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NEW JERSEY STATE DEPARTMENT OF TRANSPORTATION

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ENVIRONMENTAL ANALYSIS AND REPORT

FOR

ROUTE 18 FREEWAY EXTENSION

CITY OF NEW BRUNSWICK AND PISCATAWAY TOWNSHIP

MIDDLESEX COUNTY, NEW JERSEY

VOLUME II - APPENDIX

SECTION 8 - REPORTS OF PUBLIC HEARINGS

JUNE 19, 1964 AND SEPTEMBER 4, 1968

KING & GAVARIS
CONSULTING ENGINEERS

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NEW JERSEY STATE DEPARTMENT OF TRANSPORTATION

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FOR
ROUTE 18 FREEWAY EXTENSION
CITY OF NEW BRUNSWICK AND PISCATAWAY TOWNSHIP,
MIDDLESEX COUNTY, NEW JERSEY

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REPORT OF PUBLIC HEARING HELD JUNE 19, 1964

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PROPOSED ALIGNMENT FOR ROUTE 18 FREEWAY

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ATTENDANCE AT HEARING HELD JUNE 19, 1964

SPEAKERS

OTHERS IN ATTENDANCE

Stephen Link, District Engineer
State Highway Department

Robert Wilcox, Asst. District Engineer
State Highway Department

William Dyckman, Project Engineer
Parsons, Brinckerhoff, Quade & Douglas

D. S. Powell, Director of County Planning
Middlesex Co. Bd. of Chosen Freeholders

Chester W. Paulus, Mayor
City of New Brunswick

Vincent I. Cassera, Planning Director
City of New Brunswick

William A. Dailey, City Commissioner &
Director of Public Works, New Brunswick

Mr. F. Richardson, Special Counsel
City of New Brunswick

William H. Atkins, Mayor
Piscataway Township

Dr. Frank X. Markley, Twp. Committeeman
Piscataway Township

Henry M. Hobson, Chairman, Planning Board
Piscataway Township

Mrs. John F. Duffy, New Brunswick

Maurice T. Ayers, Asst. to President
Rutgers University

Herman Holzer, Treasurer
Automotive Electronics Corp.

J. M. Zamust, N.Y. Lumber Co.

Earl P. Englesbe, Somerville, N.J.

Edward D. Bastian, Chief Engineer
Middlesex Water Company

Thomas Kelly, Piscataway

Bernard J. Miller, Piscataway

Theodore Kruse, Piscataway

William Roach, Jr. Planning Director
Somerset Co. Planning Board

John Bartholomew
P. H. Benz
E. Brindis
Charles S. Bruno
Felix N. Cantore
William F. Cox
Richard A. Davino
John V. Connelly
E. C. Easton
Florence P. Greenberg
Mrs. Neal Harlow
John J. Hoagland
Luke J. Horvath
George B. Howell
Irving Jaffe
A. M. Jones
Robert C. Kane
John A. LaCasse
David Lilien
Gregory MacInnis, Jr.
Constantine Mackargnis
T. C. Madden
Mrs. R. Matflerd
Mrs. D. F. McDonnell
Ian E. McNett
Samuel W. McPhee
Mrs. Walter Meily
Nelson, John
Carl J. Olsen
Ted Pace
John R. Page, Sr.
Arthur L. Reuben
Max E. Rice
Harry A. Richardson, Jr.
William S. Richardson
Harry J. Rockefeller
B. Reuda
Elizabeth M. Scharf
V. E. Scudder
Warren Sloat
Stuart Turner
Ronald Vander Schaaf
George Ververides
Theodore Whitlock, Jr.

Ladies and Gentlemen:

The Public Hearing advertised to be held on June 19, 1964 at 10:30 A.M. in the auditorium of the Senior High School, 216 Livingston Avenue, New Brunswick, in connection with the alignment proposed for Route 18 Freeway from the vicinity of Albany Street, New Brunswick to River Road in the vicinity of Landing Road and Metlars Lane, Piscataway Township, Middlesex County, is now declared open.

My name is Stephen Link. I am a District Engineer for the State Highway Department and I have been assigned to conduct this hearing.

The Federal Highway Act requires that the following conditions be met at Public Hearings: First, that a recording be made of the entire proceedings; Second, that an attendance record be compiled of all persons present; Third, that an explanation of Relocation Advisory Assistance and Relocation Payment services be given; and Fourth, that every individual who desires to speak on this project be given an opportunity to do so. These requirements will be met.

This hearing is being recorded by the Brooks Sound Service of Trenton, New Jersey. You are requested to be as reasonably quiet as possible so that a clear and accurate recording can be made.

Cards to register attendance have already been distributed. Is there anyone present who hasn't filled^{out}/a card?

The order of speaking for this hearing shall be as follows: First, there will be an explanation of Relocation Advisory Assistance services, followed by a presentation of the proposed alignment; then legislators and public officials will be given preference, depending on their position of Federal, State, County or Municipal level. Municipalities will be heard in this order: City of New Brunswick, Township of Piscataway.

Spokesmen for organized groups and individuals will be given an opportunity to speak in the same order set for the municipalities. Officials and individuals from neighboring municipalities will be given an opportunity to speak after all interested persons from the directly affected area have been heard.

Mr. Robert Wilcox, Assistant District Engineer in charge of the Highway office

at Metuchen, will now read the Explanation of Relocation Advisory Services into the record.

MR. WILCOX:

"There are two services which have been authorized by Federal and State laws to aid persons who must relocate their residences or businesses because of Federal Aid Highway construction. The first service is Relocation Advisory Assistance, and the second service is Relocation Payments.

The first of these services, Relocation Advisory Assistance, is available to families, (and to individuals who are not members of families), who must find new dwellings because highway construction requires that their former dwellings be removed. The service is available to both property owners and to tenants.

The Relocation Advisory Assistance service will be offered to those families and persons who require assistance in finding new housing, financial advice or home construction sources. In needy cases, the Relocation Advisory Assistance service will establish contact with the appropriate public agency, or organization best suited to provide the needed assistance.

Those families and persons who are eligible for this service, will, at the proper time, receive a letter from the Highway Department offering this Relocation Advisory Assistance, and explaining the procedures.

The second service the Highway Department offers is Relocation Payments. The purpose of Relocation Payments is to help pay moving costs. Relocation Payments are available to the following groups which must relocate because of highway construction; families, individuals, business concerns (including the operation of a farm), and non-profit organizations.

Both property owners and tenants are eligible for Relocation Payments. In the case of families and individuals, payments of moving costs will be made up to a maximum of \$200. In the case of business concerns, (including the operation of a farm) and non-profit organizations, payments of moving costs will be made up to a maximum of \$3,000 within a 50-mile radius of the point from which the move is made.

Those eligible for Relocation Payments will receive notification from the Highway Department at the proper time."

MR. LINK:

Thank you, Bob.

The State Highway Department has retained the engineering firm of Parsons, Brinckerhoff, Quade and Douglas, to make studies and develop the plans for this improvement. The plan being presented here today is a result of those studies.

The proposed improvement will cover a distance of approximately 2 miles from the vicinity of Albany Street in New Brunswick to River Road in the vicinity of Landing Road and Metlars Lane in Piscataway.

The cost of this improvement will be borne equally by the Federal and State Governments.

Mr. William Dyckman, Project Engineer of the Engineering Firm of Parsons, Brinckerhoff, Quade and Douglas will now present that plan.

MR. DYCKMAN:

The plan before you represents an aerial photograph, which was taken from a flight made early this April. A word about the legend. The red color, extending across the Plan, indicates the Project roadways. The strip being either white or green, running down the center of this red line, represents either a divider strip, a barrier curb, that is, or a medial strip. The yellow areas, which are shown at various points along the route, and at the terminal point, represent areas of local service, that is, areas where ramps to local streets will be provided.

The project begins at the - - approximately Richmond Street in New Brunswick, as shown at this end of the map. It proceeds westerly and crosses the present interchange at Albany Street. At this point, the project is on an elevated roadway, that is a viaduct crossing this entire interchange complex. It continues westerly, thence following the bed of the present Delaware and Raritan Canal, crossing beneath the present arch viaduct of the Pennsylvania Railroad Bridge, occupying two of the arch openings, one for each roadway, and continuing along the bed of the canal to the vicinity of George Street, where you see another area of service, indicated by the yellow area. It then continues along the bed of the canal until it reaches the vicinity of the intersection of George Street and College Avenue. It then proceeds across the river on a bridge to the west bank of the river, or North bank, if you please, where actually the main project roadway terminates for the purpose of this hearing.

The limit of the hearing extends to the vicinity of River Road and Landing Lane and in this general area, as shown by yellow, the large yellow area, there will be local service roads placed to connect up the various existing routes. The red route, bounded by white, is shown traversing this yellow area and connecting Landing Lane and Metlars Lane. The purpose of this particular illustration is merely to indicate that whatever arrangement of local service ramps or connecting roads are provided in this

terminal area, it is intended that a continuous road be maintained - or be provided - between existing Landing Lane Bridge and existing Metlars Lane.

Now, they're worried about the profile and some of the features of the route. The profile meets existing Memorial Parkway at grade at Richmond Street. It then ^{climbs} ~~thins~~ (2) on a 4%, approximately, grade to the viaduct crossing the aforementioned interchange at Albany Street. This viaduct will end on the westerly side of this interchange and the project will continue on an embankment over to the Raritan Canal.

It is planned to fill in this canal within the area that will be required for this - these roadways. To maintain the water services that are presently provided by this canal, it has been agreed with the Water Policy Commission that a conduit will be provided where required beneath the roadways through the filled areas to provide a water channel for the use requirements.

The project will continue on fill along this canal and will be maintained on fill until it reaches the bridge crossing the Raritan River and there it will take off of the bank and go over the river as shown on the profile here till its terminated at the other end.

The project roadways - - the cross section will consist of two roadways, each containing two 12' lanes, - rather one 12 and one 13' lane, - and one 10' shoulder on the outside so that you will have a total of 4 lanes, 2 in each direction throughout the project.

I believe that covers the general description of the project.

MR. LINK:

Thank you, Bill.

This hearing will now be opened for general discussion in line with the order of speaking announced earlier. It will be necessary for everyone desiring to speak to come to the microphone so that their comments may be recorded. Everyone speaking is requested to state their name and their official title or their name and address.

Spokesmen for organized groups are requested to state the name of their organization.

There being no State Legislators or County Freeholders present, according to the cards I have before me, the first speaker then will be Mr. Douglas Powell, Director of the Middlesex County Planning Board.

MR. POWELL:

My name is Douglas Powell; I am Director of County Planning of the County of Middlesex, New Jersey.

The statement that I will read represents a statement of the Middlesex County Board of Chosen Freeholders, concerning the proposed Route 16 extension.

*This hearing represents the first legal step by the New Jersey Highway Department to provide an urgently needed new highway across the Raritan River in the New Brunswick area. The Middlesex County Board of Chosen Freeholders approves and urges the immediate construction of this highway along the proposed State Highway Department alignment which extends from a point on Memorial Parkway at the New Brunswick Police Headquarters Building to a point on the north bank of the Raritan River in the vicinity of Metlars Lane.

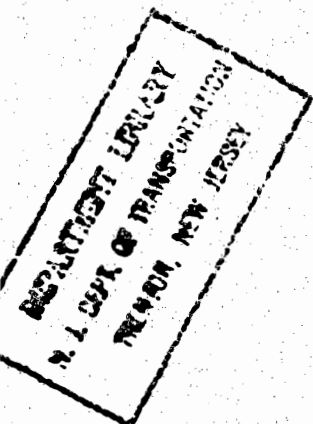
For over a decade the officials of Middlesex County have urged the construction of additional vehicular crossings over the Raritan River to relieve the very heavy traffic volumes and frequent congestion on the four existing crossings in the New Brunswick area. In furthering these aims county officials have worked and planned for new crossings with officials of all municipalities in the New Brunswick area that will benefit from the improved traffic circulation that such crossings will bring.

The County is pleased that these joint planning efforts have resulted in a common agreement favoring the alignment being discussed at this hearing. Thus the long years of effort are now being brought to completion with this first step toward construction of a new highway and bridge.

While approving the alignment of the proposed highway and bridge, the Middlesex County Board of Freeholders here submits specifications for the design of the roadway as it affects Johnson Park on the north bank of the Raritan River. It is essential that the highway be designed with the utmost care as it crosses Johnson Park in order to preserve the beauty of this great park and the decades of effort and investment in it by the citizens and taxpayers of the county.

First, the County is unalterably opposed to any design that places the highway and its ramps on a continuous high wall of earth that slices across the park cutting and dividing it into many separate pieces. Since much of the beauty of Johnson Park exists in the unbroken vistas of its landscaped grass areas, it is essential that these be preserved by the highway design.

Thus the County believes the highway must be elevated on structures for at least one-half of its length as it passes across Johnson Park. This elevated portion should be designed



as simple beam structures similar to designs used for bridges that carry roads over very wide stretches of the Garden State Parkway. If such designs are used for the Route 18 Extension, Johnson Park can extend under the structures and the continuity of the park along its river side can be preserved.

Second, the County is unalterably opposed to the construction of the type of sprawling, park-destroying interchange originally planned by the Highway Department for the Landing Lane and Metlars Lane area. We will insist that the design of the connecting lanes to River Road and Metlars Lane be confined to the least possible area within Johnson Park.

Third, the County is opposed to the manner in which the connection between Landing Lane and Metlars Lane is now proposed as shown on the Public Hearing Map accompanying the State Highway Department notice dated May 15, 1964," - and I might add, parenthetically, also in accordance with this design shown here - "and as shown on the previously released State Highway Department maps. We believe that this road line should be planned to have a greater relationship to the internal road system of the Park.

Fourth, the County is opposed to the present orientation of the Route 18 Extension as shown on the Public Hearing Map. The map suggests that the principal connection for Route 18 will be with River Road and that only a minor connection will be made with Metlars Lane. County studies show that traffic volumes will be at least as heavy heading towards Metlars Lane as toward any other road.

Because the Highway Department does not propose a specific design for the Route 18 Extension as it affects Johnson Park and because the County will demand that the design meet the needs of the Park, the County insists that the highway in Johnson Park be jointly planned and designed by the State and County. To this end the County will press for the early establishment of a procedure whereby the engineers and planners of the State and County collaborate in this design."

Thank you.

MR. LINK:

Thank you, Mr. Powell.

The statement just read by Mr. Powell will be incorporated into the official record of this hearing as Exhibit #1.

Is there any other member of the County Board of Freeholders or Planning Board present who would care to speak?

In that case, we will go into the City of New Brunswick. We have a card from Mayor Paulus. Mr. Mayor.

MAYOR PAULUS:

I am Mayor Chester Paulus, representing the four Commissioners of the City of New Brunswick. I have a few introductory remarks here to make on this final report from the Board of Commissioners. The Board of Commissioners first appointed a committee of Commissioner Dailey and our City Engineer, Bob Kane, and our City Planner, Vince Cassera. Mr. Cassera will give you the refinements of this report after I'm through with the introductory remarks.

"The Board of Commissioners of New Brunswick are in complete and wholehearted agreement with the alignment and overall plan to extend Route 18 within the limits of this City and construct a new bridge across the Raritan River.

We believe that our suggestions, as submitted herewith, will essentially complement the proposals presented by the State Highway Department. These concepts, ideas, and graphics represent the final findings and recommendations of the Board of Commissioners. In its entirety, this report, coupled with the slide presentation of proposed modifications, represents the official position of the City of New Brunswick.

The present and anticipated growth rate of greater New Brunswick has created an urgent need for additional highway improvements in this region. Extending Route 18 will not only augment these transportation needs, but will also play a vital role in the economic development of this urban area. Furthermore, the proposed highway plan will interconnect with a road network which will provide radial and circumferential routes into and around metropolitan New Brunswick."

I think at this time, Mr. Cassera will present the slides and the more refined report on this, Mr. Link.

MR. LINK:

Just one question. I have cards here from several Commissioners who have expressed a desire to speak. Would you want Mr. Cassera to make the presentation first? I have a card here from Mr. Dailey and a card from Mr. Richardson, Special Council.

MAYOR PAULUS:

Well, Mr. Richardson was probably representing his own interests, I think, along with being interested in the Route through New Brunswick. Mr. Dailey will probably give the summation of this report and I think the way we had it arranged at this time, Mr. Cassera will be presenting our final report to you.

MR. LINK:

Alright then. We will ask Mr. Cassera to make the presentation now.

MAYOR PAULUS:

And then Mr. Dailey and then Mr. Richardson.

MR. LINK:

Thank you.

MR. CASSERA:

I'm Vincent Cassera, Planning Director for the City of New Brunswick.

The final refinements and modifications submitted herein are based upon the following principles:

1. The highway would be directly accessible to existing and future traffic generators situated in New Brunswick. Located within the city are such important services and facilities as a downtown "regional" shopping complex, Middlesex County and municipal administrative buildings, Rutgers University Campus, Johnson and Johnson's central offices and major industrial parks. Considering the vital economic role of these facilities the accepted alignment coupled with the projected connections become inseparable. Therefore, it is imperative that they be efficiently linked with the proposed highway improvement as indicated in this report. The connections (ramps, exits, etc.) suggested by the City of New Brunswick are based upon the need to fuse the local transportation needs of this City with the extension of the highway. Pursuant to these requirements, the present general highway alignment is compatible to the existing needs of New Brunswick." - (This alignment, as submitted by the Highway is acceptable to the City according to its present location.) - "However, any deviations from current plans would necessitate reevaluation of the proposed highway project.

2. Furthermore, these final recommendations are based upon the highest standards of safety, function, and appearance. These factors have been carefully integrated into the highway plan by:

- . Eliminating incompatible land uses adjacent to the proposed highway alignment.
- . Designing a functional, yet aesthetically pleasing waterfront green area, that would link two major municipal parks, Elmer B. Boyd Memorial Park and Buccleuch Park."

We feel that in conjunction with this plan, it's quite important that the parks here in New Brunswick, both the Elmer B. Memorial Park and Buccleuch Park, be commensurate with a green area along the waterfront.

Now we have four slides that will provide the design of the ramps and exits in conjunction with the highway.

Now this is the area immediately adjacent to the central business district; this is the present Memorial Parkway, our Police Headquarters and complex and fact-

ories adjoining the bridge, - - -.

Now, our first Recommendation is to terminate the outer separator along the eastbound lanes of 18, west of Richmond Street. This recommendation points out the need of terminating this outer separator, prior to reaching Richmond Street; otherwise the traffic along eastbound lanes, due to the difference in elevation, would bypass this portion of the central business district.

As we point out in the report:

"Richmond Street must be established as the principal connection to the freeway in order to provide proper access to the Central Business District. This roadway represents the only available cross-street in the downtown area that can fulfill this function."

As I pointed out, due to the difference in elevation, it would be important to have connections into this particular cross-street. Skillman Street is part of a urban renewal area and would be vacated.

Now furthermore, we also suggest:

"Extend the present right-of-way and center barrier of Route 27 to Albany Street; Thereby, adjusting the pattern of the existing channelization and discontinuing the use of the present traffic signal system."

Now, that identifies itself in this area, where the highway crosses over the interchange at the foot of the bridge. We suggest that this alignment take this form so that there would be continuous traffic flow from the bridge without the traffic signal system. There would be complete circulation approaching the bridge and whereby cars can reverse the direction and come into the central business district.

In summary at that particular point:

"Essentially, this proposal would provide uninterrupted traffic flow at the foot of the bridge for north and south bound traffic."

Now finally:

"The circulation pattern and the proposed site plan design surrounding Police Headquarters and Boyd Park necessitates the acquisition of all adjoining properties and buildings, thus eliminating the need for the service road presently designed for this area."

Now this particular point concerns itself with this area. Considering the important needs of circulation approaching the bridge and the various important circulations adjoining Police Headquarters, we recommend that this entire complex

of buildings adjoining the River front be acquired. That would also support our recommendation for the extension of the Park along the highway.

Finally, at this particular point, the observations mentioned above provide the following factors:

1. The recommended improvements would promote safe and efficient traffic movement along the highway approaching the Albany Street Bridge.
2. In conjunction with these considerations, the acquisition of the mentioned properties would eliminate all incompatible land uses in this area, thus complementing our original plan to promote an aesthetically sound and functional highway setting.

Now, this is the area northwest of the bridge; this is the canal; a complex of the industrial site along Water Street; at this points out the central business district in this area, the Transportation Center, the J & J site, and Rutgers University.

Now this proposal was the initial recommendation to the City of New Brunswick, whereby, as has been pointed out in this plan, the alignment of the highway followed the bed of the canal. In conjunction with that, the original aerial photos identified a ramp underneath the highway and it came into this block between Water Street and P (?) Street.

According to this recommendation, it would require the acquisition of this entire industrial site and besides that, we thought there were certain limitations on the circulation servicing the area that we pointed to.

This is the revised plan submitted by the City. Now we go to the recommendations.

Initially we suggest:

"Connect the Westbound lanes of the Freeway to Albany Street, Water Street, Etc. Via A ramp on the west side of the Albany Street bridge."

Now, rather than have the ramp on this side of Water Street, we suggest that it be just northwest of the bridge. Thus, we save the highly important industrial buildings on this block and concentrating all the acquisition along the waterfront both to provide improved circulation and proper setting. Now besides that, we would provide circulation from the highway; they would come into this ramp and then the

motorist would have the choice of coming into the central business district along Albany Street but come underneath the highway and come into the Water Street area servicing this entire area and again back to the J & J area and Rutgers University.

Now for that particular point, we point out that the:

"Traffic movement between the freeway and the downtown area via this interchange is a key link in the downtown circulation plan. The proposed ramp would service the entire area northwest of Albany Street. Included in this district are such important traffic generators as: the Transportation Center, Johnson & Johnson, and Rutgers University Campus."

The second point of recommendation on this point is:

"CONSTRUCT ENTRANCE AND EXIT FACILITIES FROM THE EASTBOUND LANES TO WATER STREET."

The efficiency of traffic movement at this location is highly important. The proposed connections will accommodate the traffic volumes entering and leaving this section of the Central Business District.

In order to accomplish this objective, the properties north of Water Street must be acquired. Acquisition of these properties would serve a dual purpose: 1) a safe, functional, and aesthetic highway frontage would be developed; 2) the purchase of the newly improved industrial complex on the south side of Water Street would not be required."

So, again this points out the need to retain this entire block and direct our attention toward the acquisition of the buildings along the waterfront.

Again, we strongly recommend that this facility, running along the highway, doesn't become - I guess you could call it a high ball trunk line, just providing cars passing the city. We must use this facility as an important distribution facility. Thus the need for the connection coming off the highway going east, that would serve this entire area and also provide an exit that could connect with the highway and move in this direction. So, basically, let's provide a greater distribution of traffic.

Now, we just have the last two slides, the final one concerning itself with the bridge itself. This suggestion recommends that we:

"RELOCATE THE GEORGE STREET-FREEWAY RAMPS TO AN INTERCHANGE AT THE FOOT OF THE PROPOSED BRIDGE."

The proposed interchange would provide a direct connection between Rutgers' New Brunswick Campus and Piscataway. Since

traffic generated by the University would be oriented toward the northwesterly sector of the City, the location of the proposed structure would make more efficient use of the existing street system. Furthermore, an eastbound connection from the New Brunswick Campus would also be quite advisable.

The initial proposals offered to the City of New Brunswick, identified a set of ramps at two locations on George Street. Positioning these entrances and exits as designated, would require Middlesex County to vacate George Street for a distance of one-half mile. This would also disrupt the circulation pattern throughout the surrounding street system causing all westbound vehicles in the University area to converge with the traffic generated by the Johnson and Johnson complex."

Now, this simply relocates the ramps that were further east of this location to the foot of the proposed bridge. It would provide a ramp at the foot of the bridge that would provide circulation both into College Avenue or possibly over to George Street and another ramp going westbound from George Street.

And this is the last - - -:

"As an initial point of clarification this proposal is not intended to designate the alignment of the highway beyond the agreement proposed by the Middlesex County Study Committee."

"The Interchange in the vicinity of Metlars Lane should be designed to permit connections from Landing Lane to the east and westbound lanes of Route 18

This sector of the County is presently experiencing a tremendous increase in housing, particularly high-rise. In view of this increased density, there is a vital need to link this area with direct access to the proposed highway.

The additional access points provided at this location would permit circumferential freeway connections to the Somerset County area and the western section of New Brunswick."

We simply pointed out that this, again, doesn't recommend or designate the proposed alignment of the highway beyond this point. It simply adds to the original presentation of a connection of a ramp at this point, going eastbound and one that was going westbound, as you come in to Landing Lane. It connects the highway with the northwesterly section of the city in Somerset County.

Thank you.

I think Commissioner Dailey will now give the summation.

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Thank you.

I think Commissioner Dailey will now give the summation.

MR. DAILEY:

My name is Dailey. I'm a City Commissioner in the City of New Brunswick and I'm also Director of the Department of Public Works.

Mayor Paulus has given you the introduction as far as what the City Commissioners and the citizens of the City of New Brunswick are interested in with respect to the extension of Route 18. Our Planning Director, Mr. Vincent Cassera, has gone over in detail the alignment, which was, of course, reviewed by the State Highway Department, but also, more important for us, the locations of the ramps and the exits and entrances within the City of New Brunswick.

I would like to read a part of our summation here and a little while later, without boring you, go into some of the philosophy which we've developed, concerning this road.

"The value of the proposed extension of Route 18 is of unparalleled importance to the metropolitan and economic expansion of greater New Brunswick. Considering these and other applicable factors, the Board of Commissioners have proposed the modifications outlined within this report. These recommendations have been based upon carefully selected ramp locations designed to link the highway with the local circulation system, while also retaining the originally projected alignment of the highway."

First of all I would like to say that the Board of Commissioners have a very good understanding of what the Public Hearing is intended to do, in the sense that it is particularly designed to give an idea of the alignment, or give the opinions of the citizens and the public officials involved concerned with the alignment. However, the citizens of New Brunswick, represented by the Board of Commissioners, also feel that working within the confines of the City of New Brunswick, we cannot just give a blanket okay to the alignment, without some careful thinking and also putting forth some of our plans concerning the ramps, alignment and location.

I would like to say on behalf of the citizens of New Brunswick that we are, - or have given our approval for the alignment of this road, with the provision that it will not offset the things that we are interested in, as far as entrances and exits, and, of course, we have over the past several months, had wonderful cooperation from the State Highway and the Consulting Firm that's doing the job here, in meeting with us and talking about these considerations. There has, I believe, some understanding come about with

regard to these entrances and exits. We realize, in New Brunswick, that the gentlemen we talked to in Trenton, have, of course, not the final authority that rests with other people and we would, of course, like to say that should these ideas or our plans presented not be met with approval by the final authority, that we will resist any other plan that would do damage, in our estimation, to the city. So our okay, as you might call it, is based on getting these ramp locations and also the acquisition of property and the leaving alone of certain property as an integral package of our giving approval to the alignment.

I'd like to just point out some of the salient points that are so very important to us in New Brunswick; as most of the people here realize, we don't have the wide expanses of our neighboring municipality of Piscataway - which they have wonderful open areas. We are dealing with city streets and a small highly developed area and this is why these things, although to the broad-brush treatment of outsiders, let's say, to our county, it's so important that we get these things. This is a major entrance to the city of New Brunswick; it comes in from Highland Park, which is itself a very beautiful town and we want our city, as we always have - the Board of Commissioners one of the most beautiful approaches you can ever have into a city and we think that this plan as presently constituted can do that with attention to certain detail, and very important to this philosophy here, is the acquisition of property on the river side/^{or} the canal side of Memorial Parkway and also of Water Street.

The State Highway, of course, in their original alignment, has acquired some of the properties. They've acquired the major properties. The Board of Commissioners, in looking at this situation initially, were faced with a terrific loss of ratables. However, in thinking of the long-range masterplan of the City of New Brunswick and how beautiful our city could be, we have asked that they will take over a few additional properties and also leave a few additional ones alone on the other side of the street.

We feel that this proposal is not going to be a great burden on the taxpayers of the State of New Jersey; in fact, the land acquisition cost, in our estimates, will actually, we feel, be possibly lower and at least competitive. We would like, specifically, to see the acquisition of the Richardson property between the canal and Mem-

orial Parkway; it's a very small building compared to the present sharp complex of buildings that are being acquired; we would also like to see in addition to the properties that are being acquired between Water Street and the Canal, we would like to see the acquisition of what is known as the Lefkowitz building - Lefkowitz Leather Company. This, of course, is a major tax loss to this area but we feel in the limit, this will be a very big thing for the whole area and we will recoup by having an urban renewal project in this area.

Again, it's very important to consider some of our ideas on ramp locations. We have been impressed upon, many times, by our leading taxpayers in the City of New Brunswick, notably Johnson and Johnson, their desire to have their area completely free of entrances and exits into - insofar as the general wellbeing of the public can be concerned.

Our interpretation in City Hall, as the opinion of J & J, is that J & J traffic should go to J & J, downtown traffic should come downtown, and Rutgers University traffic should go to Rutgers. Any alignment or any proposals that would have the major entrances to downtown in the J & J area, or the major entrances to Rutgers in the J & J area will, of course, we feel, be undesirable for them and it is the opinion of the Board of Commissioners that any Rutgers traffic should come off in Rutgers area and we feel very strongly about this.

J & J, of course - we're all familiar with the development down there; it's certainly one of the most beautiful complexes in the entire eastern seaboard and certainly a sight to behold from an architectural standpoint.

In keeping with this, of course, we point out the fact that the Middlesex Water Company is planning to build a water pumping station on the canal, on property owned by the Department of Economics, Conservation and Development. Of course, this property is again right down in front of J & J's buildings, in front of major taxpayers, and also right in our urban renewal area. We feel that this station, of course, will be a reality someplace because it's been decided down in Trenton by the Water Policy Commission that they will be given rights to divert water from the canal. However, we are opposed, very strongly, to having a pumping station on the locks, or any other

property in front of the J & J area. We feel this, not only from looking at the area with an eye toward beauty, but also from the standpoint of a driver. This station, as we understand it, will be possibly in the middle of the road, or at least, not in the middle of the road, but at least in the middle of an island within the middle of the road and we feel that this thing can be worked out whereby the lines can be extended, either down further, down the canal, and place the pumping station under the railroad bridge, or up further, up the river toward Boundbrook, where the New Brunswick pumping station is in Buccleuch Park, in that area. We feel the extension of pipes can easily handle the water flow; we can't see why every driver from now to perpetuity should be driving around or diverting themselves to some degree, or any other inconvenience where a pumping station that can easily be handled by an increase in the cost of pipe by one initial investment. We feel very strongly about this and from what I understand, we will oppose this to the limit.

Again, in keeping with the remarks I made before about the bridge area. We feel one of the major advantages of this bridge is that it will bring the large growing Rutgers University campus in Piscataway and, of course, their plans in Edison, for a campus on the Camp Kilmer property, to carry these people between those two large campuses and into downtown New Brunswick. Very important here is the fact that we feel the Rutgers traffic, anybody that wants to go to Rutgers, wants to go to Old Queens or wants to go to the Rutgers gym and the Rutgers Library, which we understand will always, for at least as long as we can foresee, two major facilities of Rutgers, namely, the Library and the Gym. We feel that if you're coming in from Piscataway and want to go to the Library, we feel you should get off up here into College Avenue - George Street area. We can't see going down to Halapin Street or down to Water Street or down to Albany Street. This is our opinion on that.

I would again like to say that our presentation up here in this area as far as the complex that has been talked about in here represented by this yellow marking up here is again up in the air and we did not propose to do anything in this area because it doesn't come within what we feel is our rightful jurisdiction nor to try and dictate or influence our good neighbors in Piscataway and our friendly relations with the

County. However, there are a few points over there and a few minor changes that could possibly be made that would greatly benefit New Brunswick. We wouldn't want to upset their plans for the Park and also the discussion concerning the future alignment. However, as I said, I wish the State would bear in mind, the Bureau of Public Roads, that there are certain small things we think in this area that could greatly help us. If it's to the detriment of Piscataway, however, we would again like to get a chance to take another look at it.

In coming back to the formal summation, I would like to say - and this is a repeat of some that I said before:

"In certain sectors, the proposed highway directly adjoins or passes through areas of incompatible land uses, it is imperative that such properties be acquired. Specifically, the buildings adjoining the canal from Police Headquarters to the Pennsylvania Railroad Bridge at Water Street form a complex of structures which are highly recommended for acquisition. Future facilities planned for development adjoining the proposed highway must also be guided and controlled. Of particular importance to the sound development of this project is the proposal made by the Middlesex Water Company to build and operate a pumping station near the Pennsylvania Railroad crossing on the Raritan Canal. The City of New Brunswick is on record with the State Department of Conservation and Economic Development as being opposed to deviating the alignment or design of the highway to accommodate such a station. In its proposed location this project is incompatible with the projected alignment of the future highway."

In closing I'd like to say that we certainly appreciate the services rendered in our day to day thinking and particularly some of our planning by Dwight R. G. Palmer, The Commissioner, the State Highway Commissioner, and also by Mr. Link, the District Highway Engineer, who has been very helpful on the few visits to Trenton we've made, and also the Consulting Engineering Firm of Parsons, Brinckerhoff, Quade and Douglas.

MR. LINK:

Commissioner Dailey, is it the intention of the City to furnish us with copies of the statement and copies of the plans which have been presented here so that we can enter them as part of the official record?

COMMISSIONER DAILEY:

Yes sir, Mr. Link. Mayor Paulus, as he stated in the introduction, will supply these reports to you as an integral part of our presentation here today. The slides are actually a re-work of the plans in the book, so they in themselves are not a necessity.

MR. LINK:

In that case, the statements and the plans, which will be forwarded to the Department will be accepted as Exhibit #2 and made an official part of this hearing record.

I have a card from Mr. Richardson, Special Council for the City of New Brunswick and he has indicated a desire to speak.

MR. RICHARDSON:

Mr. Link and ladies and gentlemen, I'll be very brief. I merely want to call attention to the fact that the Middlesex Water Company proposes to build a Pumping Station in the middle of this right-of-way, at or about the vicinity of the deep locks at J & J and this impediment should be taken cognizance of immediately, before any work which embraces something around \$6 or \$7 million dollars is started and in conjunction with what Commissioner Dailey has said, I will be glad to submit to the Commissioner and through the City Commission, send to the Department a graphic presentation of this location of the water company, so as to show for their records just exactly where this will be located and that is the only particular interest I have at the moment, but while I'm here and on my feet and not to delay you, - as a former Mayor of this town I want to compliment the City Commissioners in the assiduous and careful attention that they gave to the planning that went into their presentation here this morning. I think New Brunswick should be proud of officials who take the time and have the competency to present the view of the citizens in the detailed way it has been presented here this morning and I'm sure when they speak through the City Commission, they speak for and in behalf of the great majority if not all of the citizens of New Brunswick.

Thank you very much, Mr. Link.

MR. LINK:

Thank you, sir.

Would any of the other City Commissioners of the City of New Brunswick who are present care to speak or make any comment? In that case, we will go into Piscataway and I have a card from Mayor Atkins, who has indicated a desire to speak. Mayor Atkins.

MAYOR ATKINS:

Mr. Link, friends, we in Piscataway are not quite in the position of New Brunswick in that first they should be commended on the presentation that they have made concerning the location of the proposed road through their town. Unfortunately, when we cross the river, as I understand it at this hearing, we are bound within the limits as shown. The people of Piscataway, or the governing body of Piscataway, is certainly going on record as being in agreement with the proposals of the Board of Freeholders in that any crossings within the Park must be kept to a minimum so that the park area is not bisected making, as was told to me this morning, more quadrangles with a beautiful area than we could ever possibly believe. We believe that the Park should be maintained in its fullest capacity as we expect that the State Highway Department will not proceed with even any plan without first consulting and receiving the approval of the Board of Freeholders.

It's rather difficult to be up here knowing that we all want this bridge; we all realize the primary need of the bridge, but at the same time it's rather unfortunate that before allowances could be made within the Legislature for the construction of this project, certain compromises have had to be made and I am going to offer this statement, Mr. Link. I want to go on record - I have to say it; I'm hoping it will become a part of the record, that the proper parties will be cognizant of what we in Piscataway will be faced with.

In speaking for the governing body of Piscataway Township, I must reiterate our feelings with regard to Route 18. We have publicly stated and we have also sent letters to the Highway Department, in opposition to their suggestion as to location of the road through Piscataway Township. The Planning Board of Piscataway Township has also gone on record as being opposed to the suggested location of the road. The Township Committee and the Planning Board have worked much too hard to have their work of the past five years torn asunder by the planning of the road on an obsolete aerial photo. We therefore would like it to be known that Piscataway Township is really not in opposition to the location of the new bridge across the Raritan River as proposed, but we are in opposition to any further proposal that may be made without our having been consulted

and without having received our approval. We realize the position of the Highway Department as being a difficult one when they have to build a new road as called for by Legislative action but at the same time, the populace of the community must be considered because they are all affected by such a road, even though they may not be within its physical boundaries of the proposal. Piscataway Township is not adverse to having a new road, or new roads, within its boundaries, if the proposal can be beneficial to the community but I am sure no one can better determine this than the responsible people of the government of this community. Therefore, I say again, we are more than willing to help with any such proposal but if we are not called upon then we shall do everything within our power to impede such proposal even if it means to resorting to downgrading areas to allow for immediate construction within the boundaries of such proposed roads. Thank you.

MR. LINK:

Thank you, Mr. Mayor.

I have a card from Dr. Markley, Township Committeeman of Piscataway. He has expressed a desire to speak.

DR. MARKLEY:

I'm Frank Markley, Piscataway Township Committee and Planning Board.

Mayor Atkins has already outlined the general objections of Piscataway's governing body and Planning Board with regard to the alignment of Route 18 in Piscataway. I would just like to express my own feelings, both the citizens, members of the Planning Board, members of the governing body, and I'm sure I speak as well for most of our citizens when I say that we can't approve a plan which is so indefinite as to the route in Piscataway Township. All of the yellow area in Piscataway, for example, is part of the plan, is a part of this specific plan which is up for hearing today. It does not display the direction of the highway as it leaves this area and the course it will take thereafter. In other words, it will be essential to determine exactly how this highway will leave this yellow area before we can actually approve that part of the plan.

Although I realize this hearing is for the first leg of Route 18, as outlined by State Legislation, it is obvious that the course that was part of the Route 18

highway being largely in Piscataway will be governed by how the access throughout piscataway is constructed.

The Mayor has already related the feelings of Piscataway governing body approving the concept of the highway in Piscataway, Highland Park and New Brunswick area. However, my colleagues on the township Committee and on the Planning Board, as well as the citizens of our community, do approve the route, the suggested route in Piscataway which - - do not approve - - or do oppose, rather, the route suggested for Piscataway Township which would do the following:

1. Destroy the beauty of a large part of Johnson Park and take out of use this Park for our citizens. Now this can be rectified, of course, if we follow the plan which was suggested by the Middlesex County Planning Board.
2. It will pass through one of our prime residential areas along Hoe's Lane.
3. It will pass directly over 150 family swimming pool.
4. Cut a 90 acre tract, known as the Kissler property, in half. This will jeopardize the construction of an office building by Western Electric, which will employ 3,000 persons and be a fine tax ratable for our community.
5. It will directly and adversely affect our Master Plan which now designates the shopping center, a municipal building and a library in this area.
6. It will cut through the auditorium of a Jr. High School now under construction.

Just to summarize, - we do not oppose the alignment in New Brunswick or the bridge over the river, that is south or east of Piscataway; we have no objections to this. We understand that the New Brunswick Mayor and Council approve. However, a clarification of the access road system in Piscataway near the River Road, Landing Lane area, as well as the clarification of the direction of the remainder of Route 18 must be made before complete approval of the Piscataway governing body and Planning Board can be obtained.

MR. LINK:

Thank you, sir.

I have a card from Mr. Henry Hobson, Chairman of the Piscataway Township Planning Board.

MR. HOBSON:

Mr. Link, Mayor Atkins and Dr. Markley have stated the position of Piscataway with respect to Route 18. I merely want to reiterate that Piscataway supports the position of the County in the type of construction mentioned by Mr. Powell for traversing the Park. It supports the position of the County in objecting to a sprawling interchange in the Park and it supports the position of the County in directing the bridge and particularly the structures leading the roadway from the bridge, generally, more generally, toward Metlar's Lane than have been indicated on maps so far made available to us. It feels that it must be included with the County and the State in the planning of the connections in that area.

At the present time, Piscataway cannot see the need for the diagonal connector. It may come around to that, but at the moment it cannot accept that and it does not yet see the wisdom of urging traffic to travel the Landing bridge to traverse east on the new highway.

Thank you, Mr. Link.

MR. LINK:

Thank you, Mr. Hobson.

I have a card from Mrs. John F. Duffy, who is representing her husband; he's a member of the Piscataway Township Planning Board.

MRS. DUFFY:

Officially, I'm only here as a reporter for my husband who is a member of the Piscataway Township Planning Board. However, as a private citizen, I became interested last night when an article appeared in the Plainfield Courier News, discussing what is really contingent upon this route in one way, and an important way; it is the intersection of Route 95 will bypass Warren Township - the headline. In a letter that was addressed from Mr. Palmer of the Highway Department to Mr. Bateman, I believe, who was an Assemblyman from Somerset County, he stated that this highway 95 will enter New Jersey somewhere west of Trenton, traverse the State north and west of Trenton and come out somewhere in South Boundbrook and apparently cross the river and, of course, there you have Piscataway Township again in the way. It will avoid Warren

Township. So it presents a new problem insofar that it must traverse the northern part of our Township and I'm only interested in getting into the record the fact that it may affect either the need or less need for the route of 18 through our Piscataway Township.

MR. LINK:

Thank you.

Is there any other official, or public official from the Township of Piscataway present who would care to speak at this time?

In that case, we will go back to the City of New Brunswick. I have a card from Mr. Ayers of Rutgers University.

MR. AYERS:

Ladies and gentlemen, my name is Maurice Ayers; I'm Assistant to the President of Rutgers University.

First of all I want to say that the University approves the alignment as it comes from the vicinity of the Police Station to the further bank of the Maritan River. We also are in complete agreement with the areas of development for interchanges which we see on the State Highway map, namely this yellow area and this yellow area.

We also feel that the traffic which is generated by the University should enter and leave the highway within the area of the College Avenue campus. We have studied this to some extent and the results that we have come up with you see on this little map that I have placed up here.

We feel that the traffic which originates here will go through the large area of Piscataway Township which we are developing and also a great deal of it will go over to the Douglas Agriculture Complex on the southside of New Brunswick.

Therefore, we consider these two areas, one to the north and one to the south, of the central area around College Avenue in New Brunswick. These interchanges which we have here, we feel, should be developed in such a way that traffic coming from the west, from the University House complex, and from the complex which we hope to develop in the Kilmer area, can leave the highway somewhere in this area. We also feel that traffic going from this area to the west to University Heights and to the Kilmer area, should enter in this area and this entrance is, as you see, about here. So if the

alignment does nothing to preclude the development of such exits and entrances for westbound traffic, we are in complete agreement with it.

For the eastbound traffic, that is the traffic that will leave this area and go over to the Douglas Agriculture Complex, we feel we have the same problem. We would not like to see this traffic have to go down in and through this area and get involved with the traffic to the New Brunswick/^{shopping}center and business district down there.

So we feel that it is important somewhere, to get an entrance to the highway for eastbound traffic which will bring it then directly from the Rutgers Campus area eastbound on the highway exiting beyond the Police Station in the development that we now have.

come

In the same way, a lot of people/^{come}from the east, from Douglas Agriculture and we feel that they must exit somehow from the highway to get expeditiously into the College Avenue complex. So we have suggested that this be done by bringing them down into this area somewhere in the neighborhood of the intersection of George Street and College Avenue.

We are not suggesting any details in here at all at the present time, merely that these broad and basic suggestions be studied and considered, namely, entrance for westbound, entrance for eastbound, exit for westbound and exit for eastbound traffic, to get it into this area without bringing it into the New Brunswick area.

We not only have the movement of students back and forth between these campuses which at the present time is something over 125 busses a week as it was last year but approximately all cars, many individual cars of people coming to work in the morning, people leaving at night, from both west and both east and we feel that these two loops the westbound loop and the eastbound loop are vitally important to us and should be divorced from the entrances and exits which service the business area in New Brunswick

This exit which you see up here, we are not proposing. We didn't have time to get it off the map but we are in complete agreement with New Brunswick and the State Highway Department as to what goes on down in this area.

One further thing I might mention is that the University has considered seriously, and that would be - - it is difficult to explain - - a decking over of the

highway at this point to provide a pedestrian esplanade from the bottom of our F, H and L - Frelinghuysen, Livingston and Hardenbergh Dormitories - - we think it would be a beautiful thing if as is done certain places on the East River Drive in New York; if this highway could be decked over with a pedestrian esplanade which would give us a very beautiful front on the river and would not in any way, of course, hamper the traffic flow.

Thank you.

MR. LINK:

May Ayers, is it your intention to present that plan as part of the official exhibit?

MR. AYERS:

Yes, but I am willing to do it over again.

MR. LINK:

Alright then, you'll send me a copy.

A copy of the plan which has just been explained by Mr. Ayers will be presented to the State and will be accepted as Exhibit #3 and be made an official part of this hearing.

Is there any spokesman for any organized group from the City of New Brunswick present who would care to speak or make any comments at this time? I have a card here from Mr. Herman Holzer, of the Automotive Electronics Corp. of New Brunswick.

MR. HOLZER:

My name is Herman Holzer; I'm the Treasurer of Automotive Electronics Corporation of America and Walter Realty Corporation.

I want to read into the record a letter sent to Commissioner William A. Dailey:

"As owners of industrial properties on Water Street and Peace Street, we are vitally interested in the development of the Route 18 extension and that such development does not disturb our properties bordering on the west side of Water Street through to Peace Street for the following reasons beneficial to the City of New Brunswick.

The properties located at 26-28 Water Street were acquired by us during November 1960 for the sole purpose of expanding our manufacturing facilities in New Jersey. During the next twelve months we contemplate giving employment to approximately 250-300 production workers. In order to fulfill our manufacturing and warehousing requirements, we acquired other buildings on Water Street during

January 1963. From the time of acquisition of these properties, we launched an aggressive renovation and refurbishing program within our economic ability and we presently are in the position to begin the hiring of personnel and manufacturing activities.

We recognize that the modernization of these buildings increases the needed real estate tax ratables of the community and thereby enhances the growth and progress of the community.

It is our intention to modernize the facade of these buildings to blend in with the adjacent new buildings thereby beautifying the area, changing it from an area of blight to one of affluent desirability.

We recognize the strategic geographical importance of these buildings. They are easily accessible transportation-wise by the production workers we want to employ. They are accessible by local buses and trains and it does not require the necessity of an automobile to get to work. They are also close to the downtown George Street and Albany Street Shopping Centers which have been hurt severely by the exodus to shopping centers and industrial parks.

Our investment in what we have done is substantial. It is immediately beneficial to the community and we hope as time goes on to ourselves as well. Any condemnation of the properties that we have renovated and refurbished during the past 3-1/2 years that are now ready for activity would be an unfortunate and needless loss to the community as well as to ourselves."

Thank you.

MR. LINK:

And do you plan to present that statement as part of the official record?

MR. HOLZER:

Yes, sir. A copy was given to Commissioner Dailey already.

MR. LINK:

Well, that doesn't help me. May I have a copy?

MR. HOLZER:

Yes, sir, you may have it.

MR. LINK:

Alright. Then I will accept it as - the statement just read by you - as Exhibit #4 and make it an official part of this hearing.

I have a card from J. M. Zamust from the N. Y. Lumber Company.

MR. ZAMUST:

I'm interested in information. I have no information to offer; I have no engineering outline to present to these gentlemen, who are better qualified than I. I'm seeking information.

You indicate on the proposed alignment the use of the canal as a base for the roadway once you pass beyond the bridge. My first question would be simply this: Is it not practical then to enter upon the Delaware-Raritan Canal before the bridge after passing the Police Department and utilizing the canal at that point for the proposed alignment? I point that out for this reason, because thereafter, in the presentation of the engineer, it was pointed out that the viaduct which controls and are the base of the Pennsylvania Railroad are going to be the roadway for both lines of traffic. Is it impractical then, 1) to use the canal before the bridge and is it then practical to use the canal after crossing the bridge. I'm seeking information on that ground, first of all.

MR. LINK:

In answer to that question, it is impractical to use the canal at the bridge without extending the roadway and the construction back beyond New Street, the loop you see at the extreme - - at right of the picture. To get behind the Police Station, hit the canal, could be done very nicely except that we would have to take this particular roadway, several thousand feet further to the south, thereby occupying all the land in there that is now either used as or proposed as a park site.

MR. ZAMUST:

Well then, all of your problem is there, the acquisition of additional land.

MR. LINK:

No sir. On the basis of our present alignment, if we would try to swing into the canal as soon as we got past the Police Station, we would have to put such sharp curves into it that it would be extremely hazardous.

MR. ZAMUST:

Well, is it practical then to enter upon the land before actually reaching the Police Station? In other words, utilizing an area beyond this circle which is now

used in this turn. Is it then impractical to continue?

MR. LINK:

It would be extremely difficult to establish a plan which would start, let's say, right at the bridge crossing 18 which you see there, and trying to swing behind or between the Police Station and the canal.

MR. ZAMUST:

Well, let me direct your attention then to this yellow outline, north of the bridge and I specifically direct your attention to this red outline showing the area directly crossing the highway 27 and going beyond the P.Q.(?) in which I am interested. The red outline shows that only part of this is to be acquired, or is that wrong? In other words, is it contemplated this small area here remain and ~~a~~ part of this area taken?

MR. LINK:

In that particular picture there, that entire property will have to be acquired.

MR. ZAMUST:

Then the legend is wrong then; it should be covered with yellow.

MR. LINK:

No, sir. The yellow indicates that that is an area whereby planning for access to this particular road, or connections to Albany Street, may be studied.

MR. ZAMUST:

I see. You've answered my question at the present time. I reserve the right to ask more.

MR. LINK:

You're welcome, sir.

I do not have any other cards from residents or taxpayers of the City of New Brunswick, expressing a desire to speak. Is there any individual from the city of New Brunswick present who would like to speak or make any comments on this project?

MR. ENGLESEBE:

My name is Englesbe; I'm a resident of Somerville, but have been a property owner and a taxpayer in the City of New Brunswick for over 60 years. This project is nothing new to me. It's a beautiful thing to have there; it's fine but it's just for

the birds. Try and picture from the level. You have two assets left in New Brunswick. You've dissipated a lot of them. You have the view of the river since it's been cleaned up and you have the wonderful municipal water plant, and the service of it. 35 to 40 years ago, Lew Compton was our Director of the Board of Freeholders; Dr. Rudolph was in Rutgers, - and they instituted the cleaning up of the Raritan River. The plan was to take and join Douglas Campus and Rutgers along the river. They realized the beauty of it. That's been gone over. Dr. ^{Demarest} Domarest (X) was in Rutgers; he was always for it. You had people then who had the interest of the City of New Brunswick at heart. You propose to put a road along there; it's going to be an embankment. You're going to shut off the view of the river in lots of spots and you're going to have a lot of traffic along there, orders and things; if anyone would go up Landing Lane, go up on top of those apartment houses and take the view of the river, they'd see something they have no idea exists around here. As when the Chamber of Commerce brought out, real estate men from New York - they interested them in that Plaza project. They entertained them at the Roger Smith. When they got finished with them, their comment was: "For God's sake, why did you put those low-cost housing down there? You have a beautiful natural terrace to start up and build low buildings here, gradually higher all the way up to George Street. You've wrecked it; it's all done." Now, why make it worse!

The City of New Brunswick owes nothing to Rutgers. Rutgers is doing everything they can to get away. There are 27 fraternities in the City of New Brunswick belong to Rutgers. They want to get rid of them. That means Rutgers is going to have 27 more properties off the tax roll. How much taxes are the City of New Brunswick going to lose when they take that land that's proposed there, from Albany Street on up? Johnson Hall is up there, - it's a beautiful thing; it's going to be hidden; it's going to be hidden by an embankment; it's going to be hidden by traffic; their view is going to be disrupted.

We have these take-off ramps. You're limited to a 4% grade. Now you're going to have how many feet? Access on that? You're going to have 2 to 500 feet to get off that ramp. You're going to take that land off the tax roll. I wish the City of New Brunswick - - certainly it wouldn't be any hardship for them to come out flatly and say how much tax the City of New Brunswick is going to lose.

The point is, Route 18 is a temporary Route 18. It can be moved. There are spots out on 130; you could pick up Route 18 outside in E. Brunswick. You could bring it under 130; you could bring it over - - there's a stretch from the Pennsylvania Railroad yards to Millstone, regular right-of-way, could be acquired. Route 95 from Scudders Falls is going to run up to 287 in Boundbrook. That could be tied up there in a complex like this where it wouldn't affect anybody. You have all the room in the world. You'd think you were dealing with the Island of Manhattan. You congest all this stuff. Just stand at the corner of George and Albany Street and look down Albany Street; you've got a view. Put this mass of concrete across there - - you break it all up.

I'd like to know just how much taxes they're going to lose by that. They're crying that they want taxes at the other end of town, at Dewey Heights; they want an improvement out there. What's the sense of having it out there when you're wrecking it downtown? This is namely for the citizens of New Brunswick. I don't hold any brief with it, Piscataway or any of the rest of them.

Thank you.

MR. LINK:

Thank you, sir.

Is there any other resident of the City of New Brunswick present who would care to speak?

MR. ZAMUST:

Assuming that this proposed alignment is adopted by the Highway Department, or revised one in keeping with suggestions that are offered, what's the timetable on this?

MR. LINK:

The timetable on this particular project is going to be dependent on funds. At the present time there are none, so that with the availability of funds, the timetable can be established.

MR. ZAMUST:

Well, you ought to have some idea of when the funds will be available. Will

they be State funds or Federal funds?

MR. LINK:

I have already stated that this particular project will be financed duly by the Federal Government and the State on a 50-50 basis, but when the State share is forthcoming, it will be initiated to the Federal Aid project. Now I have no knowledge of whether the money will be appropriated for this project in the next year's budget, the following year, or not.

MR. ZAHUST:

Thank you.

MR. LINK:

You're welcome, sir.

Is there any other individual from the City of New Brunswick present who would care to speak or comment? In that case, we will go into Piscataway and I have a card from the Rev. Ronald Vander Schoat, Pastor of the Christ Methodist Church. Is the Rev. Vander Schoat present? I have a card here from Mr. Edward D. Bastian, Chief Engineer of the Middlesex Water Company.

MR. BASTIAN:

My name is Edward D. Bastian and I'm Chief Engineer of the Middlesex Water Company.

Mr. Link, I should like to read from a letter addressed to Commissioner Palmer and request that this letter be accepted by you and made an exhibit and admitted as part of this hearing:

June 19, 1964

The Honorable Dwight Palmer, Commissioner
New Jersey State Highway Department
1035 Parkway Avenue
Trenton, New Jersey

Subject: Proposed Route 18 Highway Extension Alignment

Dear Commissioner Palmer:

The Middlesex Water Company of 52 Main Street, Woodbridge, New Jersey, a public water utility by virtue of a charter granted by the State of New Jersey, serving the Townships of Woodbridge and Edison and the Boroughs of Carteret, Metuchen and South Plainfield, all in Middlesex County, hereby objects to the Proposed Route 18 Highway

Extension Alignment within the City of New Brunswick, for the following reasons:

- (1) The Delaware and Raritan Canal presently is the only facility capable of diverting water from the Delaware River Basin at the rate of 100 million gallons daily, permitted under the 1950 U. S. Supreme Court Decision. The Middlesex Water Company opposes any proposed alignment or construction which would curtail, restrict or reduce the water carrying capacity of the Canal.
- (2) The Division of Water Policy and Supply has granted to the Middlesex Water Company the right to withdraw water from the Canal at New Brunswick at the rate of 20 million gallons daily. An additional 20 to 30 millions gallons daily from this source will be required by about 1972 to meet the projected water requirements of the municipalities served by the Middlesex Water Company. The standard Rules and Regulations of the Division of Water Policy and Supply grant to the Middlesex Water Company the right to install and construct in the Canal and on adjoining canal property, at or near the point of withdrawal the apparatus, equipment, structures or facilities as may be necessary for withdrawal from the Canal the water sold by the Division.

The Construction of a highway in the Canal and on adjoining Canal property would, without due process, deprive the Middlesex Water Company of its right to install and construct the apparatus, equipment, structures or facilities for withdrawing water at or near the requested point of withdrawal set forth in the application for diversion, approved by the Commissioner of Conservation and Economic Development.

- (3) Use of the Delaware and Raritan Canal as a highway route without specific approval by the Legislature is illegal.

The Middlesex Water Company urges your fullest consideration of the above reasons for its opposition to the proposed alignment of the Route 18 Extension within the Delaware and Raritan Canal property.

Respectfully yours,

(Signed) MIDDLESEX WATER COMPANY
Carl J. Olsen
President

MR. LINK:

Thank you, Mr. Bastian.

The letter to Commissioner Palmer, just read by Mr. Bastian, will be entered into the official record of this hearing as Exhibit #5.

Is there any spokesman for any organized group from Piscataway Township present who would care to speak or make any comments at this time?

I have a card here from Mr. Thomas Kelly, home owner from Piscataway.

MR. KELLY:

My name is Thomas Kelly. I am a homeowner from Piscataway and my home will be affected with the extension.

Now, I'm going to base this reasoning on the fact that you're designing a limited access freeway. Now, along with that, it seems to me you're adding more cost and more damage on this end to the advantages you're going to get, to take care of purely local traffic. In other words, your highway from here to here is designed for purely local traffic - - your ramps and your access are local, so what I would - - not only that, you're damaging your park; you're going through some nice residential areas in that section, so I would like you to consider getting this road through and across the river as quickly as possible and that logical spot would be right on the north side of the railroad. That would be right here. You cross there; you'd have one bridge that would cross the river, the same bridge would cross the river road; you'd go go through that area and only affect one home. You'd save this cost; you'd save this cost; you'd save this cost. The only thing the City people have said is they want this, the local traffic; the Rutgers people have said they want to use this alignment for local traffic. That's too much cost; too much cost, too much damage for the small amount of local traffic you will get. Thank you.

MR. LINK:

Thank you, sir.

I have a card from Mr. Bernard Miller of Piscataway Township and he has expressed a desire to speak.

MR. MILLER:

My name is Bernard Miller and I'm a man known in Piscataway Township.

I have a three-fold part here. Number One is that to discuss a highway like this or a regular highway without connecting its purpose is like discussing a leg of a body without putting it to anything. It's just a piece here, but since this is a

meeting, we'll discuss it and I'll limit mine to this part.

Number Two is the Park. I think that these roadways going through, over and around the Park, bisecting and transecting the Park, will take away from our Park, the beauty of the Park and not only the beauty of the Park, but something more vital than that. It will take away the safety of our Park because a policeman anywhere on River Road or anywhere in the Park can practically see what's going on anywhere in that whole Park. If these roads transect, bisect and quadrangle that Park up, we're going to have a Central Park of New York. With the increase of drug addiction in this area and the rest of the police problems that do occur and are occurring, we're not considering them at all.

Number Three. We had a meeting out at a church on River Road and I was led to believe, or advised by an official of Rutgers University, that just keep quiet about the road; it's going to end right over here. This same idea has been brought to my attention this morning by three or four other officials here and that the information came from Mr. Palmer's office. If this be true, Mr. Palmer is an immoral man and I don't think he is. Because of the fact that there is a law stating that this road has to connect Route 18 through 22 and to take a portion of this thing and just discuss it here like this is absolutely asinine. If Rutgers is trying to tell us that keep quiet, we'll get this bridge over and that's all we want, they are immoral. They said that by 1980, they're going to have 88,000 students. That may be true, but by 1980, we're going to have a hell of a lot of people living in Middlesex County that aren't here now and where are we going to get our Park from? We need our Parks. We need Rutgers - yes, we need Rutgers but they have to do a little bit of crying (?) too.

I think this road could be put through very easily and at much less cost than it is here. Our proposed plan is as follows:

Take this road across here and, as Mr. Kelly said, bring it up through here. Have your intersection down at this end of the Park and you've only destroyed portion of the Park. You can hook up with River Road if you wish. You have two alternatives: you're going right up along the railroad which is a valueless property now; nothing can be built there or you can go west of the Centicle, the first Street which is Cedar

Road. Go up Cedar Road to Border Road, Camp Kilmer, and go left, across that vacant lot which is owned by Rutgers - we know that - owned by Rutgers, cross Metlar's Lane and have your intersection there for Rutgers and you would have two ways to get around. You would have Davison Road which is taken from part of their campus and you'd also have University Heights road which can go up to the Stadium; then cut behind their new building and go into Piscataway Township. This way there would be one house destroyed - one house, or two, on the corner of Davison and Metlar's Lane. The only thing that opposes it is Rutgers for this reason: they own all that land; they can acquire more land; they're going to acquire a lot of Camp Kilmer and I don't see why they can't acquire the land behind where they are now. There's plenty of land back in there for them. This could even build these because you could take the road that's here if you want to, just bring it right across here or else bring this thing down into here to connect them with this thing and I think in that way, you would have your Park, you would have your road and one other thing which has to be considered. There's a hell of a lot of congestion in Highland Park. Something's got to be done. It's part of the State too and this is State's money going in. If the road were put here, across here, up here, then, just before Kilmer a branch could jut across the railroad, back across the railroad and go along the railroad base, leaving an access to Plainfield Avenue, keep on going right down and connect up with U.S. 1 and 287. I think this would alleviate many things. It would alleviate the problem of Highland Park traffic; it would alleviate another bridge; it would take this road across our Township and County without destroying the Park and making it another Central Park and I think it would be a hell of a lot cheaper. I thank you.

MR. LINK:

Thank you, sir.

Is there any other individual from the Township of Piscataway present who would care to speak or make any comment?

MR. MARKLEY:

Frank Markley, Piscataway Township.

Are there any plans? Do you have any plans that you could present at this time

in regard to the yellow area in Piscataway Township? How the roadway would appear?

MR. LINK:

No sir. The purpose of that yellow coloring is to indicate the possible area where a connection can be made to the Park, to Landing Road, to Metlars Lane, to River Road and it leaves it open so that something that will be approved of by the County and Township can be established.

MR. MARKLEY:

Well, I think - I hope that I made it clear that this is the objection that I have, that I don't see how we could possibly approve this plan unless we know what direction the remainder of the highway is going to exit from that particular yellow area and it would seem to me that before this is possibly approved, or before there's any implication that Piscataway Township approves of it, that we should see the remainder of the highway, as Mr. Miller, my predecessor here, has indicated. Anything short of seeing the final plans through Piscataway can hardly be construed as meaning that we do indeed recognize this as the best possible route.

MR. LINK:

The main purpose of indicating the alignment of this road to just beyond the River crossing was to eliminate the possibility or the deduction or induction or whatever you might care to put it, as to the possible direction of this route. Piscataway has gone on record that additional time is necessary for studies so that a suitable alignment can be determined and based on that fact, the alignment from this particular location will be dependent on any alignment that will meet the approval of Piscataway, so that the actual terminal point of this particular roadway will be the necessary connection to the existing roadways that are in that area now.

MR. MARKLEY:

Certainly this I understand. However, this does fix one thing - - the exit from New Brunswick over the river will be in that particular location, - that's Number one. Also, it precludes any possibility of putting the bridge or the main part of the route in areas such as has been suggested by Mr. Miller.

I feel that - I wasn't aware of the proposal by Mr. Miller, but I think it's

a good one. I think that before we could consider this entire route here that now is the subject of this hearing that to exclude that, those possibilities would be unconscionable. Certainly we would have some leeway, some possibility of directing the route away from, say, Hoe's Lane there, as was originally proposed, even with this particular plan, but some of these other proposals - these have merit and I think they should be examined before this is approved.

MR. LINK:

That is the purpose of this public hearing, to gather information, alternate proposals. Now each and every proposal which has been suggested, has been recorded; it will be a matter of official record and will be reviewed in the overall review of the transcript of this hearing.

MR. MARKLEY:

Would the Planning Board and the governing bodies of Piscataway be consulted prior to any final approval of this plan?

MR. LINK:

That's a pretty rough one.

MR. MARKLEY:

Let me state quite clearly that I think they should be.

MR. LINK:

The record of this hearing, once it has been transcribed, will be forwarded to the Highway Department higher officials for their review. Their comments will be tacked to it; it will be presented to the Bureau of Public Roads for their review and approval and based on that, a decision will be made as to an alignment. Based on that, it would appear that any testimony presented or any plans presented at this time would be the determining factor as to a suggested change or a possible change in the alignment as shown here.

MR. MARKLEY:

Well, I think that unless it is clearly outlined on a map and examined from a feasibility viewpoint, it is difficult for me to see how it could possibly be given a reasonable airing. The gentleman prior to me just indicated a route which I doubt

really occurred to anyone, on the Planning Board or the governing body. Unless this was specifically laid down, an aerial map examined as to how many properties would be affected, etc. I'm sure this will not be given a full hearing.

We also have in our own minds several alternates that could possibly be used for the extension beyond River Road, regardless of where the bridge is, and without prior consultation or without some map in hand, it is difficult to see how anyone could consider these. We have seen only one in full where the requirements of the Legislation that is going from New Brunswick all the way to Route 22 hasn't been laid out and this is the route along Hoe's Lane, paralleling Hoe's Lane for a portion of Piscataway and out through Middlesex and Greenbrook Road. Unless the Township governing body and the Planning Board can actually submit or discuss with the State Highway Department these alternate proposals, it is difficult to see how they can be given a full airing.

MR. LINK:

As a matter of public record, this particular problem has been studied, I would say for at least 15 or 20 years. There are numerous reports by various groups as to the feasibility, a location for a crossing of the river. Almost every one of them point out that the crossing should be somewhere in the vicinity of Metlars Lane. This particular plan is utilizing of the various studies when this recommended alignment is being presented.

MR. MARKELEY:

Well, this precludes the possibility then of any citizen being able to suggest a plan which might be either more economical or feasible or more palatable to the communities.

MR. LINK:

Okay, thank you, sir.

Is there any other individual from Piscataway present who would care to speak?

MR. KRUSE:

I'm Theodore Kruse, a property owner from Piscataway.

I would merely like to support Committeeman Markely's request that the Piscataway officials be given an opportunity to consult on the point of entry into

Piscataway and any future alignment which seems to be inevitable, future extension which seems to be inevitable. I believe it is not customary to zone an area for a dump without consultation with the property owners affected and in fact, I think that the Highway Department has planned in the past on treating Piscataway as a traffic dump. I do not believe this is a conscienable procedure. I would like to respectfully urge that before this business is completed, that the appropriate officials be given an opportunity to express their opinion before things are frozen, including alignment and other alignment possibilities such as have been proposed by the gentleman who spoke a couple of speakers ago.

The fact that this situation has been studied to death for 15 or 20 years has no doubt brought a great deal of pertinent features to light, however, it seems rather clear that the influence of these various possibilities on Piscataway where a great deal of this traffic will end up has not been studied nearly as much. I think that's quite evident. I do not believe there's any excuse for a lack of consultation such as has been suggested.

Thank you.

MR. LINK:

Thank you, sir.

Is there any other individual from Piscataway present who would care to speak at this time? In that case, we will go outside the area. I have a card here from Mr. William Roach, Jr., Planning Director, Somerset County Planning Board.

MR. ROACH:

The concern of Somerset County is the relationship of the Route 18 connection on George Street as they relate to the proposed improvement of Easton Avenue in Somerset County. The County apparantly has an active plan for improving this facility on the west side of the Raritan River from Landing Lane northerly to the interchange of Route 287. Of particular concern is the proposed modification of interchange between Easton Avenue, Franklin Boulevard and Landing Lane. The particular traffic pattern

shown here is one developed jointly by the Middlesex and Somerset County engineering departments; it is in the actual planning stages and will soon be built. First stage construction will provide for a 4-lane County highway running up to Luke (?) Lane which will be another circumference around the New Brunswick area. Our point of concern is that the plan be so designed that traffic moving on Easton Avenue, presently some 12,000 cars a day, be accommodated by going down Landing Lane and George Street with direct and convenient access to the Route 18 Freeway. If access is not made available at the College Road-George Street intersection, it would mean that traffic coming down Easton Avenue would have to cross the Raritan on the Landing Lane bridge, somehow get on to the Freeway and cross the river again on the new Route 18 bridge. We think this would place unnecessary volumes of traffic on these structures and cause very inconvenient, time-consuming detours in the divided (?) line flow of traffic which is coming northwest down Easton Avenue to the southeast on Route 18. So it's simply consideration that this major project would ultimately cost some \$2 million be properly related to a connection with Route 18 to provide for a smooth flow of traffic.

The second point that we're concerned about is that there not be any inordinate or unreasonable delay in deciding the alignment of Route 18 to Route 22 in Somerset County. This entire area - Piscataway, Middlesex, Greenbrook - the entire area is too dynamic a growth area to delay these determinations. If we're going to have a Freeway through this area, we urge that profitably to the counties, the effect to the municipalities, this alignment be resolved so that we can work cooperatively towards perserving the integrity of that alignment. We've had very good experience in the past and we hope that this present liaison sort of work can be restored. Thank you.

MR. LINK:

Thank you, sir. Is it your intention to present that plan as part of the official record of the hearing?

MR. ROACH:

I will present a duplicate later. This is our file copy that we work with.

MR. LINK:

Okay; alright then. When what I will do, I will accept the duplicate as a part of the official record of this hearing and label it Exhibit #6.

Is there any person in the auditorium present who would care to speak or comment on this project? Well, I'll ask the question once more. Is there any individual present in this auditorium who would care to speak or make any comments on this project?

This hearing is now closed.

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DEPARTMENT RECORDS
N. J. DEPT. OF TRANSPORTATION
TRENTON, NEW JERSEY

TRANSCRIPT OF PUBLIC HEARING

SEPTEMBER 4, 1968

**PROPOSED ALIGNMENT OF ROUTE 18 FREEWAY
NEW BRUNSWICK, NEW JERSEY**

File Copy

EXHIBITS

1.....STATEMENT..... Page 15

**Recorded and Transcribed by:
BROOKS SOUND SERVICE
TRENTON, NEW JERSEY**

SPEAKERS

Hancock, Arthur
New Jersey Department of Transportation

Gavaris, Mr.
Consulting Engineering Firm of King & Gavaris

Goldstein, Jack - Project Engineer
Consulting Engineering Firm of King & Gavaris

Coury, Frank J. - Assemblyman
District 7B, Middlesex County

Otlowski, George - Director, Board of Freeholders
Middlesex County

Powell, Douglas S. - Director of County Planning
Middlesex County Planning Board

Williams, Robert H. - Committeeman
Piscataway Township Committee

Spera, James J. - Committeeman
Piscataway Township Committee

Jackson, Mrs. June - Township Clerk
Piscataway Township

O'Grady, John A. - Secretary
Piscataway Township Planning Board

Ayers, Maurice T. - Assistant to the President
Rutgers University

O'Neill, John V. - Director
Piscataway Chamber of Commerce

Biddulph, Howard - Bishop
Church of Jesus Christ of Latter Day Saints

Neuly, Walter C.
Piscataway Township

Hamilton, James - Supervising Engineer, Division of Design
New Jersey Department of Transportation

McDonnell, Mrs. Joan
Piscataway, New Jersey

SPEAKERS: (Cont'd)

Freeman, Dr. N.
Piscataway, New Jersey

Duffy, Mrs. Bess
Piscataway, New Jersey

Newton, John P.
Piscataway, New Jersey

Hort, Mrs. E. V.
Piscataway, New Jersey

Bright, Cooper S. - Director for Center for Transportation Studies
Rutgers University, New Brunswick, N. J.

Rodriguez, Raymond - Project Director
Center for Transportation Studies

Horvath, Joseph J.
Piscataway, New Jersey

OTHERS IN ATTENDANCE

NEW JERSEY DEPARTMENT OF TRANSPORTATION

Adams, Henry J. Jr. - Asst. Model Maker
Chmielewski, E. - Principal Draftsman
Long, Victor - Engineering Aide II

U. S. BUREAU OF PUBLIC ROADS

Davino, Richard A. - Area Engineer
Schmitt, William Jr. - Planning Engineer

NEW JERSEY ASSEMBLY

Garibaldi, Peter P. - Assemblyman
Shelley, William - Legislative Aide

MIDDLESEX COUNTY FREEHOLDERS

Capestro, Stephen S.
Hoagland, John J.
Lee, Thomas H.
Molyneux, T. J.
Phillips, John A.

CITY OF NEW BRUNSWICK

Kane, Robert C. - City Engineer

PISCATAWAY TOWNSHIP PLANNING BOARD

CHRISTIAN, John G. - Member
Strong, Stephen V.R. - Attorney

REPORTERS

Dawson, George B. - Daily Home News, New Brunswick, N. J.
Serrill, Tod - Star-Ledger

OTHERS IN ATTENDANCE: (Cont'd)

Anderson, John A.
Beck, William
Berry, Robert W.
Brady, A.
Brindamorer, Joseph
Cahill, Philip
Cassera, Vincent I.
Chadwick, Mrs. D.
Checchio, Mauro
Clark, George D. Jr.
Coakley, Timothy R.
DeAndrea, Carmen
Drift, Mr.
Ellis, L. Ethan
Freeman, Mrs. N.
Gittleman, Leon
Glassner, Benjamin
Gross, Nathan
Harlow, Mrs. Neal
Harrold, S. C.
Hazen, Mrs. Robert
Houghton, E. S.
Hukin, Robert P.
Hunt, Mrs. G. W.
Kingsbury, F. W.
Lilien, David
Lilien, Mrs. David
Madden, T. C.
Marko, John F.
McDonnell, Dr. Donald
Metzger, Barbara

Meuly, Mrs. Walter C.
Murphy, Dr. S.R.
Meyer, Robert W.
Murray, R. C.
Newton, Priscilla M.
Pawlicki, Gerry
Pawlicki, Trudy
Perkins, George E.
Powell, Courtney
Rabinowitz, Judy
Rabinowitz, Mindy
Rush, Harry R.
Schwartz, Julius
Seiffert, H. Albert
Shippee, Mrs. Edgar D.
Streu, Grace C.
Strub, Carl
Sullivan, John L.
Sutula, Darcy
Turtchell, Mrs. Howard B.
Valet, Mrs. Henry
Volwa, Richard L.
Wachtel, Robert
Wilkins, E. B.
Wright, James
Young, Paul

Ladies and Gentlemen:

The Public Hearing advertised to be held on September 4, 1968 at the Community Center of St. George's Greek Orthodox Church, River Road, Piscataway Township, in connection with the proposed alignment for Route 18 Freeway beginning at the intersection of Metler's Lane and Sutphen Road in Piscataway Township, to the east abutment of the proposed Raritan River Bridge in the City of New Brunswick, Middlesex County, is now declared open.

My name is Arthur Hancock and I'm here representing the New Jersey Department of Transportation.

To insure that the public has adequate opportunity to acquire advance and first hand knowledge of proposed highway alignments as well as major improvements to existing highways, the Department of Transportation has, over a period of years, held public hearings to review such projects prior to plans being put into final form. A primary purpose of such hearings is to make available to the Department the interests and the point of view of the residents of affected areas and the economic effect of said location. The Department of Transportation acts under the authority delegated to it by our Legislature. There is no State statutory requirement for this hearing except with respect to the taking over of existing routes under local or county jurisdiction in which case a hearing is mandated under New Jersey statutes annotated 27:7-4.

This hearing is thus primarily a matter of policy by the Department of Transportation.

As part of the Federal Highway Act of 1956, Public Hearings were made a requirement in most situations where federal funds were involved and new right-of-way was to be acquired or where changes planned in existing highways might affect nearby property owners. It is required that the hearing be open to the public and held at a place convenient to the area to be served or certification be made to the Federal Bureau of Public Roads that the public was

offered the opportunity to attend a hearing and when held, transcripts to be furnished to the Bureau of Public Roads.

The Department acts not only in complete conformance with the federal requirements, but goes even further to insure that the intent of the law is met. Long before a Public Hearing is scheduled for a major improvement, conferences are held between local officials, including Planning Boards and Department engineers to obtain "on-the-spot" knowledge of local needs.

Upon formulation of tentative alignments or improvements involving major projects, the Commissioner or his representative, holds further conferences with local officials. Only following such conferences and the consideration of pertinent suggestions in the planning is the project moved to the Public Hearing stage. This has been done with respect to the route location which is the subject of this hearing.

After the time and place of the hearing have been determined, all municipal, county and state officials of the affected area are notified by letter of the proposed hearing and advertisements announcing time, date and place inserted in newspapers of the county in which the hearing will be held. News releases describing the proposals and sketches of the project, suitable for reproduction, are sent to all newspapers and radio stations serving the area. This action takes place at least 30 days in advance of the scheduled hearing. The formal advertisement of this hearing was published in the New Brunswick Daily Home News on August 1, August 15 and August 29.

PUBLIC NOTICE

"Notice is hereby given that the Department of Transportation will hold a Public Hearing on Wednesday, September 4, 1968 on the proposed alignment for Route 18 Freeway, beginning at the intersection of Metlar's Lane and Sutphen Road in Piscataway Township and proceeds south, crossing the River Road into the Johnson Park, then across the Raritan River and terminating at the east abutment of the proposed Raritan River Bridge, in the City of New Brunswick, Middlesex County, as required by the Federal Highway Act of 1956, Public Law 627, 84th

Congress, and in accordance with New Jersey statutes annotated 27:7-4 and 27:7-23, insofar as such statutes are applicable to the subject alignment.

The meeting will be held in Community Center, St. George's Greek Orthodox Church, River Road, Piscataway Township, New Jersey, at 10:30 A.M. daylight saving time on Wednesday, September 4, 1968.

The relation of details of design to individual properties will not be available at this meeting. Such information can be secured from the Department of Transportation when final designs are known."

The hearing is conducted by the Bureau of Road Design, Division of Design, whose engineers are familiar with the project plans.

Following a description of the project's basic location and design features, augmented by the use of drawings, the presiding officer calls for their expressions. Representatives of local organizations are then called upon to speak, followed by individual interested residents of the municipalities affected. Individuals are required to audibly identify themselves and if representing an organization or group, to so state when asking a question or addressing the hearing.

All proceedings are tape recorded and typewritten transcriptions are furnished the Department and where applicable, the Federal Bureau of Public Roads. These records are also used in reviewing points brought forth at the hearing.

The order of speaking shall be as follows:

First, the presentation of the proposed alignment, then legislators and public officials will be given preference depending on their position of federal, state, county or municipal level.

Then spokesmen for organized groups and individuals will be given an opportunity to speak.

I will now read the explanation of Relocation Advisory Services.

"There are two services offered which have been authorized by Federal and State laws to aid persons who must relocate their residences or business because of Federal Aid highway construction.

The first service is Relocation Advisory Assistance and the second is Relocation Payment Service. The first of these services, Relocation Advisory Assistance, is available to families and individuals who are not members of families who must find new dwellings because highway construction requires that their former dwellings be removed. The service is available to both property owners and to tenants. The Relocation Advisory Assistance will be offered to those families and persons who require assistance in finding new housing, financial advice or home construction sources.

In needy cases, the Relocation Advisory Assistance Service will establish contact with the appropriate public agency or organization best suited to provide the needed assistance. These families and persons who are eligible for this service will, at the proper time, receive a letter from the Department of Transportation offering this service and explaining the procedures.

The second service the Department of Transportation offers is Relocation Payments. The purpose of the Relocation Payment is to help pay moving costs. Relocation Payments are available to the following groups which must relocate because of highway construction: families, individuals, business concerns, including the operation of a farm and non-profit organizations. Both property owners and tenants are eligible for Relocation Payments.

In the case of families and individuals, payments of moving costs will be made up to a maximum of \$200.

In the case of business concerns, including the operation of a farm and non-profit organizations, payments of moving costs will be made up to a maximum of \$3000 within a 50 mile radius from the point from which the move is made.

Those eligible for Relocation Payments will receive notification from the Department of Transportation at the proper time."

The Federal Highway Act requires that the following conditions be met at Public Hearings:

1. That a recording be made of the entire proceedings.
2. That an attendance record be compiled of all persons present.
3. That an explanation be given of Relocation Advisory Assistance and Relocation Payments Services.

4. That every individual who desires to speak on this project be given an opportunity to do so.

These requirements will be met.

In addition to all existing requirements that have been enacted relative to the holding of Public Hearings for a project where federal aid is involved, the Federal Aid Highway Act of 1968 which was signed by the President of the United States on Friday, August 23, 1968, certain other requirements have been promulgated. Among these is the fact that this Department must take into account "The social effects of such a location, its impact on its environment, and its consistency with the goals and objectives of such urban planning as has been promulgated by the community."

Changes are also anticipated in the Relocation Advisory Assistance that will be required for displaced persons.

We have been informed that a new policy and procedural memorandum to implement this legislation is being prepared by the Bureau of Public Roads. We will certainly comply with the Federal Statute and with the policy and procedural memorandum, which should be in our hands very shortly.

The hearing is being recorded by the Brooks Sound Service of Trenton, New Jersey. We are requested to be as reasonably quiet as possible so that we can get an accurate recording of all the remarks that are made at this time.

The Consulting Engineering Firm of King and Gavaris prepared the plan being exhibited today.

Mr. Gavaris and his staff will now explain the proposed project.

MR. GAVARIS:

Thank you, Mr. Hancock.

The plans that you see today are Public Hearing maps and are pertinent maps, as well as a rendering of the Raritan River Bridge, as contemplated at

the present time. These plans have been developed after many studies, consultations, and conferences beginning in the early part of 1965.

In June of 1964, a Public Hearing had been held and general acceptance had been made of the extension of Route 18, as provided for by State law, from New Street overpass along the existing canal and crossing the Raritan River in the vicinity of Metlars Lane to a temporary connection at River Road.

The State legislation also provided the further extension of Route 18, along the River Road to west of Metlars Lane with a connection to the north along Metlars Lane. The Department, with our assistance, determined after meetings with county, municipalities, university, and others to eliminate the extension along River Road, west of Metlars Lane within park property, and extend the Freeway along Metlars Lane and at the same time, to provide a full interchange with River Road in the vicinity of Metlars Lane. This was agreed by all at a meeting in the Court House in February, 1965. Since that time, many plans, studies, estimates, have been made, discussed and developed, seeking at all times a viable balance for all requirements, including transportation, sociological, educational, residential and industrial. This meant consideration of park, consideration of university needs, consideration of the Township needs, consideration of the County needs, consideration of the City needs, etc.

This is what we have developed. This is what we present.

I will ask now Mr. Jack Goldstein, my Project Engineer, to describe in detail what is being displayed here and demonstrated as a Public Hearing map, and its parts.

Thank you.

MR. GOLDSTEIN:

Thank you, Mr. Cavaris and good morning, ladies and gentlemen.

The portion of Route 18 which this Public Hearing will cover starts a few hundred feet north of the intersection of Sutphen Road and Metlars Lane and

continues pretty much at grade to begin with and then we have a slight cut and then we have an embankment and, again, a slight cut and then again, we have an embankment until we come to the River Road crossing; then we continue again with embankment up to the Paritan River, at which point we have relocated Park Road and we cross the Paritan River, up and including the east abutment of the structure.

These here are the typical sections of the roadway. Route 18, proposed Route 18, will be a four lane divided highway, with a concrete median barrier and acceleration and deceleration lanes, or shoulders as necessary.

River Road, which will be pretty much at grade within this area, from Hillcrest Drive, to west of Landing Lane, will be also a four lane divided highway with a 12 foot median and acceleration and deceleration lanes and shoulders, where necessary and sidewalks are provided on both sides of the River Road.

Relocated Metlars Lane will be a 22 foot wide roadway with a 10 foot berm on the right side for land use so that we may relocate some utilities and a 7 foot berm on the left side and relocated Park Road will be a 24 foot wide roadway, with 7 foot berms.

Of interest to you this morning may be the sidewalk which will be provided across the Paritan River structure and which will start at relocated Park Road; it will cross the structure and will terminate at George Street.

This is almost a full cloverleaf interchange, except one ramp is missing and this will be for people wanting to go south on Route 18. You will have to come, going east on River Road, make this turn on Metlars Lane; there will be a traffic light provided over here and then you will have your movement to New Brunswick.

One thing is that people on Metlars Lane, coming from New Brunswick, will probably have to use the Albany Street structure or Landing Lane. This

structure here will not give them access to Metlars Lane.

Six private properties will be affected by Route 18 and the Church of Jesus Christ, Latter Day Saints.

This will be a fully landscaped interchange and, of course, as you can see by the rendering here, the structure will be aesthetically pleasing and the sidewalk here will provide a full view of the interchange, both on River Road and the proposed interchange that we're doing on the New Brunswick side.

The total acreage of Johnson Park is 558 acres and we're only taking 17.5 acres for this proposed interchange. 8.3 acres are required if we just come across Route 18 without any interchange.

The structure, as designed here, is well above the maximum flood level. The flood level recorded for this area is 15; the favored elevation is around 45.

That's about all I'd like to say about this right now.

Thank you.

MR. HANCOCK:

Thank you, Mr. Goldstein.

The hearing is now open for general discussion, in line with the order in which we have previously announced.

It will be necessary for everyone desiring to speak to come to the microphone, give his name and address or, if he is speaking for an organization, or a group -- in other words, we want you to identify.

I'll now call on anyone on a national level who wishes to speak at this time. Anyone here on a national level? State level?

MR. COURY:

My name is Frank Coury; I'm Assemblyman in District 7B. I heard about this meeting through letters from Mr. Goldberg. I'm only sorry I've been an Assemblyman since the early part of this year and I wasn't at previous meetings,

so I have to catch up with what's been going on.

My purpose for being here, other than being a taxpayer in Highland Park and being a property owner -- I believe that we can't just say that the people here in the immediate vicinity are the only ones concerned. I think what's being done here, if we stretch the imagination slightly, affects people in Jersey City and Camden and a few other places.

I'm going to try and follow the order that was taken at the table. I understood that we were going to limit the discussion to what we see on the map and apparently, justification for this interchange was presented, which carried on into Highway 18 beyond the scope of the meeting as it was described initially, so therefore, apparently we are obliged to review some alternatives because it was stated here that a Highway Act, allowing this sort of proceeding, has been adopted and also the same Highway Act, I think, indicates that we cannot go through with the plan if alternatives were presented which might affect public parkland, so I'm not aware of any alternatives at this time other than a study that was made around 1967 and I think it behooves us to review any alternatives here so we know where the property owners in this area stand so that they cannot be, shall we say, held up in obtaining certain assistances which is forthcoming.

A few questions that I'd like to ask. I don't understand maps very well -- I can follow the road maps. This embankment here is how high?

MR. GAVARIS:

The embankment is shown on this profile demonstration or plate and the scale is shown on the right here -- 0 20-40.

In the area of the park you are interested in, Assemblyman, that is approximately 20-30 feet high and that is in this area in here. That is above existing ground. I beg your pardon. Let me correct that. That is elevation, 20 to 30 feet. The existing ground is approximately 10 feet, so we have 10 to 20

or 25 feet above existing ground.

MR. COURY:

I see. Thank you.

MR. COURY:

The reason I stated earlier that this has a concern for the entire State, not merely for this area -- and I'll sit down shortly -- this morning before coming here, I wondered what was I going to say and what would concern me as an independent citizen in this town and as a taxpayer -- I mean Highland Park. We have before us a proposal of almost 1 billion and 3/4 of a million dollars required for highway programs. This is from the Governor's statement. Correct me if I'm wrong. We also have many other programs in the State requiring money and I question very sincerely where are we going to get all this money and because of my approach to most problems, a problem should consider alternatives to a stated objective that we're trying to resolve, so I hope that if anyone has an alternative, that they would present it here today so that Commissioner Goldberg and the people in charge of the Transportation Department would choose one that will serve the purpose, that will be flexible enough to take care of the future needs of the highway system and the current system, but also take into consideration the source of funds. I am that mercenary to be concerned over money; there are some people who feel money is no object. Well, I think money is a very important problem for the State and the people who want some help and welfare and education, etc. I won't belabor the subject and I want to thank you for this opportunity at this meeting to observe it.

MR. HANCOCK:

Thank you, Assemblyman.

Is there anyone else from the State level who would like to speak at this time? County level? Is there anyone here from the County who would like to speak at this time?

MR. OTLOWSKI:

My name is George Otlowski; I'm the Director of the Board of Freeholders in Middlesex County. With me this morning are Freeholder Thomas Lee, Freeholder Thomas Molyneux, Freeholder Stephen Capestro, Freeholder John Phillips and Freeholder John Hoagland and the Director of Planning Department is also present, Mr. Doug Powell.

I'm merely going to make a brief preliminary statement and Mr. Doug Powell, the Director of our Planning Board will make our formal statement for the record.

The Board of Freeholders have been interested in this highway for many, many years. As a matter of fact, in those years a lot of effort, a lot of work has gone into that period of time. Conferences with the State Highway Department, with their engineers, with their technicians, with the Commissioners that represented the State Highway Department in that period. In addition to that, conferences with our Planning Board, with interested citizens, with the officials of Rutgers University, with officials of Johnson & Johnson who had a vital interest in this highway and the Freeholders, of course, feel that we have given this real, sincere and earnest consideration and we approve, generally, the highway alignment and the work that is presented here this morning, with some minor exceptions that Mr. Powell will make know for purpose of the record.

One of the things, of course, that we were vitally concerned about was how much of an invasion would this highway be upon the park system of the county. How much of the park system would it destroy? How much of the park system would it take away from the people of Middlesex County? Freeholder Lee, who is the Director of Parks, spent considerable time and, of course, it was always his hope that he would be able to work this highway out of the park system. I suppose, frankly, he wanted it somewhere in the Atlantic Ocean and probably that expresses

my opinion too, but in any event, we finally came to the conclusion that the final plan, after many, many conferences and after the many, many plans were discarded, we finally came to the conclusion that this was the only possibility, as far as the park is concerned and we agreed to this alignment.

Again, here Mr. Powell will point out that we have some minor suggestions to make about your park intrusion and invasion and Mr. Powell will make them known for the purpose of the record.

I'm delighted to see so many people out for this hearing. I'm amazed, of course, as I told my colleagues, that there aren't more people here but it's good for the public officials from Middlesex County to see the people that are here and that are interested and you can be sure that we're going to look at the record after the testimony is presented here by everybody to see if there is some concrete, valid suggestion that we've overlooked or to see if we can be helpful to someone who has some question or some interest that may be bothering them.

Thank you very much.

MR. HANCOCK:

Thank you very much, sir.

Can we hear from Mr. Powell at this time?

MR. POWELL:

My name is Douglas Powell; I'm Director of County Planning for Middlesex County. The statement that I will read represents the statement of the Middlesex County Board of Freeholders.

"This hearing represents a step by the New Jersey Department of Transportation to provide an interchange with the proposed extension of Route 18 and River Road in Piscataway Township. The Route 18 extension will provide an urgently needed new highway across the Raritan River in the New Brunswick area. For many years the officials of Middlesex County have urged the construction of additional vehicular crossings over the River to relieve the very heavy traffic and frequent congestion on the four existing crossings in the New Brunswick area. Establishing the location

and schematic design of the proposed interchange is necessary before the exact design and alignment of the Raritan River crossing by Route 18 can be determined. The County is pleased that a public hearing is being held that will help to establish the final design and initiate construction of the urgently needed Route 18 extension into Piscataway Township.

While approving the proposal to build an interchange at the location designated on the hearing map, it is also Middlesex County's responsibility to ensure that the specific interchange plan will be in harmony with the present and future needs of the local transportation network, the County park system, and good planning principles.

Throughout the years of discussion concerning Route 18, the Board of Freeholders has sought to protect affected County facilities from excessive damage by the construction of the needed highway.

With regard to Johnson Park, we have urged that the interchange be designed so that as little land as possible be removed in order to preserve this valuable recreation area. We believe that all County residents join us in approving the State Transportation Department's decision to locate the interchange as displayed at this hearing rather than entirely within the park as had been recommended in a previous plan.

However, in the portion of this recreation area that is affected, Route 18 and its ramps are to be elevated on a continuous high wall of earth that will cut and divide Johnson Park. Since much of its beauty derives from the unbroken vistas of landscaped grass and wooded areas, this wall of earth will do substantial damage to the park. While recognizing that the road cannot be built without some inevitable damage, the County believes that the State can and should do more than its present plan indicates to tie together the separated portions of the park. The County, therefore, calls upon the Department of Transportation to extend the structured portion of the Raritan River Bridge at least an additional 150 feet over the park. This elevated portion should be designed as simple beam structures similar to designs for bridges that carry cross-roads over very wide stretches of the Garden State Parkway. If this is done, the continuity of Johnson Park will be substantially preserved -- a mandate placed by Congress upon the designers and builders of federally aided highways.

With regard to River Road, we have recognized that this County road will be required to carry increasingly heavy traffic volumes that will be generated in the future by a greater use of Johnson Park, the growth of Rutgers University, the development of industrial and research facilities in the former Camp Kilmer area, and further by residential growth in those Piscataway neighborhoods bordering the road. Therefore, the Board approves the design of River Road at the interchange as a four-lane divided arterial with additional acceleration and deceleration lanes serving the ramps leading to and from Route 18.

However, the handling of River road at its intersection with Landing Lane does not meet the County's approval. The State plan proposes that this be a non-signalized, at grade intersection with Landing Lane entering River Road within the eastbound deceleration lane leading to Ramp IV. We find this an unacceptable design which we ask to be corrected by either of two methods:

- 1) The relocation at State expense of the Landing Lane intersection at least 400 feet to the west and the provision at this point of a free right-turn movement from Landing Lane to River Road,
- 2) The retention of the Landing Lane intersection at its present location with the installation at State initiative and expense of a traffic signal designed to halt eastbound River Road traffic while permitting left and right turning Landing Lane traffic to move into River Road.

Finally, we do not accept the State's present proposal to end the four-lane widening of River Road at a point immediately east of the Landing Lane intersection. Instead the County asks that the four-lane design be carried at least three hundred feet west of the intersection. Similarly, we ask that on the easterly side of the interchange the full four-lane treatment of River Road be carried at least 150 feet easterly of the intersection of Hill Crest with River Road.

Aside from these specific comments, we believe it important to conclude with several general observations. The Board of Freeholders wishes to speed the construction of the Route 18 extension and this important interchange. The rapid growth of the Piscataway, New Brunswick and Franklin communities requires that this highway be built as rapidly as possible.

We recognize however that many compromises have been made in design in order to carry us to the point where we are today -- notable among these the elimination of one of the key circular ramps from the interchange and the failure to incorporate provisions for handling future landing lane traffic in this interchange. While recognizing that these may be significant compromises, we believe that the need to move forward now outweighs any further discussion. If corrections must be made in the future, the costs of such will be minimal compared to the additional years of utility which Piscataway, New Brunswick, Rutgers University and all County residents will have gained from the immediate construction of the Route 18 extension and this interchange.

After the completion of this interchange, there will remain an unresolved factor to which we must all give attention in the coming few years. Despite the progress we are making this morning, we all recognize that there will still be deficiencies in Route 18 in handling east-west traffic across the greater New Brunswick region -- deficiencies that will not be corrected by the northward extension of Route 18.

For 18 is already at and beyond its traffic carrying capacities along substantial lengths of its route in East Brunswick and New Brunswick. And this is true despite its reconstruction to four and six lane

divided expressway standards within the past five and ten years. In addition, the present plan to merge the east-west Route 74 traffic to Route 18 in East Brunswick will further aggravate the excess traffic on Route 18 and further increase the need to develop and test specific plans along its present alignment or to create a parallel east-west route on a new alignment with a separate crossing of the Raritan River, at some future time.

Therefore, during the next few years in the immediate future alternative plans should be formulated and tested for handling the east-west traffic across the New Brunswick region. This should be done cooperatively among the State, County municipalities, and other major institutions in this area using the planning and plan testing mechanisms of the Tri-State Transportation Commission and the Middlesex County Long Range Plan.

We thank the State for the opportunity to have presented these comments and recommendations. We urge full speed in completing this extension of Route 18 for the benefit of the Middlesex County community."

Thank you.

MR. HANCOCK:

Thank you, Mr. Powell, for your presentation and I assure you that the Department will review your comments and react as best they see fit.

Is there anyone else here from the County level who would like to speak at this time? Anyone from Piscataway Township?

MR. WILLIAMS:

My name is Robert Williams, on the Piscataway Township Committee.

First of all, I have a question I'd like to address to the gentlemen at the table. I wonder if someone could indicate for the audience, please, the manner in which traffic from north, south, east or west might utilize the intersection in going in any alternate direction. What limitations might there be and in what manner can this be accomplished?

MR. HANCOCK:

Mr. Goldstein, will you explain the interchange?

MR. GOLDSTEIN:

Coming from New Brunswick, you will have the off-ramp over here which will go east, River Road, also going from River Road to New Brunswick you have this ramp here; coming from Metlars Lane, using portion of Route 18 freeway, you'll have this off-ramp here to go east, River Road; coming again from Metlars Lane, you'll have this connection here going west on River Road and you'll have the connection here going north on Route 18 freeway; you'll have the connection with west River Road. Did I miss any? And then you'll have the relocated Metlars Lane which will serve as a ramp; there will be a traffic light; there's a jug-handle that we're providing here; there will be a traffic light here and you'll be able to go to New Brunswick using the Route 18 freeway.

MR. HANCOCK:

Does that answer your question, sir?

MR. WILLIAMS:

I wonder -- what about the people in that immediate vicinity of Metlars Lane between River Road and where the jug-handle is?

MR. GOLDSTEIN:

These people right here?

MR. WILLIAMS:

A little bit to the west of that, in that area.

MR. GOLDSTEIN:

Well, there's Metlars Lane here; there's President Cross' house here, which has access to Sutphen Road.

MR. WILLIAMS:

People in here -- they're at the roads that are not shown on this map, I believe.

MR. GOLDSTEIN:

Well, there's Metlars Lane here and there's a church, The Jesus Christ of St. Latter Day Saints here, which will be taken. This property will be taken for

from Metlars Lane.

MR. WILLIAMS:

And these people now, if they want to go in this direction -----

MR. GOLDSTEIN:

They come from the local road, they use Metlars Lane, they use the jug-handle; there will be a traffic signal over here and then they'll be able to go to New Brunswick or, going west on River Road, whichever they choose.

MR. WILLIAMS:

Thank you. I think that answers all my questions in that regard. Is there anyone in the audience who may feel that they have any doubts as to which direction or which -----?

(At this time, a woman in the audience makes some remarks but because she did not come to the microphone, her comments could not be heard)

MR. HANCOCK:

I'm sorry, but if you want to make any comments you'll have to come to the microphone because we can't record your remarks, otherwise.

MR. WILLIAMS:

The question was, how are busses going to negotiate the jug-handle, school busses in particular.

MR. HANCOCK:

May we have the lady's name, please?

MR. WILLIAMS:

Mrs. Duffy, from Hoe's Lane.

MR. HANCOCK:

Mrs. Duffy. Will you present her case then, sir?

MR. WILLIAMS:

Pardon me?

MR. HANCOCK:

Are you presenting her case?

MR. WILLIAMS:

Would you like to step up to the microphone, Mrs. Duffy?

MR. HANCOCK:

May I interrupt a minute? Maybe we're just getting a little premature. You'll have an opportunity later to speak. We'll now talk to the officials and maybe it was my fault that -----

MR. WILLIAMS:

Forgive me if I've interjected prematurely -----

MR. HANCOCK:

Surely.

MR. WILLIAMS:

Thank you. I just had one or two other comments I'd like to make. I think it's important that Piscataway go on record that through Piscataway Township initiative, the amount of parkland that is going to be disrupted is far less than would otherwise have been the case and the initiative took place prior to my being in office, so I don't claim any personal or political credit for that particular initiative.

I would like to comment further that the traffic situation at this particular interchange or this particular location, is extreme. We are anxious now to see an interchange built and to obtain whatever relief may be possible and I find myself in the unique position of agreeing with Mr. Powell on several points that he made.

I would like, also, to see the bridge extended into the park beyond merely interrupting the bridge at the river and I wholeheartedly support his comment that we need a traffic light or different treatment of the intersection of Landing Lane

with River Road.

Thank you.

MR. HANCOCK:

Thank you very much, sir.

Before I call on the next speaker, I would like to enter Exhibit 1, Mr. Powell's comments, into the record.

Is there anyone else from Piscataway Township?

MR. WILLIAMS:

May I make one more comment? I am delighted to see the County represented as fully as they are today. I wish that Piscataway officials were capable of being represented as fully. It was with some difficulty that I managed to be here today. A nighttime meeting, I am sure, would have done much to permit all of us to be in attendance.

Thank you.

MR. HANCOCK:

Is there anyone else from Piscataway Township? Any officials?

MR. SPERA:

I'm James Spera, Piscataway Township Committee.

I have just one question here on your interchange.

MR. HANCOCK:

May I interrupt you? There is a telephone call for Mr. Brady. Is Mr. Brady in the audience?

MR. SPERA:

I would like to point this out on the map, if I may. This particular road right in here, Metlars Lane. Is this a one-way road going up toward the jug-handle?

MR. HANCOCK:

Right.

MR. SPERA:

Now again, I wasn't fully ---- these people in this area here ---- when they come out to River Road, what type of traffic control is there going to be here? Are we going to come out here and make a left turn only or is there going to be a right turn or what? What has been set up there?

MR. GOLDSTEIN:

There's a small island over; they'll be able to make a right turn. Over here, people from River Road going east could make a left turn.

MR. SPERA:

Using this lane right here? And you have the right turn here? In other words, they will come out here to an island.

MR. GOLDSTEIN:

They'll not use the island, for the right turn. This is for the left turn, for people going eastward on River Road and this, from Metlars Lane, of course, right.

MR. SPERA:

The people from Metlars Lane can only go right; they cannot possibly go left, if this is an island here.

MR. GOLDSTEIN:

Correct. There is a 12 foot median here.

MR. SPERA:

Right, which means everybody coming from Logan Lane would have to basically go to the right; if they want to go left, they'll have to find another means. Which means --- if a person coming here and would want to go left, how would he get there?

MR. GOLDSTEIN:

They would have to use the ramp and go here, using this section over

here -----

MR. SPERA:

They would still be going right, and how would you go left. This is what my question is.

MR. GOLDSTEIN:

They would come at this point here, they'd come on here and they'd use this side.

MR. SPERA:

I really would like to go on record, sir, that there probably would be a better way to do it. I don't know, I'm not an engineer but it seems like putting people way out to make a left turn there, although we can't change anything right now.

The other point that I do want to bring up and I do hope the State and Mr. Coury mentioned money, which is always a sore note, but I would like to see them spend just a little more money and extend this to Route 287. I know our basic problem here is going to be traffic and if this could be extended to 287 in the very near future, I'm sure Piscataway would appreciate this. This would take some of the burden off River Road which I know we're going to have a lot of problems there; just by that one little turn is one and I'm sure we missed a few.

Thank you for the opportunity.

MR. HANCOCK:

Thank you, sir, for your remarks and I'm sure that this will be done in the future.

It has been called to my attention that there is someone here representing the City of New Brunswick. Would they care to speak?

MRS. JACKSON:

My name is Mrs. June Jackson and I'm Township Clerk.

If I'm coming this way, how do I get onto this road?

MR. GAVARIS:

You're going easterly on River Road from Hillcrest Drive and you want to go across the river to New Brunswick? The best way would be to proceed from Hillcrest Drive to the entrance marked relocated Metlars Lane, which is a one-way street, proceeding northerly to the jug-handle and at the signalized jug-handle, make your left turn onto Route 18 headed to the east and then you would proceed across to New Brunswick.

MRS. JACKSON:

I'm certainly no engineer but isn't there a better way of planning when you're planning such an important roadway then going all the way over there and turning around and coming back?

MR. GAVARIS:

The word was used by Mr. Powell, just a few minutes ago, which I would merely repeat at the present time and that is "compromise", compromise because of the various conditions and situations --- park, university, property, etc., --- that caused us and forced us to proceed with this design.

MRS. JACKSON:

Then may I ask what the compromise would be? Where are you compromising and if you have a circle here, would this have improved the situation? As far as the traffic goes and as far as the land removal goes.

MR. GAVARIS:

It might have, yes.

MRS. JACKSON:

And that's why you did it then, because you don't want to use that area.

MR. GAVARIS:

That's one of the considerations, yes.

MRS. JACKSON:

Thank you very much.

MR. HANCOCK:

Thank you very much, Mr. Gavaris.

Due to the fact that this particular movement you're speaking of --- that is, people seem to be concerned about this local movement, it was the smallest movement in this entire concept; therefore, we couldn't give it everything that people would like to have in the way of a convenience or, probably, accessibility as it seems to you at this time and that's the reason that this was done.

Is there anyone else from Piscataway Township who would like to speak?

MR. O'GRADY:

John O'Grady, Secretary of Piscataway Planning Board.

I have been with this Route 18 from the beginning. I realize that all of these problems and interchanges were originally taken care of when the interchange was entirely in Johnson Park. The Planning Board of Piscataway still believes that that is the best interchange. This is a compromise where we were forced to take, forced to accept by the State and the County; we did accept it reluctantly and I'm not at all pleased with it. Before we go on, there is no sense belaboring this issue because it has been taken care of by this, as I say, compromise and there's nothing we can do, as I believe. The fact that the State would not allow this hearing to be held at night, although there seems to be a good crowd here, there are 30,000 people in Piscataway Township and I'm sure this crowd is not representative of Piscataway.

The only other point that I would like to urge and the Planning Board would like to urge, is that this road not be opened until the extension is completed at least to Route 287. As it stands, you are taking a bad traffic situation on the Albany Street Bridge and moving it over and dumping it on Metlars Lane.

Metlars Lane, during the icy season in the winter, is one of the worst roads in the area to travel. It is almost impossible to move along this road and dumping a heavy, Route 18 type traffic on this would not be in the best interest of Piscataway Township. We would like to see it go at least to 287 before this bridge is opened.

Thank you.

MR. HANCOCK:

Thank you, sir.

Is there anyone else from Piscataway Township who would like to make a remark? Is there someone here from the City of New Brunswick who would like to speak? Anyone from Rutgers University?

MR. AYERS:

My name is Maurice Ayers and I'm Assistant to President Gross and he has asked me to come here and make any comments that might be indicated on the part of the University and its position with respect to this traffic circle.

I think that it's well-known that the University has for many years, felt that a new crossing of the Raritan River in this area is a vital necessity, not only for University traffic but for the general public. In the last ten years, I'm sure that the University's demand on the Landing Lane Bridge has more than doubled and I would suspect that the same is true for non-University traffic.

The solution that we see back here pleases me in one respect in that the State Highway Department has provided a sidewalk which will be of great value to the students, for pedestrian and possibly for bicycle traffic across the river, so the bridge is needed and I think we should get on with it without further delay. That is, perhaps, the first point that I'd like to make.

I think it's a matter of public record that when we saw the first plan that the State Highway Department offered to us, in which the interchange was located in Johnson Park, we felt that this was a very desirable solution, from

the point of view of the land use, the beauty of the total area and the residents in the area. However, when all of the conflicting propositions came up, the interests that had to be solved, we felt that the plan which we had seen today is a very acceptable compromise solution to the traffic interchange problem on River Road.

Thank you.

MR. HANCOCK:

Thank you very much, sir.

Anyone representing an organization who would like to speak at this time?

MR. O'NEILL:

I'm John O'Neill, Piscataway Chamber of Commerce.

I've lived in the Township for thirty-two years; I've seen it grow from 4,000 population to over 30,000. It's become from a rural area one of the most dynamic places in New Jersey. Today we have a traffic problem with our present population and our present industry, but coming in right now, we're having Burroughs coming in with 2,000 employees. The plant will open on Randolphville Road in November; A T & T will open up next April with 600 employees on Hoe's Lane; we've got the New England Life Insurance Company Industrial Park, in which they are going to propose to spend \$23 million and we've got all this traffic that is going to be put on roads that have served a rural community for hundreds of years, so what I'm interested in is we've heard all this bickering back and forth about Route 18, when is it going to be, etc. It goes on year after year. Now we've got something on the board and we've got a proposal here and we're going to take all this tremendous traffic which comes up from East Brunswick on Route 18 and dump it all in Piscataway. Well, I don't think that that is going to serve any purpose. I think that if they're going to do this, they ought to extend it as far as 287.

Now, when you figure out that in addition to what I've mentioned of this traffic that Rutgers is building classrooms and dormitories at the site of Camp Kilmer for 1500 students, how are they going to get back and forth on the present road? Then, up on Hoe's Lane, they're building the Medical College but across the road there's plans for a 450 bed hospital, so the traffic in Piscataway is going to be a major headache and a major problem and the sooner we get Route 18 done, the better. Also, we've got no main artery between the two larger cities in Central New Jersey, Plainfield and New Brunswick, so that I would like to suggest to the State that there be a spur put on this Route 18. As far as I know, it's supposed to go to Route 22 but there should be a spur put there to take the traffic over to Plainfield.

I'm not an engineer to evaluate all the different plans you've got here but it seems those/are experts on both sides of the argument are more or less satisfied of compromise now, so what we would like to do is to see this get done and get it finished, get it started once and for all. I haven't heard any dates yet as to when this will start or when it will be completed but the necessity is there and in addition to this, let's not forget the football Hall of Fame which will be opened next September and according to Harvey Harmon, the hundreds of thousands of people that this will bring into Piscataway per year for the next years, so we have a real need for this and let's get it started as soon as possible. We've had hearings over the years at different times, let's make this the final hearing and get this thing going.

Thank you.

MR. HANCOCK:

Thank you very much, sir. Your remarks will be looked into by the Department.

Is there anyone else representing an organization who would like to speak?

BISHOP BIDDULPH:

I'm Bishop Howard Biddulph, representing the Church of Jesus Christ of Latter Day Saints. Our church is one of the structures that will be taken by the proposed plan in the interchange in the Metlars Lane area.

I would like to first say that we have had our chapel in the Piscataway Township for more than a decade now. We believe we've had a very beautiful location in which to worship. We have enjoyed very much the hospitality of the Township and the place in which we have been located. We realize the nature of the transportation and traffic situation and all of the other matters considered, that compromises were necessary and that this is the way it has worked out. We feel, certainly, some anguish about the decisions that have been made but we feel to support the plan as it has been developed, that such a proposal, such a project as this is of very great concern to us and, I'm sure, to the homeowners of the area who are affected, particularly concerning the timing of all of this. We have a congregation that represents members from all over Middlesex County attend our church, from various areas of Middlesex County and it is, of course, of great concern to us in terms of the timing, for construction, the timing for plans that will affect the removal of the existing structures that are there.

I'd like to simply address this question, if I may, to the Chair this morning. We've heard nothing yet about the timing. Is there anything that can be told us at this time?

MR. HANCOCK:

Mr. Gavaris, do you have anything to say about the timing? I'm sure we're going to work with you as much as we can and do all we can to help you in your situation, but now as far as the timing of the project, maybe Mr. Gavaris can give us a little idea of that.

MR. GAVARIS:

Following this Public Hearing and the receipt of the transcription notes,

we will proceed with our preliminary phases of design and what is called 60%, 90%, etc. At the present time, it is scheduled to have the plans completed in about a year from this date. Following that, then it's a matter for the Department to determine, depending upon the monies that are available as to when contracts can be let for construction.

BISHOP BIDDULPH:

Am I to understand from this that it would not, that this project would not begin within a year's time from now?

MR. GAVARIS:

I can't see that, no.

MR. HANCOCK:

Does that answer your question, sir? As far as we can tell you at this time?

BISHOP BIDDULPH:

As far as you can, I guess.

Thank you.

MR. HANCOCK:

Thank you very much, sir.

Is there anyone else who would like to speak for an organization before we open up for general discussion? If not, we'll open up the meeting to the general public for discussion.

MR. MEULY:

My name is Walter Meuly of Piscataway Township.

I have a couple of simple questions which, in a way, I think, will explain.

I would like very much to support Douglas Powell when he says this wall here will interrupt and bisect the Johnson Park very decisively, so when

he says it ought to be extended at least 150 feet, maybe up to here with an open structure, that looks fine to me.

However, my question is really about this height here. It has been said this will be about 20 feet but no, here's the scale that says 30 feet and this comes about 25 here so it's quite a Chinese Wall and my question is, does it have to be as high as it is? I don't think any warships will ever come up here; it is no longer, I think, navigable. There does seem to be quite an elevation here above George Street and it stays very high. On River Road it is sunk, I think, deeper than it has to be and so nowhere in the world can I, as a layman, quite see why it has to be quite as high. It could be 10 feet lower which I think would make it --- first of all, this dam is much less wide; this will be, I think, 200 feet wider at the base because the slope cannot be too steep, so this is one question I have. Do you care to answer?

MR. GAVARIS:

The question of profile of the bridge and the elevation of the bridge over the river has been determined by the existing requirements on the side of New Brunswick. The configuration of the College Avenue interchange requires the profile of Route 18 proceed, or take-off, at a grade as shown on this profile display crossing the existing Delaware-Raritan Canal. This profile elevation was necessary because of the existing elevations of George Street, College Avenue, of the traffic in the City of New Brunswick which had to be taken care of, crossing the bridge and that is the reason we had to continue this rather mild grade until we could lower it as soon as we could and still conform to the ethical approach of a good looking bridge to conform to the park requirements, to the people who attend the park, etc., and that is the reason we came, therefore, to a profile elevation as shown on this profile plate, which is roughly approximately 35-36 feet at the highest point and proceeds down to approximately 25 --- 24 feet, is

it, Jack, over the River Road?

MR. GOLDSTEIN:

The River Road elevation is 20.

MR. GAVARIS:

The River Road elevation is 20? So that we have at River Road --- the clearance above River Road, without changing the grade of existing road, determined the elevation of that bridge.

Now, as to the so-called Chinese Wall. I might remind the questioner that these slopes are all going to be planted and seeded and there will be a continuation of the ground. It will be a gentle slope going up to the height of the road. It is not a wall; it is not a baffle-wall. It is a slope going up to the Parkway.

Does that answer your question?

MR. MEULY:

Yes sir, I think it does, but I'm still a little puzzled. I'm not an engineer. Is this a two-decker bridge?

MR. GAVARIS:

Please, let me point out that on profile plates, we exaggerate the scales. We exaggerate the horizontal scale, therefore it's one inch equals a hundred. The vertical scale is one inch equals ten, so that although it appears to be a very thick, two-level bridge, it is not so. The level here is as shown, one level. This is the railing and this is the girder supporting the bridge, under the bridge. That's only a railing.

MR. MEULY:

I would like to ask another question. Several people have, you might say, looked into the future and I think we all should and my concern, you might say, is this: indeed, this will bring a great deal of traffic into the big

interchange where there is a road and it only goes a little bit and as already has been said, it ought to be extended at least a little bit further but the real problem, I think, will be very soon at the upper end of River Road where it's going to 287. This at present is a country road; it used to be an Indian path; it has about thirty curves between Highland Park and Bound Brook and it was intended, I think, for modest traffic and what's so bad about it as a super-highway --- it has about thirty houses, all of which are very close to it because especially the old houses were built as close to the road as they could so as to have less trouble in winter, so if this highway and 287 are going to create a large amount of traffic, I frankly don't quite see how you can extend River Road enough to make it into a four, six or eight lane highway and let these houses stand as now. The customary practice, I suppose, is when you make a big highway like this one here, is you don't use an existing road where you'd have to destroy all the properties or at least make them quite uninhabitable but you go through virgin country where there are no houses. I don't know --- this, perhaps, is not a pertinent question since the hearing ends out here but I see that there is a real problem and, I think, an important problem, how River Road will look in the future.

MR. HANCOCK:

Mr. Hamilton will answer you.

MR. HAMILTON:

The purpose of this project, really, is to replace a couple of very antiquated intersections. You are familiar, I'm sure, with the problems at Landing Lane and River Road. You are also all familiar with the problems that exist at River Road and Ketlars Lane. This is a first stage of a project which is planned to alleviate most of the traffic problems in the area. We do contemplate building a bridge across River Road, so that the traffic can proceed

westbound on River Road without being involved in anything other than going over a structure and merging with River Road. River Road is not a State highway. It is planned by the Department to extend Route 18 freeway further to the north. However, every project, due to money and the availability of funds must end somewhere and this appears to us to be the most logical place to end it because you can get direct connections into Metlars Lane, eliminating the very bad left turns that occur there now; you can solve a lot of the problems that exist at Landing Lane and we think the total concept of the project is correct and it will not, as you point out, generate traffic. This is being designed to take care of not only generated traffic and what will be on these county roads in the future but it will solve the problems that exist today and will make it easier until such time as Route 18 is extended to the north.

MR. HANCOCK:

Thank you, Mr. Hamilton.

Is there any other individual who would like to speak?

MRS. MC DONNELL:

I'm Mrs. McDonnell and I live on Logan Lane.

You have a cloverleaf and a relocated Metlars Lane going through our property. Do you intend to take all of it?

MR. HANCOCK:

Mr. Gavaris, can you answer that question for the lady?

MR. GAVARIS:

I'm sorry. At this time, we're not sure.

MR. HAMILTON:

This will be a detail of finished design. Right now, we have a 200 scale map which we cannot depict exactly the property that will be required. By law, we can only condemn that which is needed for highway purposes. If however, in the opinion of our right-of-way people and, of course, the property owners, the

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value of the remainder, or the value of the taking approaches the value of purchasing the entire property, then I think we could take the entire property. Whether or not this will be the case, we cannot answer due to the, let's say, preliminary nature of the map at this time.

MRS. McDONNELL:

Now, you mentioned six properties involved. Which ones were they?

MR. GOLDSTEIN:

The six properties are Dr. McDonnell which --- now, when we discuss this, it's mainly properties which are affected. As Mr. Hamilton pointed out, we may take part of it or the whole property as the future design will indicate. This is just preliminary. The other one is the Greenberg property, Emmon P. Thompson, Jane H. Horvath, M. Gulden and Jane M. Williams and, of course, the Church of Jesus Christ Latter Day Saints.

MR. HAMILTON:

And, of course, Rutgers and the County Park.

MRS. McDONNELL:

Yes. Now, my husband is a busy general practitioner. We live at 15 Logan Lane. Now, in order for us to go out on an emergency, he's going to run all the way up here and then run over to the hospital that way, or can he come down here and go out onto River Road, use the Landing Lane Bridge and get to the hospital.

MR. GOLDSTEIN:

Metlars Lane is one-way traffic so he'll have to make the moves that you describe.

MRS. McDONNELL:

Okay. Now, describe to me the predicament that he will be in when Rutgers has a football game, when Rutgers has anything that will be held up

in this area. We've lived here ---- sometimes there is nothing but solid cars and I can see here, this will be full, this will be full in order for the people to go back and forth. How will we have access out of our property?

MR. GOLDSTEIN:

Well perhaps you could use the existing structures of Albany Street and Landing Lane.

MRS. McDONNELL:

No, out of our property.

MR. GOLDSTEIN:

Out of your property, you'd have to use Metlars Lane.

MRS. McDONNELL:

And Metlars Lane is pretty well tied up with vehicles, right?

Okay, now wouldn't this be a little bit simpler if we made this a two-lane right in here, for the people who live in Logan Lane to get out onto River Road?

MR. GOLDSTEIN:

That had been studied at one time and we found it hazardous to traffic.

MRS. McDONNELL:

Hazardous, but if the traffic is going 45 miles an hour here, would it be advisable to put up a "Caution" light here? We didn't ask for this to come through and we would like to be able to go in and out of our property.

MR. HANCOCK:

May I interrupt a minute? There's a telephone call for Dr. McDonnell.

MRS. McDONNELL:

He's already driving.

MR. HANCOCK:

Thank you.

MRS. McDONNELL:

As you can see -----

MR. HANCOCK:

He's a busy man.

MRS. McDONNELL:

Now, if you don't intend to take our property --- I talked to someone in the trucking industry, and they intend, as soon as this road is finished, to no longer use the curved River Road, using the Albany Street Bridge. They intend to use this nice, new highway and come down here in this circle and then go down. Now, that's going to be quite a bit of traffic there, noise-wise and everything else. This property, as far as I can see, is not suitable for us; it's not very good.

There is no "Caution" light here?

MR. GOLDSTEIN:

These plans are very preliminary and as I said, the only thing is there would be a traffic light at this point here.

MRS. McDONNELL:

That's not going to help us too much to get out on this road.

MR. GOLDSTEIN:

To get out on this road, you'll have to use Metlars Lane.

MRS. McDONNELL:

If we wanted to use 18 to come back, we can't use 18 coming back because if we wanted to, I think, come off on this loop -- is that the way you do it? Or is that loop coming on?

MR. GOLDSTEIN:

This loop here comes from River Road onto Route 18. If you come off, you'll be using this loop right here.

MRS. McDONNELL:

Okay. Then, in order for us to give directions as to how to get into Logans Lane, we'd almost have to issue a map, wouldn't we? If you come to our house you come one way and if you leave, you leave another way. Perhaps a good "Caution" light could be used there.

MR. GOLDSTEIN:

For two-way traffic.

MRS. McDONNELL:

Yes, especially if you have to get in and out of it, which we do. I hope this influences your decision as to whether we'll be taken or not.

MR. GOLDSTEIN:

As Mr. Hancock has reiterated, all the points will be considered; all the points made at Public Hearings -----

MR. HANCOCK:

Everything will be studied, the transcript will be -----

MR. GOLDSTEIN:

Your point will be taken up.

MR. HANCOCK:

Thank you, Mrs. McDonnell.

Anyone else who wishes to speak?

DR. FREEMAN:

Dr. Freeman, Piscataway.

I'm one of the owners of a home that's going to be taken. I'd like to ask a question which I don't think Dr. Bishop really was answered. Approximately how long would we have to vacate our premises or rather, when would condemnation proceedings take place, so that we could plan definitely. Up to now, we've been baffled by all these plans and hearings and it's the uncertainty of these things

which makes us feel that something definite should be given us. Will it be a year or two years, when this entire construction will start.

MR. HANCOCK:

Well, as has been stated before, it will take about a year for design. That will bring it to about this time next year. Then, if the money is available, we will proceed with the contract and I'm sure that within this year you'll know how close it's getting to the situation which you're questioning.

DR. FREEMAN:

So you feel it will be about two years.

MR. HANCOCK:

Well, I don't know if it will be that long or not. I wouldn't want to say definitely, but it would be over a year. From a year to a year and a half, at this present time.

DR. FREEMAN:

Now, while I have the Freeholders of Middlesex County here, I'd like to ask a question. During this period while the construction won't start, why isn't something definitely done about Landing Lane Bridge? Three or four years ago, they spent about \$50,000, threw down some planks, traffic was delayed and then we have a proposition now where we're told that the bridge is unsafe. Now I hope we don't have to wait until an accident happens like in Ohio. Something constructive should be done. First, these planks should have never been put down. They could have had an all-weather bridge with grillwork so that it's non-skid and snow or rain could fall through. Secondly, all busses and trucks should be banned from this bridge during this period and Thirdly, a traffic light should be put either at one end or the other end of the bridge because we've seen very many instances or accidents and near-accidents and I think it's due to either indifference or nonchalance that nothing has been done up to this time.

MR. HANCOCK:

I'm sure your suggestion will be honored by the Freeholders. Maybe they will take your cause and look into it.

Can the bus lady come up now, please?

MRS. DUFFY:

My name is Bess Duffy. I'm here as a private citizen and as a taxpayer and property owner. I'm the wife of John F. Duffy, who was Mayor of this Township for six years. He was a member of the Planning Board, the Vice-Chairman, until just recently and we've lived here since 1939, which I think is almost thirty years, come the 1st of April. Maybe that was synonymous; we moved here on April Fool's Day and I've made some observations through these years and as a housewife and just by being a good reporter, I'd like to tell you what I find that I think is wrong with this plan. There's been a comment made on beauty and some of the beauty that will be ruined if certain things are done. I think one of the things you've overlooked is the natural beauty of this Township, so far as homes and its historical value goes. We don't have very much left. We're cut up, we're butchered, we're set into sections. Now this park, for instance, that you claim is so valuable and I address myself to Mr. Lee, in the Freeholders --- I've been crossing Landing Lane as I say, more years than I hate to admit, and it wasn't even a park when we first crossed it; it was then in the state of contemplation. I have never seen one pickicker in the area where the bird sanctuary is, never one. I have never seen a person walk through that area unless it was a maintenance man and only this Spring, on the upper end, there were some carriages and some hansom cabs, I believe, connected with the horse show and that's the first that that area ever had been used. If most of this was kept in the park area, Ivy Hall wouldn't be threatened; Dr. Gross' beautiful home wouldn't be threatened and most of Metlars Lane would not be desecrated.

Now, many years ago when we were looking for property, we spoke with old Mr. J. B. D. Metlar, who is long since dead and he told me that years ago Theodore Roosevelt, who we know is responsible for so many of the beauties that we have and we can thank him for Yellowstone Park and so many other things, came here to visit and he said that one of the most beautiful areas he had ever seen was the Metlars Lane area and even today, what's left of it is still lovely. It will no longer exist once this is completed.

Another thing, it amazes me that no member of the Board of Education is here, or an agitated mother, because the bussing situation with this labyrinth will be almost impossible. You have children down in that lower end now in the Nob Hill area, you have children in the Metlars Lane area who have to go to school; you have a Junior High and schools planned for River Road. How they'll get to school, I don't know. They'll either have to go all over the Township or hire a helicopter or something to that effect, but it will make it almost impossible.

Another thing, as a housewife, I have to shop and I occasionally have to get gasoline. I'm not going to blame our Zoning Board or our Planning Board, but for gasoline or a loaf of bread, I have to go at least two miles. As I see this, it's a labyrinth. I'll either have to get a larger freezer, a helicopter, or go hungry and maybe lose some weight because at this point, you cannot leave my house and get to New Brunswick and come back by the same route. Speaking of the congestion at Rutgers, Mrs. McConnell, you get used to it. For thirty years, we have been hemmed in when ever there is any kind of an affair and you just exist. You have to endure it, so that will not improve, it will only get worse.

I have another question that I'd like to ask. Is there any guarantee that when this is completed that it will run to 287 or to 22 and not dump the traffic on River Road between Highland Park and Bound Brook? And I address

myself to my captive audience, the Freeholders. You have a letter, either in your wastebasket or in the files, that my husband sent you at least two years ago, concerning the washboard on River Road. The Colony House lately has complained about the rumble from the bridge. I invite any of you to spend an evening and all night in our home and I'll give you a good breakfast and listen to the trucks and the washboard effect as their loads shift, anywhere from the top of Hoe's Lane till it hits the bottom of this hill. It's absolutely unbearable; it's one of the filthiest roads in the county. The ditches are completely filled and now since the shovel has demised the effect of our civilization, the little bulldozer goes along, or the spreader, pushes it up the wall and it floats back down again with the next rain and this has been going on for years and I think it's time something was done along that line.

I'm interested in the future of this Township because I won't have thirty more years here, just as a matter of time, perhaps but we've given so much of ourselves, my husband and I, to this Township, that I should like to have those who come after us profit and at least enjoy some of the beauties out here. It is a lovely place and we're being bisected by highways; instead of becoming a community that's more grown together, we're becoming more separated. It's a physical impossibility to get people together as a group or as an interested one.

I also have a sour note that I would like to make of the arrogance of those who are responsible for this meeting in holding it at this time of the day. There are many here who I'm sure are here at financial sacrifice as well as personal. My husband, for one, would like to have come. He had a great deal to offer with his knowledge and I'm sure that there a great many other men and it probably could have been worked out. It would have been better. It sometimes makes me wonder about this democracy of ours. Are we really very democratic, with a little "d"?

I hope that this plan in the park will be given some study. It's flat, level, useless land. It's swampy most of the time; you cannot use it for picnics. It's practically worthless. As I've said, I've observed it. You cannot walk in it, you cannot use it for very much and to tear into those beautiful banks and take down those corners and ruin the roads with ramps, you have no idea of what it will look like when it's finished until it's actually done.

Thank you.

MR. HANCOCK:

Thank you very much for your remarks.

It's the Department's plan to extend Route 18 Freeway eventually to 287.

Is there anyone else who would like to speak at this time?

MR. NEWTON:

My name is John P. Newton and I live, I guess, as close or closer than anyone else to this proposed interchange or at least as close and I would like to reinforce very strongly the remarks that have been made by certain other persons who live in this area, speaking as individuals.

This plan which is being presented here is a compromise. This is a compromise between the various people that were involved in this whole matter. The only persons who are not consulted are the people who live here, so we were, in effect, compromised out of existence.

Now I think everyone is reasonable. This highway is needed; the traffic situation --- no one needs to expound on this at great length. It is impossible, it will get worse as time goes on but the point that I think is often forgotten is that the people who are most directly affected are the people who are going to live when a project of this sort is put in. Now, with all the explanations that have been made, I'm sure there is no one in this room that follows the logic of the

traffic direction, for example, on this relocated Metlars Lane and the jug-handle. A lot of words have been said but very little light has been spread on this particular point. In effect, the people that live in the red blocks that are on that map are hemmed in by this particular situation. It may well be that the traffic represented by the cars that will use this road, this extended Metlars Lane, is a small part of the total. However, the people that use this are the people that use it more than anyone else and this has to be kept in mind. Every day we use this. Our neighbors from other parts of New Jersey use it only once in a while and I'm sure, as an engineer myself, that there is some better way of directing the traffic so that the people who live and who are going to be directly affected by this in this immediate area, will not, in addition to having their property values lowered, in addition to looking at a traffic interchange instead of the countryside that they thought they were going to be looking at, will not, in addition to all of this, also have to suffer every time they go out by this sort of peculiar arrangement of getting in and out of the local area.

I would also like to point out again and reinforce the statements that have been made with respect to the appearance of the road across the park. No matter how well this embankment is sloped and graded and landscaped, I am quite sure that the open appearance of the park would be better preserved by a well-designed and attractive continuation of the bridge and I hope that this will be given some consideration.

Thank you very much.

MR. HANCOCK:

Thank you very much, sir, for your remarks.

Is there anyone else who would like to be heard from? Is there anyone else who would like to speak before we close the meeting?

MRS. HORT:

I'm Mrs. Hort and I live on Metlars Lane and I really don't know exactly what to say but I also wish you had had the meeting in the evening because my husband is a little more eloquent than I am and a little more organized, but as a resident of Metlars Lane, I'm really dismayed by what you're doing by bringing the traffic right into Metlars Lane and, as it were, just dumping it there. If you do intend to continue up to 287, then again, why should it be through Metlars Lane? We have Camp Kilmer, or whatever you wish to call it; it's land that is just lying useless now, with ugly barracks which must be torn down anyhow. Why you can't bring your road up that way I don't know.

Also, since I'm not an engineer but just a dumb housewife, I can only see simple solutions. Why, for instance, can't you just build another bridge right next to Landing Lane Bridge, have each go in one direction, whichever way it goes, north or south and one the other way, put a light at Landing Lane, put a light at Metlars Lane and River Road and your traffic, I think, will go just as smoothly, but, of course, I'm not an engineer and I don't have to justify a job with the State of New Jersey and draw fancy plans but it seems to me we have enough roads there and we're just going to get stuck with some more and with traffic dumped, where the reason we bought our houses will no longer exist.

Thank you.

MR. HANCOCK:

Thank you very much for your remarks.

Is there anyone else who would like to be heard from?

MR. BRIGHT:

My name is Cooper Bright; I'm a resident of Highland Park. I speak here as a taxpayer and resident of Highland Park.

However, I'm also the Director for the Center for Transportation Studies

at Rutgers University and therefore I bring with me as a citizen the knowledge I have gained through detailed analysis of the highway intersection that we are considering here this morning and I come here in the spirit of the final paragraph of your leaflet which said the people with sincere interest and with knowledge who hope to bring up something that will be of help to the New Jersey Department of Transportation are invited. It was with this thought in mind that I ask the first question of the Chair. What is the cost that you have arrived at of this interchange, the total cost?

MR. HANCOCK:

Mr. Gavaris, do you have any figures on cost?

MR. GAVARIS:

Mr. Hamilton has.

MR. HAMILTON:

\$5.2 million, of which 3.1 is the bridge.

MR. BRIGHT:

\$5.2 million.

Question #2: Our Congressman Ed Patton made a statement which was in the Home News some three times, that this interchange could not be built if it took land from Johnson Park. Have you investigated this statement to see whether it's correct or not with, for instance, the authorities in Washington, the Department of the Interior, the Department of Transportation?

MR. HAMILTON:

The law is very specific. We have not investigated it until such time as this hearing is over. However, the law is specific. We can go through the park. What the law says is you will use as little and do as little harm to any park that you can.

MR. BRIGHT:

Does it also say that you must have also the concurrence of the Federal

officials in Washington if you use highway funds? Is that true?

MR. HAMILTON:

True.

MR. BRIGHT:

I listened to the architect speaking here and he said he considered all of the past plans and the thought that had gone into this, the drawings, and I'd like to ask him if he considered the interchange that was proposed in the bridge-highway plan when he did his drawings here and did his planning.

MR. HAMILTON:

You mean the plan of widening Albany Street?

MR. BRIGHT:

That's right.

MR. HAMILTON:

Yes, that was considered.

MR. BRIGHT:

Would the architect point out to me in his drawings here the specific places where this plan influenced his present presentation?

MR. GAVARIS:

Let me correct the record. I'm not an architect, I'm a Professional Engineer.

The plans that you are referring to were all studied, yes.

MR. BRIGHT:

Would you show me here in your plans where the influence of those plans show up?

MR. GAVARIS:

What plans are you referring to?

MR. BRIGHT:

The ones you considered in the bridge-highway system.

MR. GAVARIS:

Well, there are too many to show you the consideration. I mean ---- with reference to the Raritan River Bridge itself? Are you referring to that?

MR. BRIGHT:

No, I'm talking of the bridge-highway plan that Mr. Hamilton said you considered when you did these particular drawings.

MR. GAVARIS:

At Albany Street.

MR. BRIGHT:

That's right. The Route 18 extension bridge-highway plan, this interchange

MR. GAVARIS:

The Act calls for the extension of Route 18 Freeway along --- from New Street overpass, along the Canal, crossing the river in the vicinity of Metlars Lane. That is Point #1 and that is the crossing that was considered.

The plan that you refer to, which included widening Albany Street Bridge and including an additional two, possibly three bridges over Raritan River, with a very complex interchange at Highland Park and a complex interchange in the City of New Brunswick, taking Public Service property, taking community property on the other side, apartment houses, still required an extension along present River Road for the extension of Route 18 Freeway to meet the Act, which would require taking of additional parkland in order to widen Route 18, which would require tunneling under the present Pennsylvania Railroad viaduct in order to widen the existing River Road in order to make it a Route 18 Freeway extension. All these were considered, sir, yes.

MR. BRIGHT:

I would like then, for a point of record, to state, Mr. Hamilton, that I

think that this engineer should consider the bridge-highway plan. It is evident from his description that he does not know what the bridge-highway plan, of which you and I speak and agree that we consider --- the things he has described are not part of the highway plan. In particular, we didn't take any of the parkland. I think he is talking about the drawings that you made up down in Trenton with regards to putting a highway through the center of the park. I can see you're confused with the two. So as a matter of record, I think that before we go forward, that this plan should be considered and I know this morning that our remarks are for the interchange only but there was an interchange in this plan which I direct your attention to, that answers the plea that these people have made out here today. They don't want to give up their houses; they would like to save the parkland; they do not want a Chinese Wall across the park and this interchange prevented all that from happening.

Now, as a taxpayer and a resident of Highland Park, I feel that you people, to get the maximum satisfaction ---- I'm sure that Dave Goldberg, our Commissioner, wants to do the best job possible and our Freeholders should consider all the alternate plans, not just regard one but include all of them, particularly one that meets the remarks that were brought up here this morning, the desires of you people and so I would like to make it a record that the Highway Department does have this engineer and his designers consider the bridge-highway intersection at this point.

Number Two: because of the point of interest of myself, I have already checked in Washington with the Department of the Interior and with the government agencies down there and I find out that Congressman Patton was very forthright, straightforward and accurate in what he said. You cannot build this plan or any other plan that takes federal money and takes parkland without the concurrence in Washington and this depends solely on very important point: if there is an alternate plan, you cannot do this and so my question down there was: do they consider the

bridge-highway an alternate plan? And the answer was unequivocally "yes, they do." It meets every specification and it would have to be considered before federal funds would be allowed to build this highway, so for this reason alone, Mr. Hamilton, I'd like the New Jersey Department of Transportation to have your engineers consider this alternate plan because it could turn around and defeat going ahead with this project at a time after you've spent money to design it and a whole year on it and not have considered the alternate plan.

Thank you.

MR. HANCOCK:

Thank you very much, sir.

Does anyone else care to speak?

MR. RODRIGUEZ:

My name is Raymond Rodriguez. I'm the Project Director of the Center for Transportation Studies Alternative for this Interchange, that Captain Bright was just talking about. I'm also a student at Rutgers University.

First I'd like to address myself to some of the comments made here and hopefully clear up some questions. It's not too surprising that Mrs. McDonnell doesn't understand how her husband is going to get to work or how the busses are going to use this ramp system because this interchange does not serve the local user, the local traffic user. The interchange is here because they have Route 18 extension here. Route 18 extension will basically serve the non-local user, now approximately 14% of the people using the present highway bridge system in New Brunswick. Like the man from the Chamber of Commerce and this man here, who couldn't understand this interchange and thought that well, perhaps there is a better way of doing it and couldn't really argue or understand this because they lack an alternative plan, we at the Center for Transportation Studies have done

exactly this. We've spent a good year looking at an alternative to this plan. We didn't think of how are you going to route traffic that now goes around New Brunswick to Route 1 and ram it into the middle of New Brunswick and Highland Park, we looked at it a different way. What if you don't want to take this parkland or these people's properties? What can you do? Well, we've looked at all the data, all the studies, all the methods used in this interchange; we've worked with the New Jersey Department of Transportation last summer and for this past year, in casting out their interchange and doing similar work for alternatives.

With this knowledge, I'd like to make some comments on some of the questions. Again, we spent a good year looking at this. Our Director has spent weekends down at the park with his wife, to see what type of people use this park. I've still got poison ivy all over my legs because I spent last week looking at these ramps to see exactly how close they are going to come to these people's houses. What happens when the noise levels are increased and what will the traffic problems that are existing now be compounded when you take non-local traffic that's now going around the city and pointing it through this area?

First, we've had a representative from Rutgers University. Myself, I'd like to make a comment here as a student at Rutgers University. During the past year, I've talked to hundreds of students about this interchange, students and graduate students who have all worked a year on our alternative to this and have a great interest in this interchange. We talked about increasing the University traffic through this area and how this is going to help the University. Well, as a student of the University, I can say that if you see other parts of this interchange, the part that's on George Street, the part where you have ramps and overpasses over George Street in the vicinity of the dorms, in a matter of 10 feet in back of the dorms or something like this, you'd just hope that something better

than this can be presented here.

One thing that this hearing has shown us is that there are a lot of unanswered questions here which should be answered before a decision is made on where the roadway is going to be, who's going to build it, when it's going to be built, how is this money going to be allotted.

The comment was made that when you put this thing in, they would later consider changes after the testing of this to see how better you can improve this roadway. Well, I can't follow that because it's almost backward logic, in that why build something ---- from Albany Street to here, we estimate a cost of \$19 million using the State Highway costing methodology --- why would you build a \$19 million extension and then consider something that you can now build, an alternative plan that will cost \$8 million, that does what you people are talking about, satisfies and serves the non-local user, so you people can use this roadway, not really considering how we can divert traffic problems of Route 1 and other non-local arteries.

I'm glad that it was recognized here that this interchange is other than a natural interchange, as you will see. This has been a product of compromise. For instance, many of your questions about how you are going to get down to New Brunswick, etc., are basically because of the elimination of the fourth cloverleaf in the vicinity of President Gross' house. This compromise has been meant to satisfy the University to go ahead with this. Well, on that I'll just say that looking at it, it doesn't really take a stretch of the imagination to think that once this thing is built, the additional cloverleaf will soon be built thereafter, after you have a few accidents, after you understand that this isn't a natural flow of traffic and that you're going to have to have that cloverleaf sometime in the near future.

As far as the questions on maintaining the natural countryside, in the 1968 Federal Aid Highway Act recently passed, there will be no approval of any

highway that uses federal funds unless there is --- that goes through parkland --- unless the State and local officials and federal officials determine that there is no alternative plan that doesn't take any parkland and is qualified as an alternative plan or that all possible planning has been done to minimize harming the parkland. Looking at this interchange and because of various comments at this hearing, I don't think that all possible planning has been done to minimize harm to the parkland and the surrounding natural countryside. The noise levels, the grading problems and the comments about the trucks shifting up on these hills, that's talking to this area. It's going to be a lot of noise, it's going to be a lot of confusion, it's going to be a lot of money.

We at the Center have developed an alternate plan to this and all we ask is that we are given proper attention. We haven't been so far and we're just hoping that this hearing will bring this about before any decision is made.

Thank you.

MR. HANCOCK:

Thank you very much for your comments.

Is there anyone else who would like to speak?

MR. COURY:

As a resident of Highland Park --- Frank Coury --- I understand --- is there anyone here from the municipal government of Highland Park? No? There is a plan afoot in Highland Park at the present time. It's coincidental or tied in with the comment made just before and I wasn't prepared to hear that comment. Highland Park presently plans to widen River Road because of the problems encountered there for school children coming from Cedar Lane and the school system in Highland Park and because of the overpass or the bridge over River Road, the railroad bridge, there seems to be a serious problem and I understand that Highland Park has been working with the State or with the County or some agency --- I hope

someone can shed some light on this --- to widen that road and that they are actively pursuing this. Are you aware of this at all?

MR. HANCOCK:

No, I'm not, sir, but maybe there is someone present that might be. The County officials would be aware of this.

MR. CONRY:

Well, considering the comments made by the student at Rutgers and he seemed to be very sincere and I'm quite impressed by his presentation, I wonder would you be considering the alternate plan at all in the review before final decision is made? Do you form some sort of chart indicating this is our problem and these are alternative plans; these plans create --- these problems and a solution and select a program based upon economy and also serviceability? How do you go about making the decision? That is my question.

MR. HAMILTON:

Assemblyman, maybe I can answer your question. Number One, we did consider the, what we refer to as the Cooper Bright plan. We considered it in a modified form, such that it would provide the same service as the roadway which has been proposed here today. We do not think that the addition of one lane to the Albany Street Bridge and we are not here, I'm afraid, to discuss the original plan which had been considered by all the officials in the Department, had been discussed with our Commissioner and considered by him also ---- Mr. Gavaris has been studying this project for 3 and 1/2 years with his entire staff. We considered the plan based on an upgrading and complying with the intent of the legislation which said that a freeway shall be built from Point A to Point B. We considered that under these mandates, a freeway then would have to be built on the north side of the Raritan River, involved with a massive interchange at the present location of River Road and Route 27. You would then have to utilize

much more parkland. In fact, one of the original schemes for this project envisioned crossing at Metlars Lane and running longitudinally up Johnson Park. This plan that they refer to here would have done the same thing except it would begin at 27 and then run longitudinally through the park. The plan was considered and it was, sir, rejected by this Department.

MR. COURY:

I don't want to take up too much time. I hope the people are aware of the proposed plan. I looked at the plan briefly since I --- it was presented in a paper, I think, in 1967 sometime.

Am I correct? In the plan that was being presented, you say it has been rejected, that the plan calls for the extension of the Albany Street Bridge, so you have another lane coming down Memorial Drive and passing parallel with the present bridge, then traveling underneath and connecting onto River Road. Is that correct? I'd like to have an explanation of the plan --- considering the two comments that interested me more than anything else and that's the only reason I'm pursuing this. Someone here made a claim that we could service the area, achieve all of the goals that we're trying to solve at a reduction of some \$11 million. That seems like a lot of money.

Also, a statement was made that people here are being inconvenienced and I think the statement that was made by the gentleman, that first consideration should be for the people. You know, you only live once and since you're only going to be here a short length of time, if another solution can be presented which will not inconvenience people, that to me is of primary importance and if I'm incorrect in that assumption, that is our goal and then I stand to be corrected.

MR. HAMILTON:

Assemblyman, may I interrupt you for a moment?

MR. COURY:

Yes.

MR. HAMILTON:

If you desire us to take one more look at the Cooper Bright plan, we will be glad to do so.

MR. COURY:

Pardon?

MR. HAMILTON:

If you desire us to take one further look at the Cooper Bright plan as compared with this plan, we will be glad to do so.

MR. COURY:

Thank you. I think the reason I'm suggesting -----

MR. HAMILTON:

I see no reason to discuss it here because we don't have the plan. It involves technical decisions and I think if you wish to discuss it, maybe it would be better at a later meeting.

MR. COURY:

It's alright with me.

WOMAN IN AUDIENCE: (did not identify herself or come to the microphone)

We here today to discuss this plan and I think we're digressing and losing the entire clime of our open hearing.

MR. BRIGHT:

I would like to just speak, as you say, just to this plan that we're talking of here today, this interchange. Mr. Hamilton, I think that your statement is well taken. If you would look at it again, but I think that what the Assemblyman has brought up is that how do you take the look? Now before when you took the look, we weren't personally considered in this and

you continue to describe the highway plan that has no relation whatsoever to the one that we proposed. We never had a chance to bring this plan before you personally and the people who made the decisions step by step and certainly your engineer here today shows his ignorance of the plan -----

MR. HAMILTON:

I beg your pardon. Our engineer -----

MR. BRIGHT:

I mean by taking a look at this plan, that you will let us work with you, like we work with your people. I think that the taxpayers of this area would be very pleased but if it's just to take a look like you did before and draw up another plan and call it the Bright Plan, I don't think we would be able to help you as much as we want to.

MR. HAMILTON:

Any further questions?

WOMAN IN AUDIENCE: (did not identify herself or come to the microphone)

Since you speak of this as a compromise plan, why can't you study the Cooper Bright plan and compromise ----- For years we've been in need of a road between Route 27 and Highland Park and this might solve all those problems.

MR. HANCOCK:

You'll have to step to the microphone if you want your comments to be registered. Will you step up, please, to the microphone? (The woman did not come to the microphone)

MR. HORVATH:

My name is Joseph Horvath and I'm a taxpayer in Piscataway, also affected by this highway because I live on Metlars Lane.

It seems to me that some of the proposals to take this plan back and study alternate plans which open up the Pandora's Box and take us back, I would

venture to say, three to five years and this compromise plan, as we call it, --- what isn't a compromise? Everything we do in life is a compromise and this compromise has been developed by the officials from the State, the County, the Township and Rutgers. These are the principal people involved. Unfortunately, the few people on Metlars Lane were not consulted and we feel a little slighted, but I feel sure that the church principals, Dr. Freeman, Dr. McDonnell and ourselves are also willing to make a compromise.

I think that the details of the plan are fairly understandable, they're not complicated. I personally like the idea of one way on Metlars Lane, particularly if I'm affected. I regret that Dr. McDonnell may have some problems and I hope that some compromise can be worked out for Dr. McDonnell, who is closer to River Road. We too regret that the lovely shaded area of Metlars Lane, which is our pride and joy, will be torn apart and affected but here again, we probably will have to make a compromise.

There was some talk about the traffic at football games and graduations. Sure, that's why we're living here because we like the excitement of the traffic; we like the football games. There's lots of color in it and we have --- I'm speaking for my family --- arranged our plans around that, our daily activities.

In closing, I'd like to suggest that the State officials take into consideration the recommendations made by the County and the Township officials. Also, I suggest that you give the taxpayers on Metlars Lane a little more detailed information and some attention and my final departing word is speed ahead.

MR. HANCOCK:

Thank you very much, sir, for your comments.

Is there anyone else who would like to be heard from?

If not, I'll declare the meeting adjourned.

STATEMENT OF MIDDLESEX COUNTY BOARD OF CHOSEN FREEHOLDERS
CONCERNING PROPOSED INTERCHANGE OF ROUTE 18 AND
RIVER ROAD IN PISCATAWAY TOWNSHIP

This hearing represents a step by the New Jersey Department of Transportation to provide an interchange with the proposed extension of Route 18 and River Road in Piscataway Township. The Route 18 extension will provide an urgently needed new highway across the Raritan River in the New Brunswick area. For many years the officials of Middlesex County have urged the construction of additional vehicular crossings over the River to relieve the very heavy traffic and frequent congestion on the four existing crossings in the New Brunswick area. Establishing the location and schematic design of the proposed interchange is necessary before the exact design and alignment of the Raritan River crossing by Route 18 can be determined. The County is pleased that a public hearing is being held that will help to establish the final design and initiate construction of the urgently needed Route 18 extension into Piscataway Township.

While approving the proposal to build an interchange at the location designated on the hearing map, it is also Middlesex County's responsibility to ensure that the specific interchange plan will be in harmony with the present and future needs of the local transportation network, the County park system, and good planning principles.

Location of Interchange and Effects on Johnson Park

Throughout the years of discussion concerning Route 18, the Board of Freeholders has sought to protect affected

County facilities from excessive damage by the construction of the needed highway.

With regard to Johnson Park, we have urged that the interchange be designed so that as little land as possible be removed in order to preserve this valuable recreation area. We believe that all County residents join us in approving the State Transportation Department's decision to locate the interchange as displayed at this hearing rather than entirely within the park as had been recommended in a previous plan.

However, in the portion of this recreation area that is affected, Route 18 and its ramps are to be elevated on a continuous high wall of earth that will cut and divide Johnson Park. Since much of its beauty derives from the unbroken vistas of landscaped grass and wooded areas, this wall of earth will do substantial damage to the park. While recognizing that the road cannot be built without some inevitable damage, the County believes that the State can and should do more than its present plan indicates to tie together the separated portions of the park. The County, therefore, calls upon the Department of Transportation to extend the structured portion of the Raritan River Bridge at least an additional 150 feet over the park. This elevated portion should be designed as simple beam structures similar to designs for bridges that carry cross-roads over very wide stretches of the Garden State Parkway. If this is done, the continuity of Johnson Park will be substantially preserved -- a mandate placed by Congress upon the designers and builders of federally aided highways.

Handling of River Road

With regard to River Road, we have recognized that this County road will be required to carry increasingly heavy traffic volumes that will be generated in the future by a greater use of Johnson Park, the growth of Rutgers University, the development of industrial and research facilities in the former Camp Kilmer area, and further by residential growth in these Piscataway neighborhoods bordering the road. Therefore the Board approves the design of River Road at the interchange as a four-lane divided arterial with additional acceleration and deceleration lanes serving the ramps leading to and from Route 18.

However, the handling of River Road at its intersection with Landing Lane does not meet the County's approval. The State plan proposes that this be a non-signalized, at grade intersection with Landing Lane entering River Road within the eastbound deceleration lane leading to Ramp IV. We find this an unacceptable design which we ask to be corrected by either of two methods:

- 1) The relocation at State expense of the Landing Lane intersection at least 400 feet to the west and the provision at this point of a free right-turn movement from Landing Lane to River Road,
- 2) The retention of the Landing Lane intersection at its present location with the installation at State initiative and expense of a traffic signal designed to halt eastbound River Road traffic which permitting left and right turning Landing Lane

traffic to move into River Road.

Finally, we do not accept the State's present proposal to end the four-lane widening of River Road at a point immediately east of the Landing Lane intersection. Instead the County asks that the four-lane design be carried at least three hundred feet west of the intersection. Similarly, we ask that on the easterly side of the interchange the full four-lane treatment of River Road be carried at least 150 feet easterly of the intersection of Hill Crest with River Road.

General Observations

Aside from these specific comments, we believe it important to conclude with several general observations. The Board of Freeholders wishes to speed the construction of the Route 16 extension and this important interchange. The rapid growth of the Piscataway, New Brunswick and Franklin communities requires that this highway be built as rapidly as possible.

We recognize however that many compromises have been made in design in order to carry us to the point where we are today -- notable among these the elimination of one of the key circular ramps from the interchange and the failure to incorporate provisions for handling future Landing Lane traffic in this interchange. While recognizing that these may be significant compromises, we believe that the need to

move forward now outweigh any further discussion. If corrections must be made in the future, the costs of such will be minimal compared to the additional years of utility which Piscataway, New Brunswick, Rutgers University and all County residents will have gained from the immediate construction of the Route 18 extension and this interchange.

After the completion of this interchange, there will remain an unresolved factor to which we must all give attention in the coming few years. Despite the progress we are making this morning, we all recognize that there will still be deficiencies in Route 18 in handling east-west traffic across the greater New Brunswick region -- deficiencies that will not be corrected by the northward extension of Route 18.

For 18 is already at and beyond its traffic carrying capacities along substantial lengths of its route in East Brunswick and New Brunswick. And this is true despite its reconstruction to four and six lane divided expressway standards within the past five and ten years. In addition, the present plan to merge the east-west Route 74 traffic to Route 18 in East Brunswick will further aggravate the excess traffic on Route 18 and further increase the need to develop and test specific plans for either further increasing the capacities of Route 18 along its present alignment or to create a parallel east-west route on a new alignment with a separate crossing of the Raritan River.

Therefore, during the next few years in the immediate future alternative plans should be formulated and tested for

handling the east-west traffic across the New Brunswick region. This should be done cooperatively among the State, County, municipalities, and other major institutions in this area using the planning and plan testing mechanisms of the Tri-State Transportation Commission and the Middlesex County Long Range Plan.

We thank the State for the opportunity to have presented these comments and recommendations. We urge full speed in completing this extension of Route 15 for the benefit of the Middlesex County community.

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Mr. Hamilton,

ROAD DESIGN CENTRAL

With the public hearing & changed I had forgotten to do so.

1. The concrete island on Logan Lane would allow cars coming from the Trolley Lane bridge crossing on River Road to enter Logan Lane.

2. Pedestrians have access to the park from the Logan Lane, relocated Pictario area.

3. There would be a footpath along River Road for the passage between Logan Lane & Pictario.

If my suggestions of two way traffic at the mouth of relocated Pictario Lane, with a trip light, would be negative to the function of River Road, could a small road (the land is owned by Kutzger) be cut from the North end of Logan Lane over to Hillcrest Ave. so we could get out.

Mr. Hamilton, please, do not take this as opposition to the freeway, but as suggestions that my Park Logan Lane and Hillcrest Ave. available to local area. I admire your patience and tolerance to all the personal problems of the local residents.

We thought Mr. Hancock might enjoy the picture the Park Team took of him during the hearing. I think it depicts the situation of all of us who wish this freeway was completed.

Sincerely,

Tom Van Pelt
 15 Logan Lane
 Hillcrest Ave
 249-1736

EXHIBIT #3

1 Wakefield Lane
Biscataway, N.J. 08854

September 17, 1968

James Hamilton
Supervising Engineer
N.J. Dept. of Transportation
1035 Parkway Avenue
Trenton, N.J. 08625

Dear Mr. Hamilton:

I am writing you concerning the Route #18 bridge extension which will modify Wetlans Lane in Biscataway.

I am concerned about the egress of Hillcrest Drive into River Road. I understand that with the extension of the plans another 150 feet that Hillcrest Drive will be completely blocked off from normal traffic flow. This will necessitate traveling West on River Road in order to get into New Brunswick and Highland Park. There is a proposed interchange near Surphen Lane.

This promotes hardship on the people in the Hillcrest area since there are five doctors in this area which need to get in and out quite rapidly to the hospitals. In addition ambulance traffic up into Hillcrest will be slowed down by the blocking of the exit of Hillcrest Drive and River Road.

I understand that at the last meeting this was not taken into consideration and was not pointed out until the last meeting.

I share the concern of many people in Hillcrest that the plans should be revised for better traffic through Hillcrest Drive. In addition with the blocking off of Hillcrest Drive it will practically make traffic up the hill in the winter impossible with the heavy snows.

Sincerely yours,

R. G. Matflerd
R. G. Matflerd, N.J.

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SEP 19 1968

ROAD DESIGN CENTRAL

*See Memo
attached
Sep 26, 1968*

ROBERT M. HAZEN
11 Wakefield Lane
Piscataway, New Jersey

EXHIBIT #4

September 24, 1968

SUBJECT: Proposed Route 18
Extension & Bridge

Mr. James Hamilton
Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

Dear Mr. Hamilton:

The state's proposal for the new ROUTE 18 INTERCHANGE has some serious flaws which must be corrected. The public hearing of September 4, 1968 concerning this matter was held at an hour (seemingly planned so) when the most concerned people could not attend. I include in this group not only the local residents but many Piscataway officials. The main points to be corrected are as follows:

1. I doubt seriously that the Department of Conservation could have approved the present crossing of Johnson's Park. The crossing as now planned will be a veritable dam which can only add to more serious flooding west and north of the proposed interchange. This could well close Landing Lane for long periods during and after flood conditions, and destroy or render useless many acres of park land, not to mention the traffic snarls and erosion around the new bridge. Wouldn't you agree that the engineers have not studied this condition? As it is now, the water has been known to rise enough to cover half the park in the proposed Route 18 area--Without your new dam.
2. Residents living in the fifteen houses at Hillcrest and many others on Logan Lane have absolutely no practical way of getting in and out of their homes. Provisions must be made whereby residents can enter River Road free to turn east or west. If a divider is placed on River Road in front of Logan Lane, those residents must have a break in the divider with at least a 12 foot shelter area for left turns. The same holds true if a divider is in front of Hillcrest Road. Should there not be enough space to have a car shelter area, and room only for a break in the divider, a traffic light (with a road "trip") must be installed to stop east-west traffic on River Road. By so doing, those residents can make left turns through the divider.
3. Without the changes mentioned in point #2, these residents will be in an almost impossible predicament with regard to important services; fire protection, Rescue Squad, emergency services (gas, electric, telephone, plumbing, heating), garbage and trash disposal, and normal deliveries and services which occur daily. There are at least three doctors living in the Hillcrest area who are required to make emergency calls.

I sincerely hope that these points will be recognized for their merit and included in your final plans. Obviously, something must be done to solve these problems now, because by not doing so will only add to the cost of doing it at a later time at much greater expense to the state. You and your colleagues surely must take the responsibility for resolving these problems at the outset of such planning --- not later. I am taking the responsibility of apprising my neighbors in the Hillcrest area of this letter to you, and will show them your present proposal (with map) given at the public hearing, as well as the points brought up by Mr. Powell. May I expect to hear from you?

Sincerely yours,

Robert M. Hazen

RECEIVED

SEP 26 1968

ROAD DESIGN CENTRAL

EXHIBIT # 5

1281 River Road
Piscataway, New Jersey 08854
September 23, 1968

Mr. James Hamilton
State Highway Engineer
New Jersey Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

Dear Mr. Hamilton:

This letter is in response to the invitation you issued on September 4, 1968 following the public hearing on the Route 18 - River Road intersection and Raritan river crossing, asking affected property owners for further comment.

My home is on the southeast corner of River Road at Logan Lane and directly abuts both River Road and the proposed access lane from River Road to the new Route 18 at Sutphen Road. The house which we restored some thirteen years ago is listed as an historic building, the original portion having been built by Peter Bodine in 1728.

The large scale drawings provided at the hearing indicate that no part of the new construction would encroach on our property. However, there are several aspects of the plans which would have great bearing on the continued use of our house as a dwelling and, therefore, drastically affect our equity in the property.

The most serious shortcoming of the proposed interchange as it affects us and all of our neighbors in the Logan Lane area is that which would be caused by the one-way entrance and exit to the entire residential area. Since the access lane referred to above is a one-way lane, the only entrance to our neighborhood would be from the east on River Road and the only egress would be north toward the dog leg at Sutphen Road. Since we live near the southeast corner of the township, all of our municipal services come from the west and north. Thus police cars, fire apparatus, ambulances and other emergency vehicles would have to drive by us and then determine some way of turning around so that they could approach in the one possible direction.

If the proposal made by the County Planning Board to continue the new divided River Road two hundred east of Hillcrest Road were to be adopted, the same situation would severely limit the mobility of all of the residents of the Hillcrest area as well. Some four or more medical doctors living in the two areas would be affected.

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In my opinion there are several ways of eliminating this difficulty. One would be to follow the suggestion made by our Township Planning Board and have the connecting lane from River Road to the Sutphen Road dog leg carry two way traffic. This would also require provision for crossing the River Road divider at the point where this lane leaves River Road. Secondly, an intersection at Hillcrest Road and River Road that would allow movement in all combinations of directions would at least partially overcome the problem. A third possibility would be to connect the present dead end of Logan Lane with the Hillcrest roads and to provide two way connections at River Road and Hillcrest Road. There may well be better solutions.

At the risk of making this communication far too lengthy I would like to make one or two further observations. The proposal to carry the new Route 18 right-of-way across Johnson Park from the river crossing on fill seems to most of us to be objectionable from both aesthetic and practical points of view. A pleasingly designed open or bridge type of elevation would not damage the open view across the park nearly so severely. Also to prevent persons from walking across the highway in order to move from one side to the other without a long walk to either the river bank or River Road, would require elaborate and unsightly fencing.

Finally no matter how this intersection is built, our once quiet neighborhood will be subject to ever increasing noise and air pollution. We would hope that the land necessary to widen River Road and build the new approaches would be taken from public park properties and other unoccupied areas. This procedure will not affect the use or appearance of the park in any measurable fashion. To do the reverse would place our homes in a completely untenable location.

Very truly yours,



John P. Newton

Copy to Mr. Harry Montanye, Chairman
Piscataway Township Planning Board

