

VERTICAL FILE

N.J. - Roads (1958)

PALISADES INTERSTATE PARKWAY COMPLETION

August 28, 1958

*10
1958
1958*

PALISADES INTERSTATE PARK COMMISSION

STORY

1900-1958

New Jersey State Library

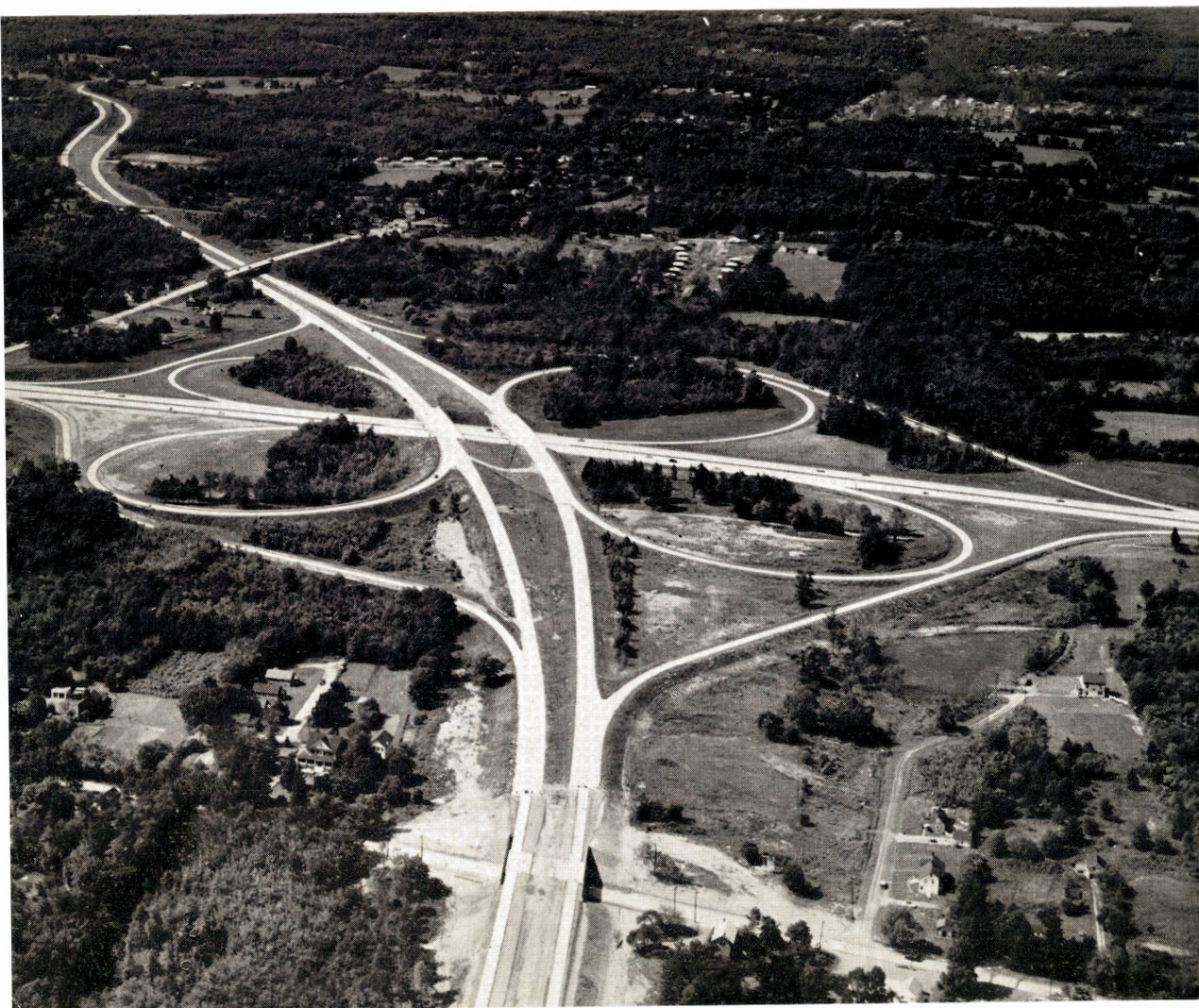




Near Queensboro Lake, on the west side of Bear Mountain, the Seven Lakes Parkway crosses the Palisades Interstate Parkway.

PALISADES INTERSTATE PARKWAY

NEW YORK



Parkway-Thruway interchange at Bardonia, Rockland County, New York

Today's opening of the last section of the Palisades Interstate Parkway is the realization of an idea conceived many years ago by the Palisades Interstate Park Commission to provide direct access to its Park areas for the people of the New York-New Jersey Metropolitan Area, by means of a Parkway on the west side of the Hudson River.

THE ROUTE

The Parkway extends from the George Washington Bridge at Fort Lee for forty-two miles through the New Jersey, Harriman, and Bear Mountain sections of the Park to the Bear Mountain Bridge, and is an integral part of the entire metropolitan Parkway and Expressway system.

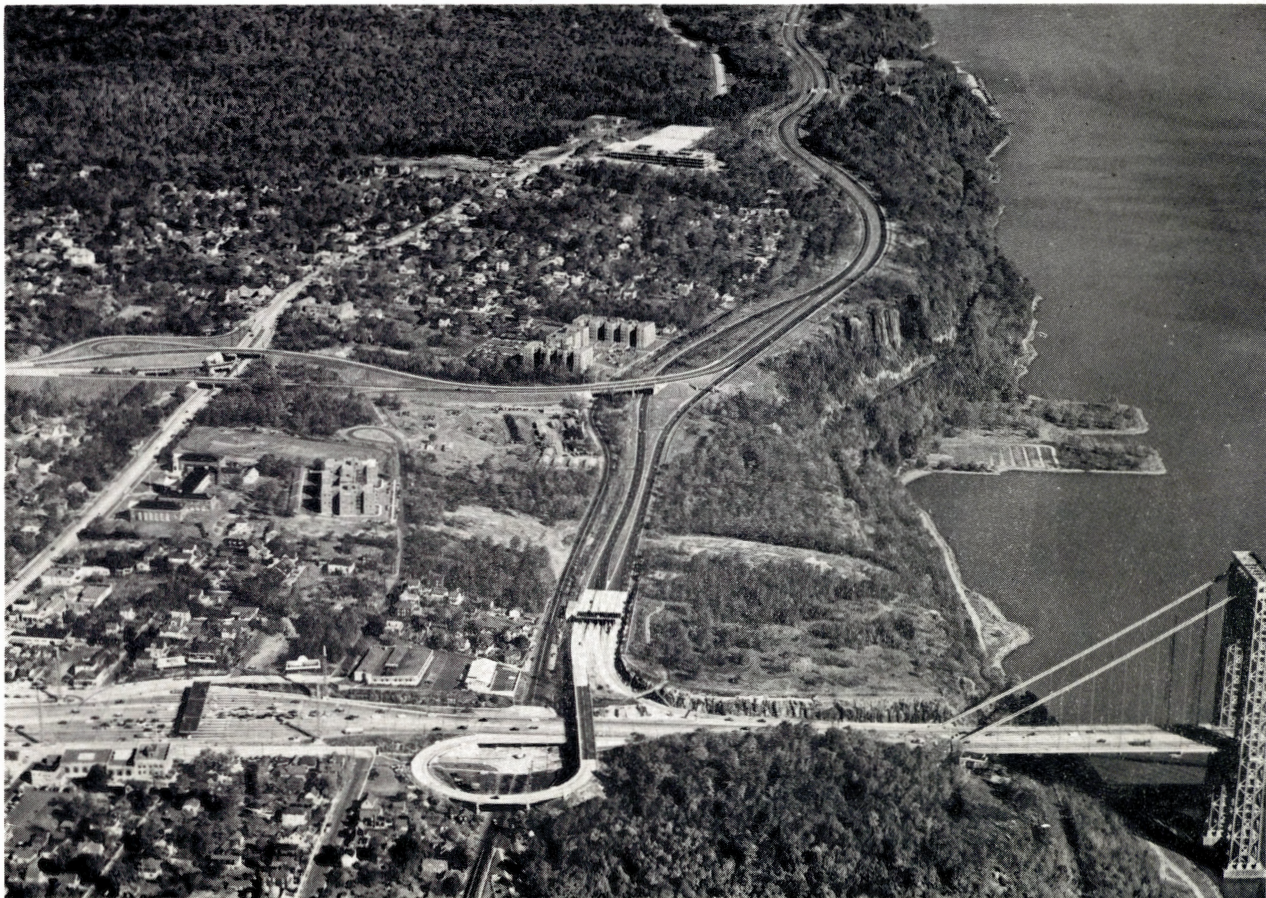
HISTORY

Palisades Interstate Park and Parkway are the results of the dedicated and sustained efforts of many individuals, civic organizations, and local, state, and federal agencies working together to achieve a common goal. By these means, the natural beauty of the Palisades and Hudson Highlands has been preserved for all to enjoy.

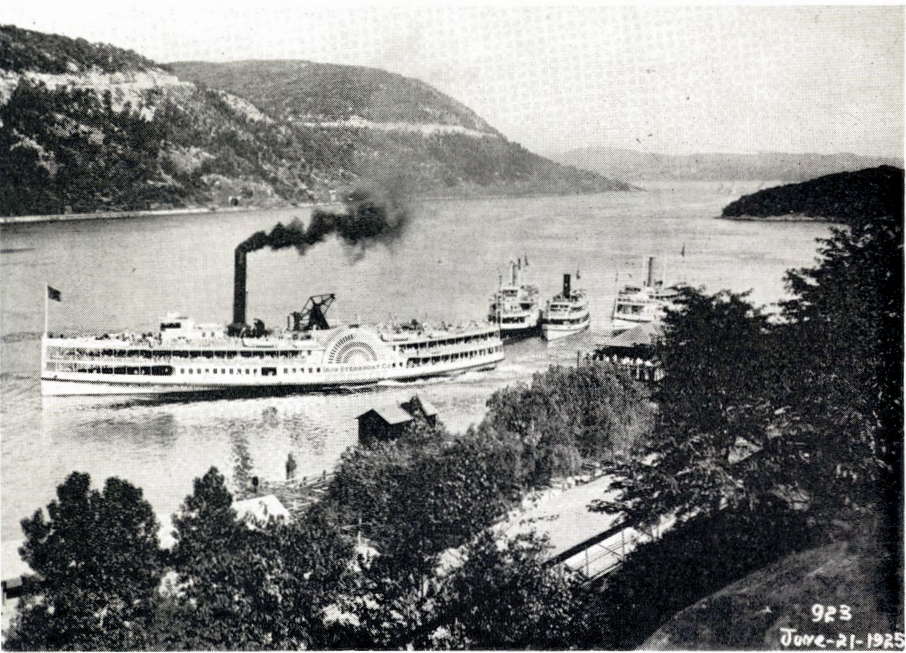
The Palisades Interstate Park Commission was formed in 1900 by joint legislation in New York and New Jersey which was sponsored by the New Jersey Federation of Women's Clubs and supported by conservation-minded individuals in a drive to stop the quarrying and defacement of the majestic Palisades Cliffs. The Commission was later charged with the preservation and development of parks in the mountainous lands on the west side of the Hudson River from Fort Lee, New Jersey, to Newburgh, New York, and westerly into the Ramapo Mountains.

The first step in the preservation of the Palisades was the acquisition in 1900 of the Carpenter Brothers Company trap rock quarry, near the site now occupied by the George Washington Bridge, for \$132,500, most of which was donated by J. P. Morgan.

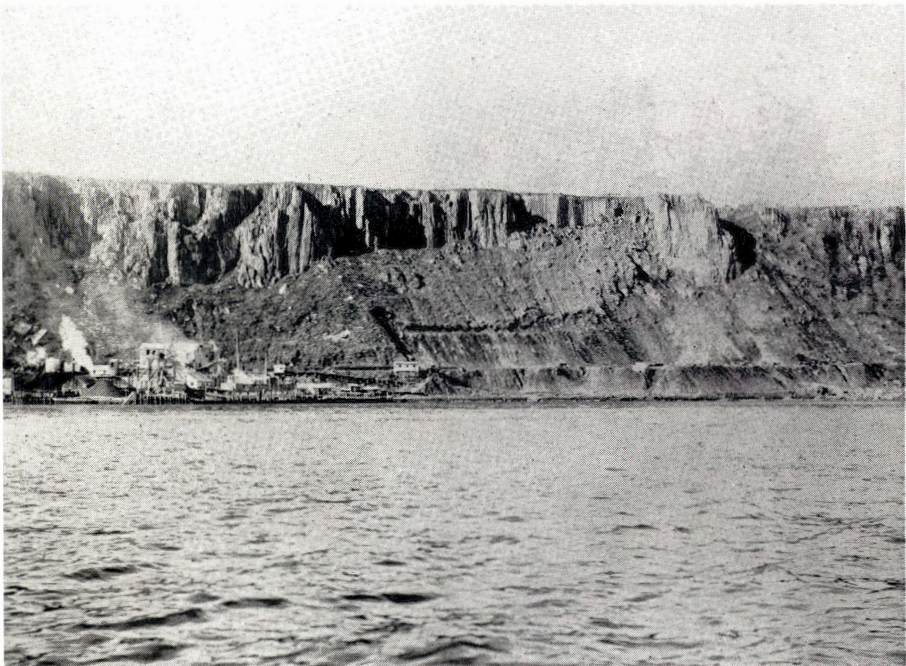
NEW JERSEY



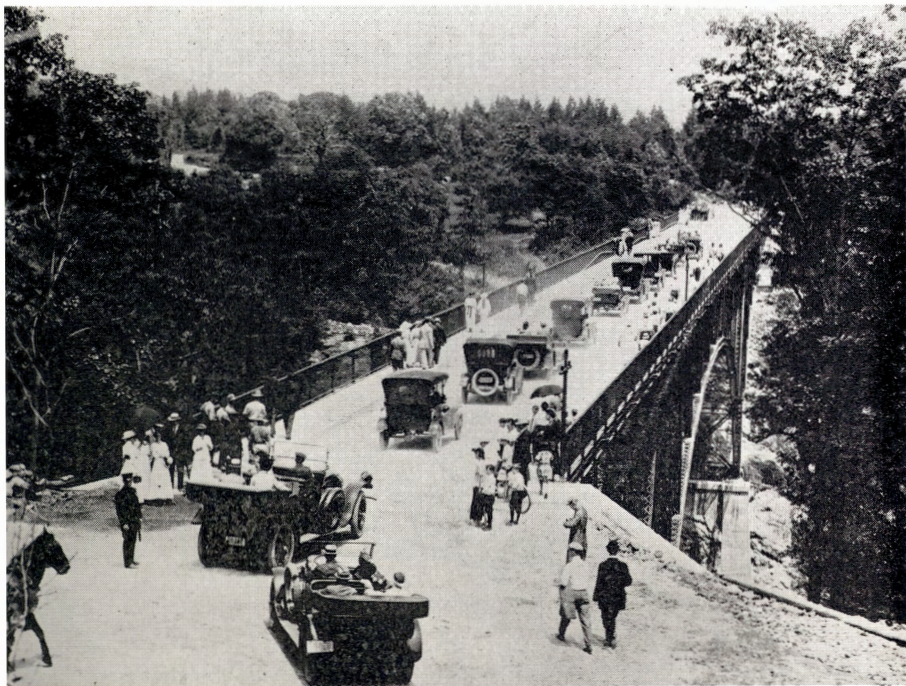
Looking north along the Palisades Interstate Parkway from George Washington Bridge at Fort Lee, New Jersey.



Thirty years ago, the Hudson River Steam Boat was the principal means of access to Bear Mountain. Today's completion of the Palisades Interstate Parkway is symbolic of the revolution in transportation.



In 1900, the Commissioners saved the Palisades from the stone cutters. The Carpenter Brothers Quarry was near the site of the George Washington Bridge.



Opening in 1916 of the Popolopen Viaduct on Route 9-W at Fort Montgomery, Orange County. This is one of the three viaducts built by the Commission to open Route 9-W as an important north-south highway.

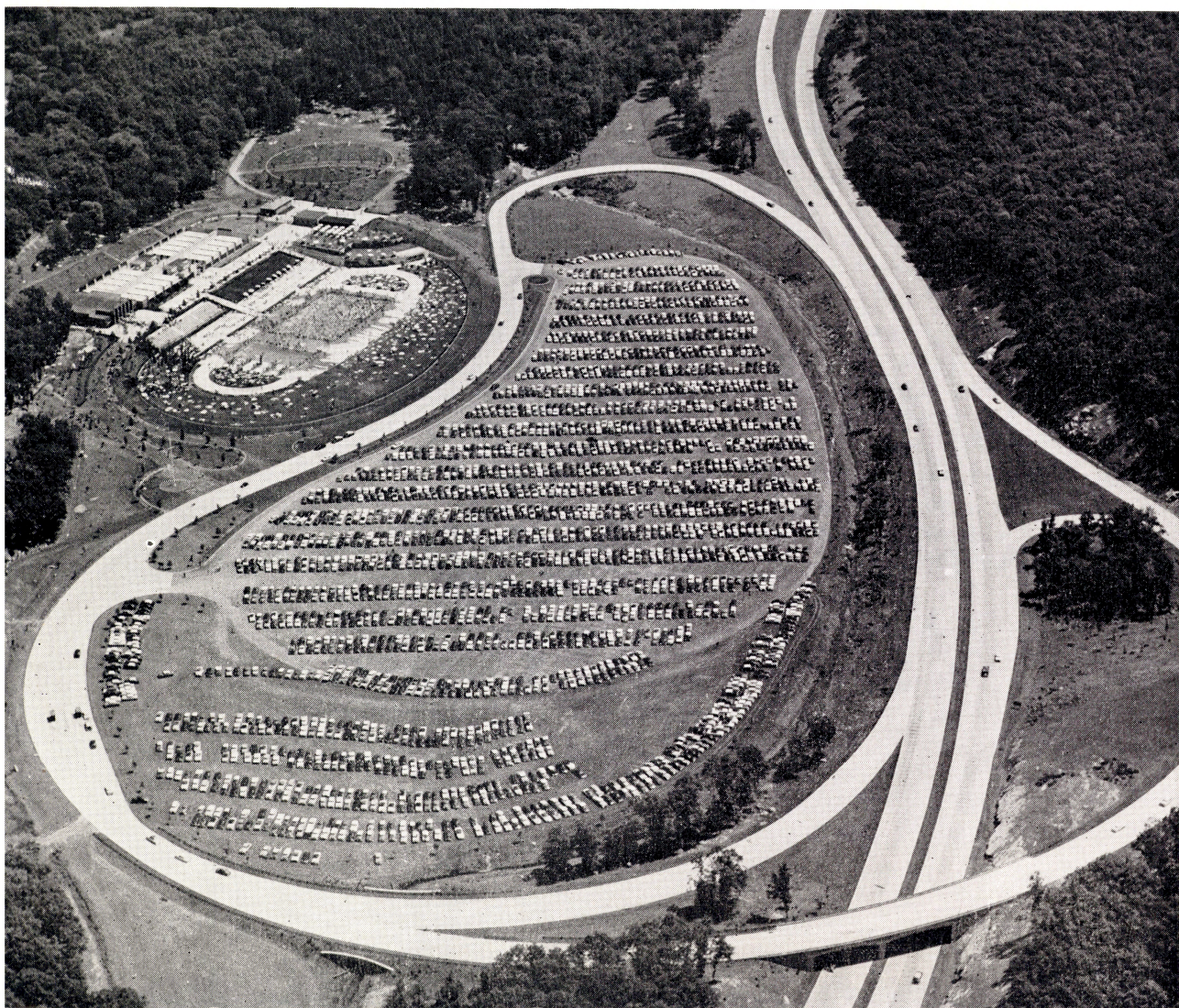


The new outdoor Ice and Roller Skating Rink overlooks the playfield at Bear Mountain.

35,000 children are accommodated in the Group Camps in the Harriman Section each summer.



The new Anthony Wayne Area provides parking, playfields, wooded picnic sites and two spacious pools for bathing. This picture illustrates its popularity on Sunday, July 21, 1957.





A newcomer to the Trailside Museum at Bear Mountain State Park.

The Park now comprises more than 52,000 acres of land which cost \$23,000,000 on which roads, lakes, and recreation facilities, for summer and winter use, including the popular Bear Mountain Inn, have been constructed at a cost of \$21,500,000. The Parkway cost an additional \$47,000,000.

In the early days of the Commission, most of the Park development was accomplished with gift money received from interested individuals, but in recent years it has become necessary for New Jersey and New York to provide funds for development projects in their respective States.

Of the many individuals who contributed so generously of their time, talents, and money in creating the system of parks which is the Palisades Interstate Park, special recognition should be given to George W. Perkins Sr., who was the Commission's first President, J. Pierpont Morgan, Mrs. Mary W. Harriman, and John D. Rockefeller Jr. for timely gifts without which the present Park and Parkway would not have been possible.

In 1910 Mrs. Mary W. Harriman, widow of the railroad financier Edward H. Harriman and mother of New York State's Governor Averell Harriman, donated 10,000 acres of land and \$1,000,000 for public park use, as a memorial to her husband on condition that this gift, and donations amounting to \$1,500,000 from other public spirited citizens, be matched by the State of New York. These monies created the Bear Mt.-Harriman and the Hook Mt. Sections of the Park.

In 1935 John D. Rockefeller Jr. donated 700 acres of land, valued at \$10,000,000, along the top of the Palisades in New Jersey preserving the beauty of the Palisades and making the Parkway possible.

The Palisades Interstate Park Commission has continuously carried out a Development Program including comprehensive reforestation, construction

of roads, lakes, picnic areas, parking spaces, hiking trails, children's camps, swimming and other recreation facilities. It also provided means of access to park areas for the millions of residents of the Metropolitan Area who would be the Park's principal users. Ferry operations across the Hudson River were encouraged to place the New Jersey Section within easy reach of Dyckman Street and Yonkers in New York. A fleet of river steamers was established and operated for many years by the Commission to provide low-cost transportation for large numbers of people between New York City and Bear Mountain. Buses were made available at Bear Mountain to transport boat passengers who wished to go to the Harriman Section.

The increased use of automobiles made it evident that the Park should be accessible also to large numbers of visitors by road. With the encouragement of the Commission, Route 9-W in New Jersey was improved by the State, and in 1931 the State of New York improved the portion of Route 9-W extending in a northerly direction from the State Line to a point beyond Bear Mountain.

In the early days of the Commission the New York State Department of Public Works was restrained by law from building bridges that were larger than culverts, so it became necessary for the Commission to construct the three high-level viaducts which today carry Route 9-W across valleys at Fort Montgomery, Stony Point and Sparkill, in order to eliminate dangerous sections of road.

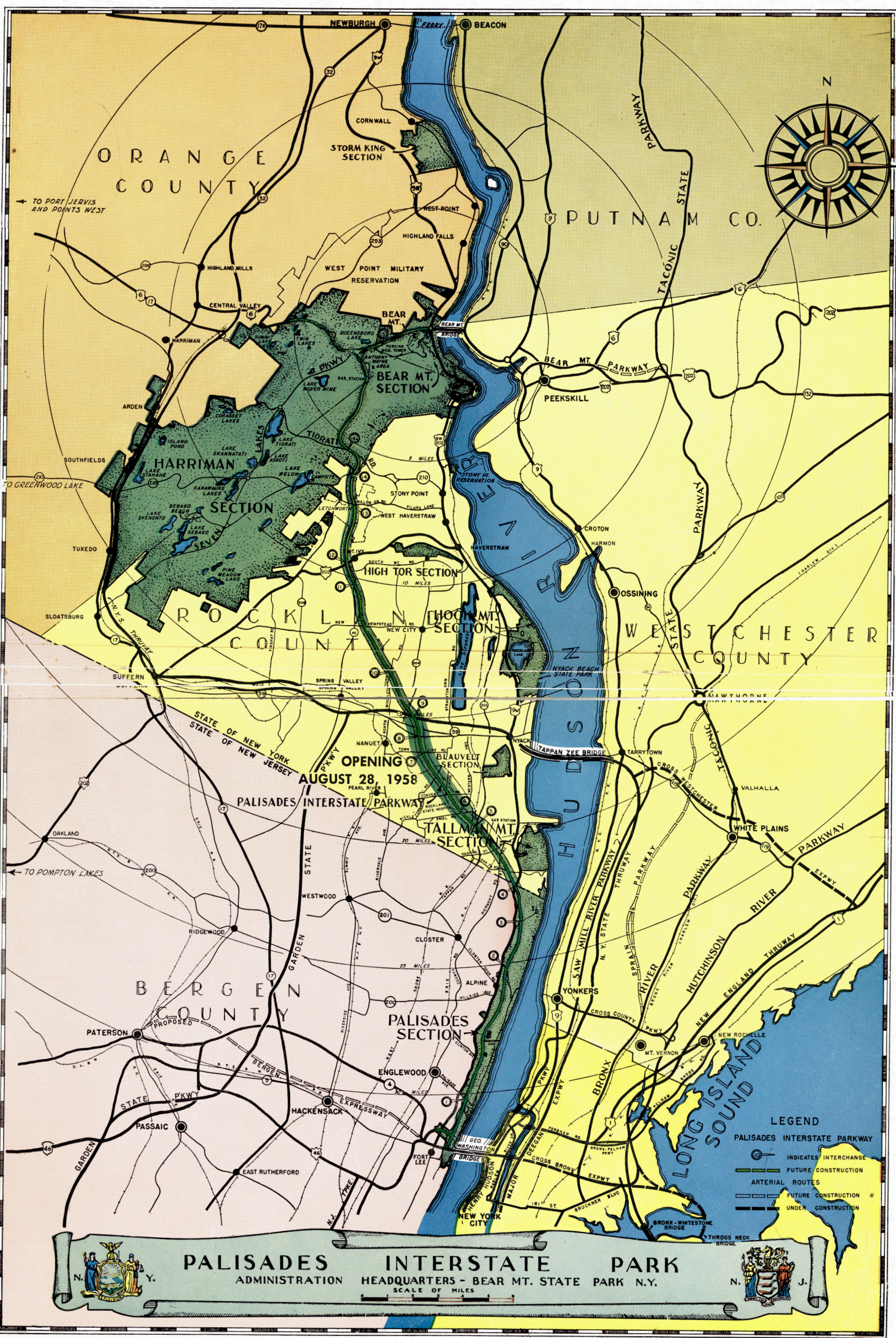
The Commissioners of Palisades Interstate Park were closely associated with the building of the Bear Mountain Bridge, which was opened to traffic in 1924.

CONCEPTION OF PARKWAY

In 1909 the Commission proposed a scenic drive along the top of the Palisades, and a short time later, proposed that a Parkway be run all the way to Bear Mountain-Harriman State Park, but no real progress

A young resident of the Bear Mt.-Harriman State Parks.





ORANGE
COUNTY

PUTNAM CO.

ROCKLAND
COUNTY

WESTCHESTER
COUNTY

BERGEN
COUNTY

PALISADES INTERSTATE PARK

ADMINISTRATION HEADQUARTERS - BEAR MT. STATE PARK N.Y.

SCALE OF MILES

LEGEND

- PALISADES INTERSTATE PARKWAY
- INDICATES INTERCHANGE
- FUTURE CONSTRUCTION
- ARTERIAL ROUTES
- FUTURE CONSTRUCTION
- UNDER CONSTRUCTION



View across the Hudson to Spuyten Duyvil in New York City and to Westchester County from Rockefeller Lookout on the New Jersey Section of the Palisades Interstate Parkway.

was made until 1935 when John D. Rockefeller Jr. donated most of the land needed in New Jersey for that purpose.

DESIGN

Plans for the Parkway were completed in 1946, and embodied the most advanced design of modern limited access highways. Right-of-ways average 400 feet in width. Opposing traffic lanes separated by wide landscaped malls are, wherever possible, at different levels to eliminate headlight glare. Mountable reflector-type curbs define the edge of the pavement, and unobstructed 10-foot grass shoulders provide space for repair of disabled cars. Minimum sight distances are 1,000 feet, horizontal curves are more than 2,500 feet and banked for driving comfort, while accelerating and decelerating lanes at interchanges ease traffic on and off the Parkway. All crossings are carried on stone-faced grade-separation bridges.

CONSTRUCTION PROGRESS

Construction was started in 1947, but early progress was slowed by shortages caused by World War II and the Korean conflict. As sections and connecting roads were finished, they were opened to public travel.

COST

The total cost of the entire Parkway is \$47,000,000 of which \$15,800,000 is for the 11.5 miles in New Jersey and \$31,200,000 is for the 30.5 miles in New York.

ADDITIONAL FACILITIES TO BE PROVIDED

The Queensboro Interchange, two miles west of Bear Mountain, now under construction, will be finished by the summer of 1959.

Preliminary plans have been completed for the four-mile extension of the Parkway from the Queensboro Interchange westerly to Route 293. When Route 6 is improved, this will provide direct access to the New York State Thruway and the Quickway.

USE RECORD OF COMPLETED PARKWAY SECTION

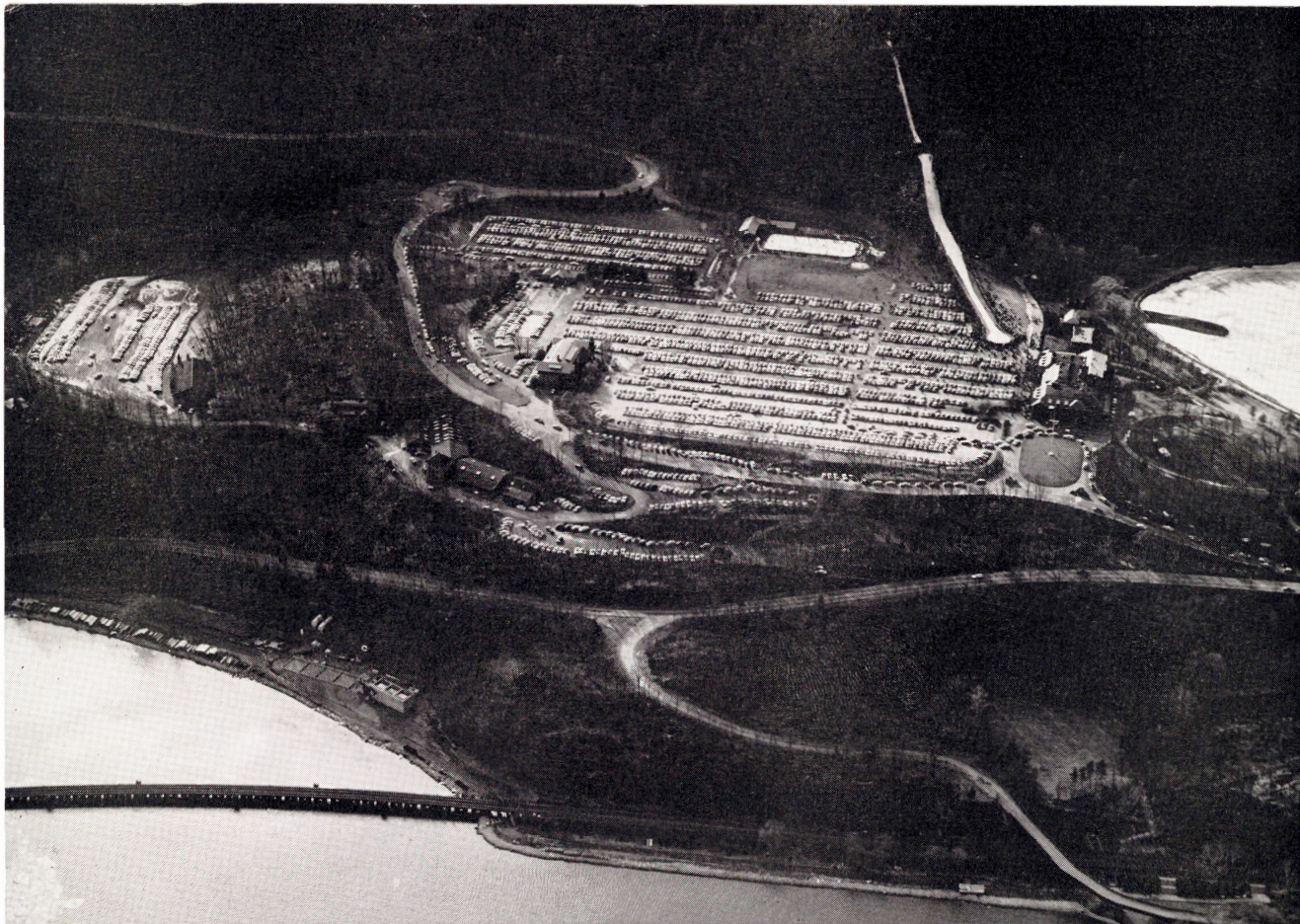
The 11.5 miles of Parkway in New Jersey was completed in 1957, and is already carrying more than 5,000,000 passenger cars a year. It is anticipated that five years hence, when the second deck of the George Washington Bridge is completed, the Parkway will carry more than 12,000,000 cars a year or about 22% of all the George Washington Bridge traffic.

SCENIC FEATURES

Nature set a magnificent stage along the top of the Palisades in New Jersey and in the Hudson Highlands through which engineers threaded the Parkway.

Laurel at State Line Lookout in the New Jersey Section.





Ski jumps held every winter weekend at Bear Mountain crowd the parking fields.

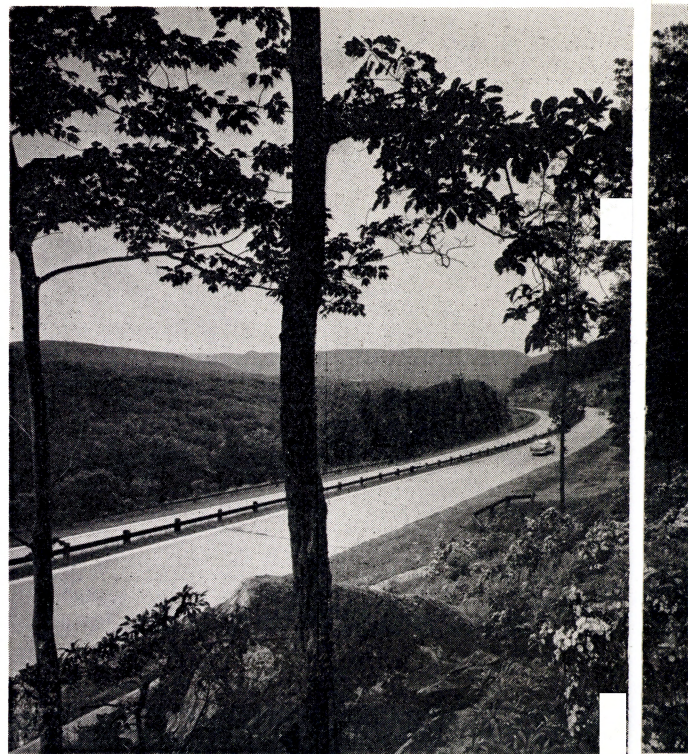


Outdoor square dancing is held three nights a week during the summer at Bear Mountain. Regularly scheduled night basketball and softball games are also featured.



Hikers on the Appalachian Trail rest before the Walt Whitman Statue in the Trailside Museum at Bear Mountain. There are 100 miles of biking trails in the Park.

The Bear Mountain playfield, heavily used at all seasons of the year, is shown on a typical summer Sunday.

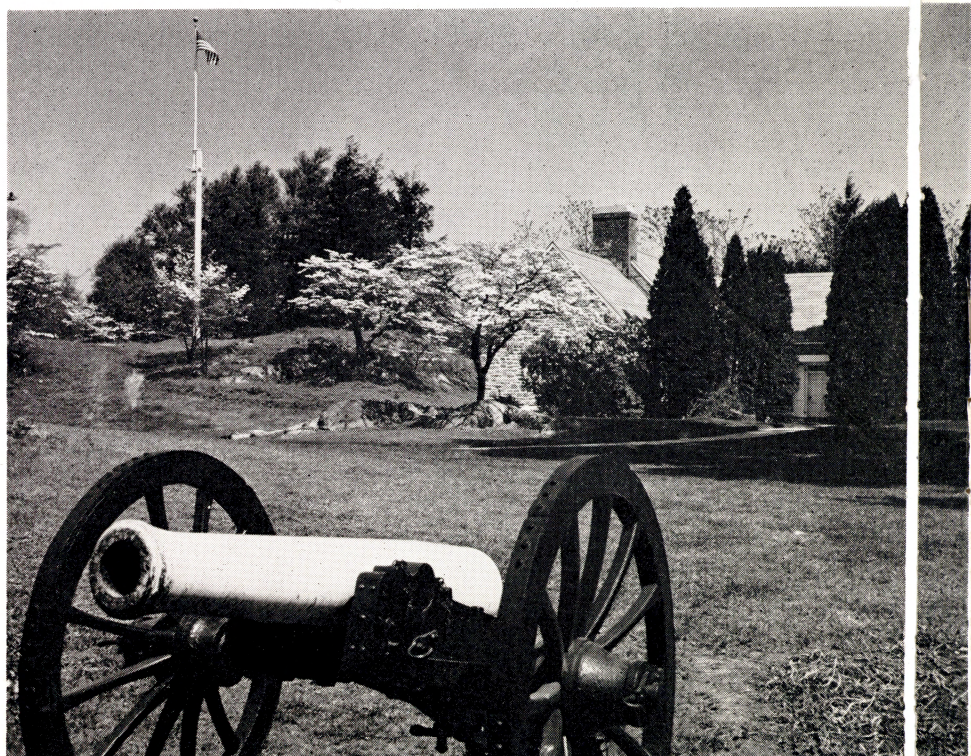


The Parkway climbs across the steep slopes of Bear Mountain above the Popolopen Gorge near the Bear Mountain Bridge.

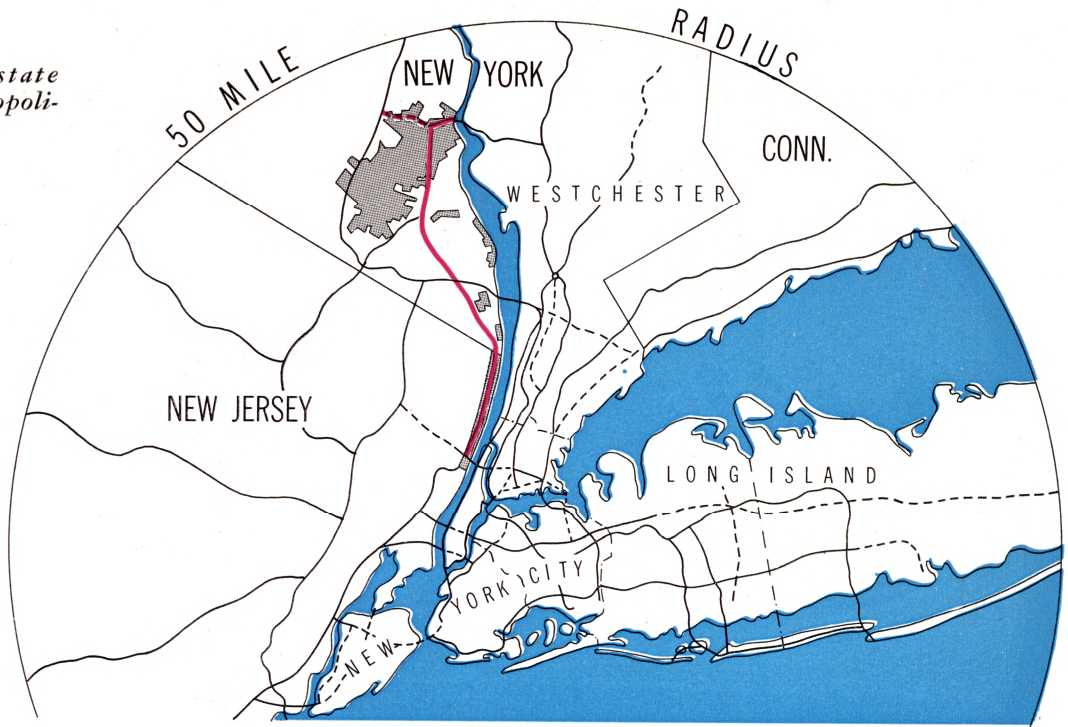


The Bloomers Picnic Area, situated along the Hudson in the New Jersey section of the Park, is a favorite summer retreat.

The celebrated display of native dogwood at Stony Point Battlefield.



The Palisades Interstate Parkway and the Metropolitan Region.



It is embroidered with a beauty that is peculiar to each passing season and ranges from the fresh greens of early Spring through the dogwood in May, the mountain laurel in June, and the lush summer foliage, which is followed by autumn's fiery brilliance.

The Parkway has added charms at night. Then the hills are etched against the sky; headlights may catch the glint in eyes peering through the masked face of a prowling raccoon, a startled deer freezing in alarm or in the moonlight, a fox, its tail feathering the night wind, as it streaks across the roadway.

IMPACT ON RESIDENTIAL AND FUTURE PARK DEVELOPMENTS

Since the start of Parkway construction in 1947 there has been a great increase in housing development in Bergen and Rockland Counties.

So much land is being devoted to housing, industrial, and commercial purposes that soon there will be no space left for necessary new park areas. The Commission is aware of this trend, and is meeting it with a policy which adds to park areas where conditions are right and circumstances permit.

Palisades Interstate Parkway west of Bear Mountain near Queensboro Lake.



PARK DEVELOPMENT NEEDS

In addition to the recent rapid development of neighboring communities of the Metropolitan Area, the explosive nation-wide population growth and the increase in leisure time have produced an unprecedented demand for developed parks which has not been met.

The result has been extreme crowding of facilities. For example, in 1952 bathing facilities in Harriman State Park were doubled. The completion of the Anthony Wayne bathhouse in 1957 doubled these facilities again, but two weeks after opening the completed bathhouse in 1957 it was overcrowded.

It is predicted that by 1975 the New York-New Jersey Metropolitan Area population will be 19,000,000 persons, which will be an increase of 25% since 1955. Everywhere in the Metropolitan Area the story is the same: the overcrowding of parks and demand for additional recreation outlets.

Suburban and rural parks in the Metropolitan Area as well as City play areas must be expanded and new ones opened at a much faster rate than at present.

FUTURE RECREATIONAL DEVELOPMENTS

To meet the pressing demand for additional park recreation facilities, the Commission is prepared to develop several existing park areas as soon as funds become available. Areas in New York for which developments are planned include Lake Welch in the Harriman Section, Hook Mountain, Rockland Lake, Blauvelt and Tallman Mountain Sections; developments are also planned in New Jersey at the State Line Lookout Area and in Fort Lee.

A network of highways and parkways has been contrived to make all sections of the Park readily

available to millions of city dwellers and suburbanites. The pressure for additional recreation facilities exists now, and will grow as the population grows. The development of new parks is a problem which must be recognized now, and fiscal leaders in both New York and New Jersey are giving responsible consideration to providing the key to the problem—appropriations.

ACKNOWLEDGMENTS

Although nature provided the setting, the Palisades Interstate Parkway was fashioned by the hands of many.

Construction was supervised by the New Jersey State Highway Department and the New York State Department of Public Works. The firms of Ammann and Combs, and Clark and Rapuano served as consultants on design. The Port of New York Authority designed and built the George Washington Bridge approach and connection.

The project would never have been completed without the interest and support of Governor Robert B. Meyner and Governor Alfred E. Driscoll; Governor Averell Harriman and Governor Thomas E. Dewey; Robert Moses, Chairman of the New York State Council of Parks; John W. Johnson and Bertram D. Tallamy, present and former Superintendents of the New York State Department of Public Works; and Dwight R. G. Palmer, Ransford J. Abbott and Spencer Miller, Jr., present and former New Jersey State Highway Commissioners.

Many others have, either by direct contribution or by friendly association, helped to make the Parkway a reality. The Palisades Interstate Park Commission is deeply grateful.



View from above the Hudson showing the New Jersey section of the Park and Parkway near Palisade Avenue, Englewood Cliffs, New Jersey. The Commission's Englewood Boat Basin and adjacent Bloomers Picnic Area are at the river level.



On June 22, 1957 the New Jersey section of the Parkway was completed. Governor Harriman and Governor Meyner participated in opening ceremonies.

NEW YORK

AVERELL HARRIMAN, *Governor*

STATE DEPARTMENT OF PUBLIC WORKS

JOHN W. JOHNSON, *Superintendent*
E. BURTON HUGHES, *Deputy Superintendent*
THOMAS F. FITZGERALD, *Chief Engineer*
KURT G. RAUER, *District Engineer*

STATE CONSERVATION DEPARTMENT

SHARON J. MAUHS, *Commissioner*

STATE COUNCIL OF PARKS

ROBERT MOSES, *Chairman*

DIVISION OF PARKS

JAMES F. EVANS, *Director*
LEONARD L. HUTTLESTON, *Assistant Director*

PORT OF NEW YORK AUTHORITY

DONALD V. LOWE, *Chairman*
AUSTIN J. TOBIN, *Executive Director*

PALISADES INTERSTATE PARK COMMISSION

GEORGE W. PERKINS, *President*
ALBERT R. JUBE, *Vice-President*
LAURANCE S. ROCKEFELLER, *Secretary*
DONALD G. BORG, *Treasurer*
HORACE M. ALBRIGHT
A. K. MORGAN, *General Manager*

J. O. I. WILLIAMS, *Comptroller*

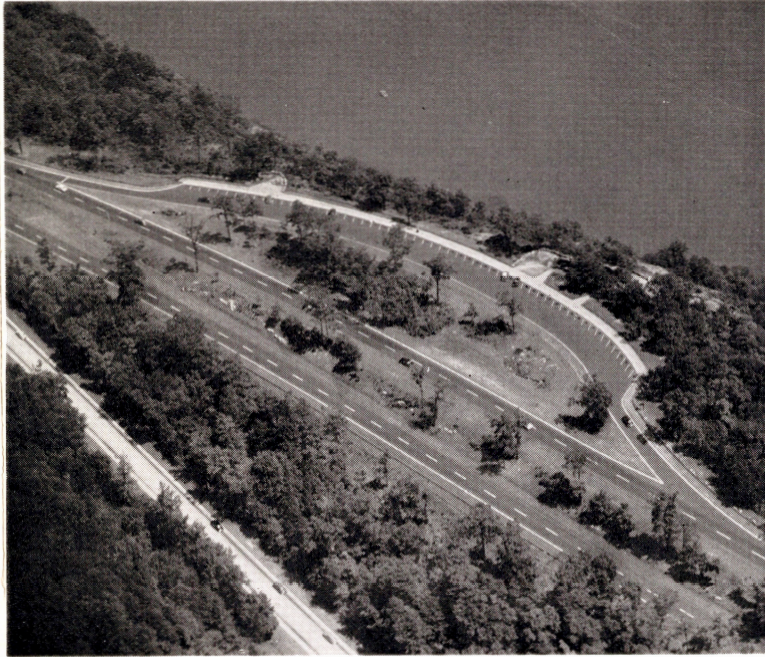
NEW JERSEY

ROBERT B. MEYNER, *Governor*

STATE HIGHWAY DEPARTMENT

DWIGHT R. G. PALMER, *Commissioner*
OTTO H. FRITZSCHE, *State Highway Engineer*
JOHN W. EVANS, *Supervising Engineer*

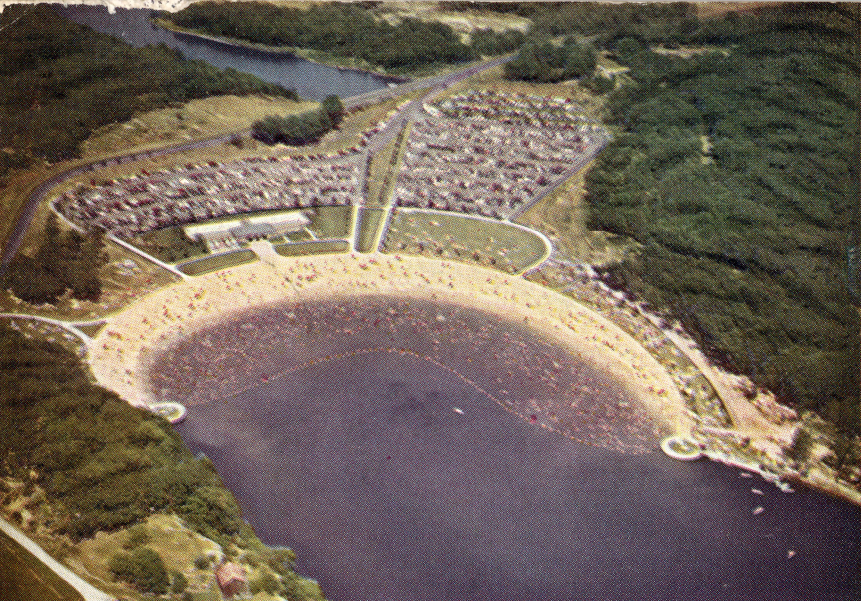
Rockefeller Lookout on the Palisades Interstate Parkway, overlooking the Hudson River at Englewood Cliffs, New Jersey.



The Greenbrook Falls originates in the Greenbrook Sanctuary, developed in the New Jersey Section of the Park by the Palisades Nature Association, other New Jersey conservation groups and the Commission.

The proposed Lake Welch Bathing and Picnic Development in the Harriman Section of the Park is scheduled for early construction.





The popularity of Sebago Beach in the Harriman Section of the Park is shown by this picture taken on a typical Sunday. Families from New York and New Jersey enjoy a day of relaxation and fun.



A fisherman tries his luck on Lake Tiorati, one of the 26 lakes in the Park.



The Anthony Wayne Area lies on the Rockland-Orange County line, beside the Parkway in the Beechy-Bottom Valley of the Harriman Section of the Park.