION OF 322 WILL MAKE IT ALMOST IMPOSSIBLE FOR PEDESTRIAN CROSSINGS AT CERTAIN TIMES OF THE DAY. BY DIVERTING MUCH OF THE COMMERCIAL TRAFFIC FROM THE BARRY BRIDGE TO THE EXPRESSWAY WILL AT LEAST KEEP MANY VEHICLES AWAY FROM THESE SENSITIVE RESIDENTIAL AREAS.

FINALLY, IN THE DEVELOPMENT COUNCIL'S VIEW, A FREEWAY FROM THE BRIDGE TO THE EXPRESSWAY WOULD REPRESENT A TREMENDOUS BOOST TO THE ECONOMY, PARTICULARLY TO THE ATLANTIC CITY AREA ECONOMY. WITH A CONTROLLED, LIMITED ACCESS HIGHWAY FROM THE BLUE ROUTE TO THE EXPRESSWAY, THE TOURIST MARKET CAN BE EASILY ENTICED TO THE BOARDWALK RESORTS, BECAUSE IT WILL BE EASY AND SAFE FOR THESE TOURISTS TO TRAVEL THERE. THE COUNCIL ALSO SUGGESTS THAT THIS PROPOSED HIGHWAY BE FINANCED BY TOLL REVENUE CURRENTLY COLLECTED BY THE ATLANTIC CITY EXPRESSWAY AND THE NEW JERSEY TURNPIKE.

IN ADDITION TO THE PROPOSED FREEWAY, ROUTE 322 IS IN IMMEDIATE NEED OF ENLARGEMENT TO A FOUR LANE ARTERY IN SELECTED AREAS BETWEEN MULICA HILL AND GLASSBORO. AGAIN, I DEFER TO THE GLOUCESTER COUNTY PLANNERS TESTIFYING HERE TODAY AND THE SPECIFIC PLANS THEY ARE SUGGESTING REGARDING ROUTE 322. THEY, MORE THAN ANYONE ELSE, KNOW FIRST-HAND HOW THIS ROUTE IS IN DESPARATE NEED

7X

OF IMPROVEMENTS. THESE IMPROVEMENTS WILL MAKE IT POSSIBLE TO MOVE LOCAL TRAFFIC MORE EFFICIENTLY, AND MORE SAFELY. FURTHERMORE, DEVELOPMENT PLANS FOR THE COUNTY ARE CONCENTRATED IN THOSE AREAS CLOSE TO ROUTE 322, AND NOT 538. WIDENING 538 WILL ONLY GO AGAINST THE SOUND PLANNING OF GLOUCESTER COUNTY OFFICIALS AND OPEN THE DOOR FOR DEVELOPMENT IN AREAS WHICH ARE NOT READY FOR DEVELOPMENT.

IN CLOSING, LET ME RESTATE THE IMPORTANCE OF LOOKING AT TRANSPORTATION IMPROVEMENTS AS THEY EFFECT THE ENTIRE SOUTH JERSEY REGION, NOT JUST SEGMENTED AREAS OF THE REGION. BECAUSE SOUTH JERSEY IS WHERE NEW JERSEY WILL GROW IN THE FUTURE. SOUTH JERSEY CAN BE A SHINING EXAMPLE OF RESPONSIBLE ECONOMIC DEVELOPMENT THAT WE CAN POINT TO WITH PRIDE. SOUTH JERSEY IS WHAT CAN MAKE NEW JERSEY NEW EVERY DAY.

THANK YOU VERY MUCH. I WOULD BE HAPPY TO ENTERTAIN ANY QUESTIONS AT THIS TIME.

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