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PUBLIC HEARING

before

ASSEMBLY TRANSPORTATION AUTHORITIES, TELECOMMUNICATIONS
AND TECHNOLOGY COMMITTEE

ASSEMBLY BILL No. 5248

(Authorizes Turnpike addition and extension
consisting of the proposed Route 92 Freeway)

December 17, 1991
3:00 p.m.
Middlesex County
Administration Building
New Brunswick, New Jersey

MEMBER OF COMMITTEE PRESENT:

Assemblyman George A. Spadoro, Chairman

ALSO PRESENT:

Assemblyman Alex DeCroce
District 26

Assemblyman Peter Cantu
District 14

Amy E. Melick
Office of Legislative Services
Aide, Assembly Transportation
Authorities, Telecommunications
and Technology Committee

New Jersey State Library

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Hearing Recorded and Transcribed by
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D. B. L. C. H. A. R. I. N. G.

1991

ASSEMBLY TRANSPORTATION AUTHORITIES, TELECOMMUNICATIONS
AND TECHNOLOGY COMMITTEE

ASSEMBLY BILL NO. 5248

(Authorizes further action and expansion
consisting of the proposed House Bill 5248)

December 17, 1991

3:00 p.m.

Middlesex County

Administration Building

New Brunswick, New Jersey

MEMBER OF COMMITTEE PRESENT

Assemblyman George A. Spadaro, Chairman

ALSO PRESENT

Assemblyman Alex Iacopo

District 28

Assemblyman Peter Russo

District 14

Mr. E. Marick

Office of Legislative Services

and Assembly Administration

Authorities, Telecommunications

and Technology Committee

New Jersey State Library

Heard, Recorded and Transcribed by

Office of Legislative Services

Public Information Office

101 West State Street

New Jersey

Princeton, New Jersey 08542



New Jersey State Legislature

**ASSEMBLY TRANSPORTATION AUTHORITIES,
TELECOMMUNICATIONS AND TECHNOLOGY COMMITTEE**

STATE HOUSE ANNEX, CN-068
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Vice-Chairman
D. BENNETT MAZUR
FRANK CATANIA
MARION CRECCO

NOTICE OF A PUBLIC HEARING

The Assembly Transportation Authorities, Telecommunications and Technology Committee will hold a public hearing on **Tuesday, December 17, 1991, beginning at 3:00 p.m. at the Middlesex County Administration Building, John F. Kennedy Square, New Brunswick**, on the following bill:

A-5248 Authorizes turnpike addition and extension
Spodoro/Cantu consisting of the proposed Route 92 freeway.

The public may address comments and questions to Amy E. Melick, Committee Aide, or make bill status or scheduling inquiries to Kim Johnson, Secretary, at (609) 984-7381. Those persons presenting written testimony should provide 10 copies to the committee on the day of the meeting.

Issued 12/6/91



AN ACT authorizing a project addition and extension to the New Jersey Turnpike, repealing the State Highway designation of that route, supplementing P.L.1948, c.454 (C.27:23-1 et seq.) and repealing P.L.1938, c.345 and P.L.1941, c.105.

BE IT ENACTED *by the Senate and General Assembly of the State of New Jersey:*

1. The New Jersey Turnpike authority is authorized to acquire, construct, maintain, repair and operate a project addition and extension to the New Jersey Turnpike consisting of a high speed limited-access superhighway beginning at or near Interchange 8A of the New Jersey Turnpike and thence in a general westerly direction through Middlesex County to an interchange with U.S. Route 1 in the general vicinity of the intersection of U.S. Route 1 and Ridge Road (County Road 522) or U.S. Route 27 as the authority, after study, deems appropriate.

2. P.L. 1938, c. 345 and P.L.1941, c.105 are repealed.

3. This act shall take effect immediately.

STATEMENT

This act authorizes the New Jersey Turnpike Authority to acquire, construct, maintain, repair and operate a project consisting of a high-speed limited access superhighway beginning at or near Interchange 8A of the New Jersey Turnpike and thence in a general westerly direction through Middlesex County to an interchange with U.S. Route 1 in the general vicinity of the intersection of U.S. Route 1 and Ridge Road (County Road 522) or U.S. Route 27 as the authority, after study, deems appropriate. The project is currently in the planning phase at the Department of Transportation and is identified as the Route 92 Freeway. This bill would transfer statutory authority for the project to the authority from the Department of Transportation.

In addition, the bill would repeal P.L.1938, c.345 and P.L.1941, c.105 which authorize State Highway Route 31A along the same general route as the Route 92 Freeway. Route 31A was statutorily designated as "beginning in State Highway route No. 31 in or near Princeton, and thence to a point at or near Hightstown and connecting there with State highway route No. 33 eastwardly of Hightstown."

TRANSPORTATION AUTHORITIES

Authorizes turnpike project addition and extension consisting of the proposed Route 92 freeway.

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mjz: 1-40

ASSEMBLYMAN GEORGE A. SPADORO (Chairman): I would like to call this meeting -- actually it is a public hearing -- before the Assembly Transportation Authorities, Telecommunications and Technology Committee to order. We are here today to hear public comment on Assembly Bill No. 5248, legislation which would authorize the Turnpike to add a length of road, commonly referred to as Route 92, to its existing road. This legislation, which was introduced by me, is the culmination of many years of work on the part of a number of individuals. During today's public hearing, we will only be receiving testimony on the legislation. We do not plan on actually considering a vote to release it. Presently, subject to the testimony we hear today, I expect that this bill will be heard and released on January 6 -- at our Committee meeting on that date.

Due to the schedule, this room is only available to us until about 6:00. I am going to ask members of the public who are going to testify to limit their remarks to, certainly not longer than 10 minutes, and hopefully even shorter than that, if possible.

As the author and sponsor of this legislation with Assemblyman Peter Cantu -- whom I should introduce; he is to my right -- I believe the legislation is vital to the residents of Middlesex County and Central New Jersey. It is obvious to all that traffic congestion along Route 1 is something that has to be addressed. The construction of this link between the Turnpike and Route 1 would significantly alleviate congestion on that highway and, of course, would increase safety along that stretch of Route 1, which has been of great concern to myself and to my colleague in the 18th District, Michael Baker.

Lowering the amount of congestion on Route 1 would also provide environmental benefits to all the residents of Central New Jersey. If we can move traffic along more quickly, we can reduce air pollution, and we can begin to take the kinds

of steps that are necessary to alleviate air pollution. Interestingly enough, there are some environmental concerns which could, at some point -- let's just say, which would have to be dealt with in this road construction project, and there may actually be a conflict. That will have to be ironed out in the process.

Finally, the construction of this stretch of Route 92 would result in a significant positive economic benefit to Middlesex County and to Central New Jersey. The additional jobs that would be created to actually do the road construction, and the economic boost to the region of this county which surrounds the planned route for this highway, would benefit also. The future of development in this county is gravitating towards the southern reaches of the county, and this road construction would provide a vital link between Route 1 and the Turnpike, and would allow for the final development of those regions of the county.

We would like to thank everyone who is here today. At this point in time, I would like to introduce the Chairman of the New Jersey Turnpike Authority, David Goldberg. Mr. Goldberg, if you don't mind, would you please stand at the podium, because that is an electrified mike? The rest of these are just for the recording, so the audience would not be able to hear you.

Good afternoon. Thank you very much for taking time out of your busy schedule to be with us.

D A V I D J. G O L D B E R G: Well, thank you, Mr. Chairman, for scheduling and conducting this hearing. You and I have discussed this bill repeatedly over a period of time, and I know you are quite familiar with the background.

For the benefit of other members and the general public, let me just quickly sketch in some details about this road. I have with me here today Donald Watson, Executive Director, and Wally Grant, Chief Engineer. To the extent that

there are any questions from the Committee, or any questions arise as a result of the testimony of other individuals, both Don and Wally are available, as well as myself, but at the outset, I will make a statement on behalf of the Authority:

Let me just say, the Authority fully supports the passage of Assembly Bill No. 5248, and the companion measure which is pending in the Senate -- Senate Bill No. 3781. We equally support that legislation. We are hopeful that the Legislature, with all of its priorities during the remainder of the time that is available in this session, will be able to address this issue. We think this is an extremely important project, for the reasons that the Chairman has expressed. It is also a project that is still at an early enough point of development that it is far from a certain project. We think, in terms of having the best possible chance of making this a reality -- if this is what people really want -- the sooner the Authority is authorized to proceed, the better, because until we have legislative authorization, we are really not in a position to take over the project from the Department of Transportation.

This project is not a new project. It was legislated 50 years ago. When I was Commissioner of Transportation, a long time ago, this project was talked about as being critical, particularly to the Princetons, but also to the other communities in the area and to the southern part of Middlesex County. I won't relate all the stories I could, but the reality is that there were people 20 years ago who felt that if this road were not built quickly, it would adversely affect the ability of all the communities to function properly.

I don't think the congestion on Route 1 can, or should, be laid on the inability to build this road -- that has come about for a great mix of reasons -- just as I don't think the construction of Route 92 will eliminate all of the congestion or problems on Route 1. But the fact is, the

construction of this roadway would greatly enhance the regional transportation network. We believe it could benefit all of the communities it would serve. I know a number of communities are represented here today, and they will address that themselves and explain how they view the road. So, therefore, we think it is a worthwhile project.

The Department of Transportation, about a year ago, approached the Turnpike and asked the Turnpike to assume responsibility for a portion of Route 92. As I think most people in this room know, the entire Route 92 project would have extended from Interchange 8A of the Turnpike westward, across Route 1 and across Route 27, and then continued onto Route 206. When DOT approached the Turnpike, they requested the Turnpike to consider assuming responsibility for a portion of that entire stretch of Route 92, the portion essentially from the vicinity of Route 1 to the Turnpike.

In my mind, as Chairman, we thought that was a rational division of responsibility between the agencies. We also saw this as an appropriate adjunct to the Turnpike itself. I was fully supportive of it. All of the members of the Authority were supportive of the idea, and the professional staff of the Authority also agreed that this was an appropriate project for the Authority. On that basis, the Authority, when it adopted its Revised Business Plan last January, did include Route 92 as part of our overall program, and we allocated funds we think are sufficient to carry the project through the phases it is now in: the planning -- if we get through that properly; the design; and acquisition, at least, of some of the right-of-way.

The business plan is a two-tier plan. The first part of the plan contemplates the funding of the projects we think we can do for the next five years. Route 92 is not a project that we believed we would actually start constructing within the first tier program, so the only funds that are in there are

the funds to move it to the point of construction. We think we have sufficient funds in the first tier to do that. In fact, we know that. We are willing to pick up the project where DOT has left it. We are aware of the fact that there are community concerns about aspects of the project. There are some questions we are aware of that have been raised by South Brunswick, and perhaps other communities, about the exact alignment as it is now fixed by DOT.

In my conversations with municipal officials, I have made it clear that we will start with where DOT has taken the project. We are prepared to listen to all of the concerns of any of the communities. We will undertake, promptly, the studies that are necessary to take us through the review and approval process with the regulatory agencies, which are critical to the approval of this road. The Chairman mentioned environmental problems. This road will go through wetlands areas, and therefore, it cannot be constructed unless we can satisfy the environmental agencies, both State and Federal, that it can be constructed in a way compatible with the laws preserving and protecting the environment.

Our best judgment now is, we think it is reasonable to hope that we can do that, but we are not 100% certain. What we can do is determine, I think quickly, within a matter of the next couple of years, whether any of the regulatory problems or concerns are insurmountable or whether they can actually be addressed and cured. Our hope is that we can do that.

In terms of where the road is to be ultimately aligned, we think the environmental considerations are clearly going to be a major factor, but the Authority's viewpoint, in general, is that we will attempt to respond to the communities' desires in terms of alignment, except to the extent that the regulatory constraints really prevent us from doing this.

When we get to the western extreme, we have had conversations with, I think, at least five communities, as to

whether the community preference is to terminate the road at or about Route 1, or whether we should consider the possibility of extending it to Route 27. The bill would permit the Authority to study that issue and make the proper determination. Again, from the Authority's standpoint, we would be willing to consider either terminal point. My understanding of the communities' positions, at least as of now, is that their preference is that we go to Route 27. If that is, in fact, the community view, then we will study going through to Route 17 and, again, if it is possible to do that, if we do not run into some insurmountable barrier, then the Authority would approach it on the basis that the project would go to Route 27.

But, before we make that final decision, we certainly will want to hear from all of the involved communities and anyone else who has a direct involvement in it, as to what that terminal point should be. We have a similar open issue as to how this is tied into Interchange 8A. The Authority's present view is that we would probably not want to use the existing State highway for purposes of access to the Turnpike. Our present belief is that that access, if at all possible, ought to be directly into the interchange itself. That raises issues that are local issues, such as whether we would interchange with Route 130 or not.

Our present view is that we will be guided strongly by the community views, as well as what the physical possibilities are in terms of locating the road. But we are viewing it as a road that will go directly into 8A. We will look at it from the standpoint of whether this road can and should be built as a toll facility. If we proceed with it on a toll basis, the tolling, as we see it now, would be directly at Interchange 8A, and that has implications. That would mean that to the extent that anyone is going between intermediate points, such as Route 27 and Route 1, or Route 1 and Perrine Road-- We do not view

those as being toll collection points, so regardless of whether this was a toll or non-toll road, we do not see that portion of the road being subject to any toll payment. The only person who would be affected by that is the person who essentially is using the road for direct access to the Turnpike at 8A, or the contrary, a point of departure directly from the Turnpike all the way out to Route 1, or beyond.

So, that is essentially the views we have on it. We favor the project. To my belief, at least based on conversations, we think the communities generally support it, but they are here today, and they can speak for themselves on that issue.

I will be happy to answer any questions the Committee members have at this point. Or, if it is more appropriate, I would be happy to defer any further statement on my part and allow the rest of the audience to express any views they have, and then be available for any questions the Committee may have.

ASSEMBLYMAN SPADORO: Why don't we do the latter? We will take any further questions later on. We will try to get to as many of the public who are here to give them a chance to testify. I want to thank you for your opening remarks. They were very thorough, and I think they set the stage for the comments which are going to follow. Thank you, sir.

MR. GOLDBERG: Fine. Thank you, Mr. Chairman.

ASSEMBLYMAN SPADORO: Eugene McPartland? Just for the record, when you testify, please state your name, and your title, if you are representing a group or a municipality. Sir?

EUGENE J. McPARTLAND: Mr. Chairman and other members of the Committee: I am Eugene McPartland. I am representing Princeton University, where I serve as the Vice President for Facilities. I am actually summarizing a letter to you, Mr. Chairman.

As an institution with a multifaceted and longstanding interest in the welfare of the region, Princeton University

supports Assembly Bill No. 5248, authorizing the New Jersey Turnpike Authority to construct Route 92 from the Turnpike's Exit 8A hopefully to U.S. Route 27.

Several times since Route 92 was first suggested -- more than 50 years ago -- Princeton University has joined other individuals and organizations in advocating the construction of the proposed roadway. The bill now before Committee, and hopefully released to the Legislature, offers an opportunity to convert these five decades of conversation into a real roadway within the next few years.

This east/west road connection should significantly improve traffic flow on local and regional road systems, particularly Route 1, while also benefiting motorists traveling between this area of New Jersey and the Turnpike. Only with improved mobility can the region retain, and improve upon, the economic and cultural distinction that has so far been very beneficial to the entire State.

Also, the University hopes that the realization of Route 92 from Exit 8A to Route 27 will inspire State and local government officials to begin working in earnest in planning for what was once designated as the other critical segment of Route 92 known as the Princeton Bypass, which could connect Route 27 to Route 206.

Thank you very much for your consideration.

ASSEMBLYMAN SPADORO: Thank you very much.

I would like to introduce my colleague, Alex DeCroce, from Morris County, who is here today.

ASSEMBLYMAN DeCROCE: Thank you.

ASSEMBLYMAN SPADORO: Mayor Marvin Reed?

M A Y O R M A R V I N R. R E E D: Good afternoon. I am Mayor Marvin Reed of the Borough of Princeton, and I come this afternoon to speak in support of A-5248. In the fine print of this bill, there is reference to legislation that was adopted in 1938. I was only seven years old at the time, and I didn't

live in Princeton then, but at that time the Town of Princeton was promised, by this legislation, that it would receive a State highway bypass. When I moved into town 35 years ago, people were still talking about the promised bypass and, as I stand here today, they still continue to talk about the bypass that, needless to say, was never built.

Assembly Bill No. 5248 would appear to speed up that process and move us closer to getting something done, as was originally promised. I recognize that perhaps the legislation is not a complete bypass at Princeton, but considering our track record up until now, we will take what we can get. It is extremely important that something be done to give us relief. Almost any major town in this country, and throughout Europe, is bypassed by some kind of circumvential routes; Princeton is not. We continue to have traffic right through the middle of our town, a major U.S. highway and a major State highway, giving us considerable congestion.

Advantages to Princeton in this bill: It gives us a direct connection from the Princeton area to the Turnpike, permitting our residents to bypass the considerably congested South Brunswick/North Brunswick/New Brunswick area to reach Newark and the New York area. That, in itself, would be a distinct advantage to us. It would appear that if you could concentrate on this area with Turnpike funds, it would free up the Department of Transportation to concentrate on the Route 1 improvements, particularly the interchanges between Route 295 and this connection, in order to help further alleviate the congestion in that Princeton corridor.

The third point: We in the Princetons -- the Mayor and Council -- would strongly urge that the Authority consider adding the connection to Route 27. The buildup of development in the area north of Kingston, on both the South Brunswick side and the Franklin Township side, would really demand a connection back to Route 1. It is being built basically as a

four-lane highway with a center median turning strip, and that amount of highway development there, if there isn't some outlet back to Route 1, is simply going to funnel an enormous amount of traffice into downtown Princeton.

We like the design that the Turnpike shows here. We like the three entries from 27, Route 1, and the Schalks Crossing Road. It would seem to be a simplified system, if it is built as a toll system. It would seem to be an easy and reasonable toll to pay. We, of course, like the straight shot to Exit 8A, and the suggestion that it would be possible to get directly onto the Turnpike from the Route 1 area, without having to use the local road system in Monroe Township.

If there could be an interchange at Route 130 to make some connection there, that would be desirable from our point of view, but it is not critical and we will leave it up to the Turnpike to decide.

We commend you for considering this bill, and hope it can be introduced and passed as soon as possible. Thank you very much.

ASSEMBLYMAN SPADORO: Thank you very much. George Ververides?

G E O R G E M. V E R V E R I D E S: Ladies and gentlemen, my name is George Ververides. I am Director of County Planning for Middlesex County. I am here on behalf of the Middlesex Transportation Coordinating Committee, whose Chairman was scheduled to be here today -- Freeholder David B. Crabiel -- but, unfortunately, he has been tied up with other County duties, with a Freeholder meeting coming up tonight.

I just want to present a brief statement on our position for the Committee's purpose:

Middlesex County has always supported the need for Route 92 in the southern part of the County. In its highway planning, the County has always recognized the fact that it is served by good, effective north/south roads like Route 27,

Route 1, Route 130, the New Jersey Turnpike, and also the northeast railroad corridor. At the same time, the County has always seen the need to supplement this pattern with good east/west roads, which presently are represented mainly by County arterials which lack adequate capacity. The proposed Route 522 through South Brunswick Township, which is now partially under construction, and the proposed Route 92, have always been the major considerations for serving east/west traffic in the southern area of the County.

Following the decision by the New Jersey Department of Transportation for the northerly alignment of Route 92 extending from U.S. Route 1 to Interchange 8A of the New Jersey Turnpike, the Middlesex County Transportation Coordinating Committee immediately established a Route 92 Task Force to reach concurrence on an alignment from all the municipalities, agencies, and other semiprivate organizations which would be impacted by this proposal. This agreed-upon alignment is contained in a report prepared and adopted by the Transportation Coordinating Committee entitled, "Report of the Route 92 Task Force, Proposed Route 92," dated January 1990. During this analysis, the bottom-line concern has always been how this alignment would be financed. It is now felt by many in the County that if this alignment is not constructed during the 1990 decade, it will be very difficult to pursue this in the year 2000-plus because of the growing development that is occurring, the high cost of land, and the high cost of construction.

The New Jersey Department of Transportation, which represented the major backer for Route 92, has now released from their responsibility that portion of the alignment from Route 1 west to Route 206. The New Jersey Department of Transportation, in the meantime, has asked the municipalities in the area to come up with alternate means of financing, as

well as alternate proposals within this portion of the originally proposed Route 92.

I might add, I was pleased to hear that the Turnpike would also look at the feasibility of extending this to Route 27. Middlesex County certainly would be in favor of such a proposal. I think that deserves serious consideration, in light of the traffic and the development that is occurring in that region, particularly the congestion that is occurring now in the South Brunswick/Kingston region.

The New Jersey Department of Transportation has also raised doubts about whether it can now finance the portion of Route 92 proposed between Route 1 and Interchange 8A. The New Jersey Turnpike is now studying the feasibility of undertaking the construction of this portion of Route 92. The Turnpike's "Business Plan for the '90s," dated December 1990, identifies this portion of Route 92 at an estimated cost of \$155 million. The Business Plan states that resources should be allocated for preliminary engineering and environmental studies, which would include the feasibility of a toll for this facility.

The purpose of this meeting today by the Transportation Subcommittee of the State Assembly is to hear from the public the feasibility of changing the jurisdiction of Route 92 to the New Jersey Turnpike Authority. The Middlesex County Planning Board and the Middlesex County Transportation Coordinating Committee are now on record in support of this jurisdictional change, on condition that this be made a limited access highway having access to key locations. At the same time, this will create the much needed east/west highway in this region, and serve the already established employment centers along the Route 1 corridor in Plainsboro and South Brunswick Townships.

Middlesex County feels very strongly that construction of Route 92 by the New Jersey Turnpike Authority is the last opportunity to see this alignment added to the transportation

system in the County. We hope that this can be accomplished as quickly as possible, in order to serve the growing traffic needs in this developing region of Middlesex County.

Thank you very much.

ASSEMBLYMAN SPADORO: Thank you. Jim Kirk?

J A M E S K I R K: Thank you, Mr. Chairman, for the opportunity for us from the New Jersey State AFL-CIO to express our feelings on the project. My name is Jim Kirk. I am Legislative Affairs Coordinator for the New Jersey State AFL-CIO.

I am here today to tell you that the New Jersey State AFL-CIO wholeheartedly supports the interconnection of Route 92 between Exit 8A of the Turnpike in Jamesburg and Route 1 in Princeton, and beyond, if necessary and capable.

This much needed project will go a long way in easing traffic flow on the horrendous Route 1 corridor and will also create sorely needed construction jobs. Estimates are that over 2800 direct and indirect jobs would be generated with this east/west connection.

With construction prices lower than normal, construction loan rates being lower than normal, and the overabundance of skilled manpower available, the timing of this proposal gives the taxpayers of New Jersey a bigger bang for their buck, and puts our people back to work.

We strongly urge this Committee to approve A-5248 and expedite its passage as soon as possible. Thank you.

ASSEMBLYMAN SPADORO: Thank you, Mr. Kirk. Mr. Ted Brewer?

T E D B R E W E R: Good afternoon, Mr. Chairman and members of the Committee. My name is Ted Brewer. I am Vice President of State Government Relations for Merrill Lynch & Co., Inc. With me this afternoon is Mr. Michael DeNardo, our Director of Building Operations, as well. We appreciate the opportunity to be here to express support for this legislation.

As you may know, Merrill Lynch has a very large corporate campus in Plainsboro, which presently employs over 2400 people. The campus there serves as the headquarters for a number of major Merrill Lynch business lines and is, in addition, a training center for personnel -- Merrill Lynch personnel -- from around the country and around the world. In addition to that, Merrill Lynch has a variety of other facilities in the State of New Jersey, including a number in the Central New Jersey area.

I think with that bit of background, you can appreciate our interest in this particular project and the authorizing legislation that the Chairman has introduced. If I were to go on in accordance with my notes here, I would sound like a parrot, because the words that I was going to express were just what the Chairman said in his introductory remarks. We all know there is a tremendous congestion problem on the Route 1 corridor. Something desperately needs to be done. This project clearly will address that problem. If it is designed, for example, with some suitable park/ride facilities, it should enhance the opportunities for public transit commutation into and out of this area.

So, without belaboring it, we see this as a project whose time has come. We are delighted to support it, and we appreciate the opportunity to be here today to tell you our views.

ASSEMBLYMAN SPADORO: Thank you very much for coming.

MR. BREWER: Thank you.

ASSEMBLYMAN SPADORO: Barbara Friedland?

B A R B A R A F R I E D L A N D: Hello. I am Barbara Friedland, Bristol-Myers Squibb Government Affairs Manager.

Our future facility on Scudders Mill Road is across the street from Merrill Lynch, and thanks to Mayor Peter Cantu, we are building this facility in Plainsboro. It is going to be

our pharmaceutical group headquarters, and we will be bringing in about 1200 people from Indiana.

I am delighted that the Committee has decided to have this hearing, and I really hope you go forth and pass this bill out of Committee on January 6.

On a personal level, this road will help me a great deal. I come down from Montclair, okay?

ASSEMBLYMAN SPADORO: We are going to get it done immediately. (laughter)

MS. FRIEDLAND: I want it done tomorrow. But the thing you have to recognize is, my alternative road is 614, which is a county road. At night it is very dark. It is very slippery on a wet, snowy night, and I don't want to have any more accidents. Okay? So, please move this one fast.

Thank you.

ASSEMBLYMAN SPADORO: Thank you very much. Glenn Carter?

G L E N N C A R T E R: I want to thank the Committee for the opportunity to speak. I think you are in the portion of the public hearing where the Plainsboro contingent is out. I am the Community Development Director of Plainsboro Township.

I am here today to express the opinions of Plainsboro Township, the Mayor of which sits on your Committee. The objective here today, as expressed, has our unqualified support for the bill and the transferring of the project to the New Jersey Turnpike.

I, like some of the other speakers before me, get a little bit discouraged when we start talking about Route 92. We have talked about it for so long, and nothing seems to get done. However, I get inspired when I drive up to some relatives in Morris County, where Alex is from -- Mr. DeCroce -- and see other long-planned projects currently being implemented -- Route 287 through the Boonton area and Route 24 through the Hanover Township area. So there is some

inspiration. There are some examples of projects that have been on the books as long, that are being put on the ground and put into place.

The need for all these highways -- 24, 287, and 92-- They all came out right after World War II. Sounds like an awful long time away, but that is when we realized they were needed. The main reasons for the need were the changing land use patterns, especially in New Jersey. We saw residential growth go out of the city centers. We saw the commercial growth follow it out of the city centers. With that growth out of the cities, and with that changing land use pattern, we saw the urban to urban linkages which Route 1 and Route 27 were designed as, no longer meeting our needs. We then needed suburban to urban linkages, and now we need intersuburban linkages, particularly among the growth corridors. This 92 corridor no doubt is a growth corridor, and the Plainsboro/South Brunswick/Montgomery/Princeton areas are receiving some of the highest quality growth in the State, and actually, I think, is a driving force to the economy of the State.

We have seen Bristol-Myers Squibb and Merrill Lynch, two corporations which have come before you, recently locate in the area, bringing thousands of jobs into the area, and bringing with them much needed high quality development.

Without Route 92, the area is beginning to choke on traffic. I think it will come to the point where growth will be limited; the high quality type of growth that we try to attract will become limited, without such highways.

In addition to this very general need that this east/west corridor will provide, it has some very specific benefits to Plainsboro and the region in general. As people have pointed out, it will siphon traffic from Route 1, especially that traffic with destinations already to the Turnpike. It will enhance access to the existing and future

development in the region. Probably "enhance" is too light a word. I think it will allow access to the area. Without it, I don't think there is adequate access to the area at all.

All of the transportation planning efforts done by the counties and the municipalities in the area assumed Route 92. For example, in Plainsboro we have improvements taking place right now that assume Route 92 and trips to Route 92 in the location of your current interchanges that are planned. In addition, I think it will help to foster our clean air initiatives and our clean air goals, and will reduce congestion. A car that flows freely produces much less pollution than one that is stuck in traffic. It will also provide more direct routes to where people want to go, shortening the lengths of trips, and also reducing the amount of traffic.

In summary, Route 92 is needed. Transferring it to the Turnpike seems like the only real alternative to getting this thing built in a timely fashion. For the above reasons, Plainsboro Township just wants to go on record as being a firm supporter, an unqualified supporter of the Route 92 program, and of its transfer to the New Jersey Turnpike.

In the beginning, the Executive Director of the Turnpike indicated there was a willingness to look at going out through 27. We would also like to offer our support for the initiative to go out through 27, rather than stopping at Route 1.

Thank you.

ASSEMBLYMAN SPADORO: Thank you very much. Phil Beachem?

P H I L I P K. B E A C H E M: Good afternoon, Mr. Chairman. I am Phil Beachem, Executive Vice President of the New Jersey Alliance for Action. The Alliance is a statewide coalition of some 500 business, industry, labor, professional, academic, and governmental organizations. We are committed to

improving the quality of life for the people of New Jersey through economic progress and the creation of jobs. We are headquartered here in Middlesex County.

I am here today to testify for the Alliance in strong support of a project that the Alliance is convinced will advance all those goals -- the Route 92 Freeway. We believe Route 92 is needed, is a feasible and financially responsible project, and will generate important economic benefits for the entire Central New Jersey region.

Those benefits include 1400 construction jobs and another 1400 in indirect and induced jobs, all at a time of critical unemployment in New Jersey. Additionally, the Route 92 Freeway would relieve traffic congestion and provide major benefits in the movement of goods and people, increased work force productivity, and public safety.

The Alliance strongly supports A-5248, which authorizes the New Jersey Turnpike Authority to acquire, construct, maintain, repair, and operate Route 92 as a high-speed, limited access, super highway from Interchange 8A of the Turnpike, westerly through Middlesex County to an intersection with Route 1.

The Alliance also supports the concept of user fees for a project of this dimension, and will support operation of the Freeway as a toll highway.

We urge expeditious passage of A-5248, and look forward to the construction of this beneficial and much needed project.

Mr. Chairman, with your permission, I would also like to submit for the record a copy of a statement from the Utility and Transportation Contractors Association in support of the bill as well.

ASSEMBLYMAN SPADORO: Thank you very much.

MR. BEACHEM: Thank you.

ASSEMBLYMAN SPADORO: Mr. Bob Wolfe?

R O B E R T W O L F E: Mr. Chairman, Committee members: I am Bob Wolfe. I am General Manager of Princeton Forrestal Center. Princeton Forrestal Center is a 1700-acre, mixed use, planned development located in Plainsboro Township, Middlesex County.

Since we began our master planning over 19 years ago, we have actively monitored and projected traffic demands in the area. I would add that we also contributed heavily to the construction of town and county roads, and recently completed a new overpass on Route 1 at College Road East. We have always actively supported the construction of Route 92, believing that this long-planned route is critical to the region's mobility.

We are very pleased to have this hearing occurring today to have this act proposed, and I think many of the remarks have really covered the salient points. Let me just simply say, we strongly support the proposed legislation authorizing the Turnpike Authority to construct and operate this highway.

We thank you for your support and your Committee's work, and we look forward to the timely construction of the highway. Thank you.

ASSEMBLYMAN SPADORO: Thank you very much. Robert Kiser?

R O B E R T V. K I S E R: Chairman Spadaro and members of the Committee: I am here to speak on behalf of Mayor Richard Woodbridge of Princeton Township. I am the Township Engineer of the Township of Princeton.

On behalf of the Princeton Township Committee, the Mayor asks that we relay the following data regarding Route 92:

Route 92 has been in the planning stage for over 50 years. Route 31A, the predecessor of Route 92, was originally authorized by State legislation back in 1983. Both Route 92 and 31A traverse the same alignments. Both also serve to connect Routes 206, 27, and 1 with the Turnpike. The

implementation of this plan will serve the critical need of moving east/west traffic through the region.

Princeton Township is concerned that A-5248 only addresses the segment of Route 92 between the Turnpike and Route 27. Route 92 must be built in its entirety to effectively serve the region. If the project is not completed in its entirety, local roadways which are already at capacity in Franklin, South Brunswick, Plainsboro, Montgomery, and the Princetons will become gridlocked.

A number of months ago, MSM considered the implementation of the Route 92 alignment. All affected communities approved the construction of Route 92, with a strong majority favoring a two-lane roadway between Route 1 and Route 206.

In consideration of the above, we would like to make the following points:

1) Princeton Township supports the takeover of Route 92 by the New Jersey Turnpike Authority. The Turnpike Authority, however, should take over and construct the entire length of Route 92 from Exit 8A to Route 206.

2) The segment of Route 92 between Route 1 and Route 206 should be constructed with a two-lane cross section. Also, the New Jersey DOT Scheme 6 alignment should be utilized along the Princeton Township border.

3) Legislation providing for Route 31A should not be repealed, unless the Turnpike Authority takes over the entire length of Route 92 from Exit 8A to Route 206.

Thank you very much.

ASSEMBLYMAN SPADORO: Thank you. Joseph Spataro?

J O S E P H S P A T A R O: I am Joe Spataro, of South Brunswick Township. I heard Mr. Goldberg say that he has been familiar with Route 92 for 50 years. I would hope that society is not going to wait another 50 years for this road to get built.

I have to concur with the gentleman who just spoke. Route 92 should really go to Route 206, because South Brunswick can't possibly handle what is going to come off of it, nor can Princeton or Princeton Township get any relief from it.

My question is: In the event that this thing progresses and is going to be constructed, will there be any hearings to find out some of the details of how it will be done? Let me explain why I am asking. To the best of my knowledge, it appears that Ridge Road east of Highway 1 is a dead-end situation. The emergency vehicles that serve that area come from the western part of South Brunswick, mainly Kingston. Now, in addition to the citizens on that side of town, there are several large corporate facilities. I don't have to mention names, but they are national organizations. They, too, need to be protected. That is why I am wondering whether there will be an opportunity to discuss an issue such as that?

ASSEMBLYMAN SPADORO: I can't speak for the Chairman, but my guess is that the Turnpike will give the public every opportunity for input during this process. The question was: Will there be any hearings--

MR. GOLDBERG: (speaking from audience) The answer is, "Yes."

ASSEMBLYMAN SPADORO: Okay.

MR. SPATARO: Thank you.

ASSEMBLYMAN SPADORO: Thank you for your testimony. Francis Cap?

F R A N C I S P. C A P: Good afternoon, ladies and gentlemen. My name is Francis Cap. I am a South Brunswick Township resident. Excuse my cigar.

I take deference to the fact that we are calling this "Route 92," because I have before me what is currently known as Route 92, a markedly larger roadway which transverses not only

the area from Route 1 to the New Jersey Turnpike, but also continues on to Route 206.

It was expressed by the engineer from Princeton Township that somewhat of a shortened version of Route 92, as proposed by your Assembly Bill No. 5248, may, in fact, be given to the Turnpike for the ability to be built.

A few questions I have maybe have to be directed to the Turnpike Authority itself, or to you esteemed gentlemen: Will any funding from the Federal Highway Administration be used in the construction of this roadway? Or, will it all be federally funded or will there be Turnpike money spent?

ASSEMBLYMAN SPADORO: You may add something, but I think the answer is, "No."

MR. GOLDBERG: (speaking from audience) The portion we are talking about would be a Turnpike project and would be built with Turnpike funds.

MR. CAP: Is there any funding currently available, or funding the Turnpike receives from the Federal Highway Administration?

MR. GOLDBERG: We're givers, not receivers.

MR. CAP: Okay. I see a positive benefit from building this section of the roadway to no one but the New Jersey Turnpike. We have limited access to a number of residents who reside on Friendship Road, an approximate seven-mile stretch from the two nearest intersections, Perrine Road and Route 130. In addition, it is a 20-foot elevated highway, as discussed by the Department of Transportation.

So, you know, I just express some concerns over the access, which would be limited in portion to just that of Perrine Road and Route 130, for the additional residents of Friendship Road. We are going to be cordoned off by a roadway and have extremely limited access to it.

In addition, can anybody, on this map (holds up map), show me where 522 is represented, because I am a little bit

gray in terms of the roadway infrastructure? Would you be able to, Wal?

W A L L A C E G R A N T: (speaking from audience) I would have to look on the map myself.

MR. CAP: Okay.

ASSEMBLYMAN SPADORO: Where the existing 522 is, you're saying?

MR. CAP: Right, where the current four-lane 522 is being built.

MR. GRANT: The current 522?

MR. CAP: Yes.

MR. GRANT: I believe that is up in here. (demonstrates on map)

MR. CAP: Okay. Approximately how far away from Route 92 would you assume that to be, a mile?

ASSEMBLYMAN SPADORO: About a mile.

MR. GRANT: About a mile, two miles.

MR. CAP: So we have a sort of duplicate roadway running about a mile northbound of there; 522 being a four-lane arterial way, and Route 92 being a limited access, four-lane arterial way. Would that be considered--

ASSEMBLYMAN SPADORO: Please, you'll have to-- If Mr. Grant makes any comments, they won't be recorded. If you have a question, we will try and get you the answer.

MR. CAP: I'm sorry. My question is: Is there a necessity for this road, being that 522, a four-lane, arterial where it is currently being built between Route 1 and Route 130--

ASSEMBLYMAN SPADORO: The record will note the question. What you are saying rhetorically is: Is there a necessity?

MR. CAP: Is there, right, and you feel there, in fact, would be, based, you know, on the sponsorship of this bill, if I assume correctly.

ASSEMBLYMAN SPADORO: Yes, of course.

MR. CAP: Okay. Is a no-build scenario at all in the alternative, because that was discussed, in fact, by the Department of Transportation? Even though they cited the roadway on, I believe, April 7, 1989, there was still a no-build scenario for Route 92. So, in my thought, we are assuming that the no-build scenario dies with the passage of this bill. Would that be a correct statement?

ASSEMBLYMAN SPADORO: When you say, "no-build scenario," what do you mean by that?

MR. CAP: No-build -- the non building of Route 92.

ASSEMBLYMAN SPADORO: If this legislation were to pass, it would authorize the Turnpike to proceed. It would not mandate that the road be built; it would just authorize it.

MR. CAP: Would there be an exchange of funds between the Department of Transportation and the Turnpike, or would the Turnpike just, on its own behalf, receive the engineering and the cost of the engineering to date, okay, and proceed from that point forward?

ASSEMBLYMAN SPADORO: That would be a matter of negotiation, I would imagine. The bill does not require that there be any transfer of funds, but it is possible that that could happen.

MR. CAP: Okay. So, in essence, they may, in fact, pay for the development right of that roadway?

ASSEMBLYMAN SPADORO: Pay for the right-- Reimburse for certain-- It is possible that there may be some reimbursement for expenses that have been incurred by DOT.

MR. CAP: For engineering, or--

ASSEMBLYMAN SPADORO: Possible.

MR. CAP: Okay, possibly for engineering. And the estimate of roadway costs -- I'm sorry -- was assumed in Calendar Year 1991 to be \$155 million?

D O N A L D L. W A T S O N: (speaking from audience) That would be \$155 million in the year of construction.

MR. CAP: In the year of construction. The DOT estimate-- Do you have any idea what that amount was?

ASSEMBLYMAN SPADORO: Address your questions this way, and I will try and get you the answers.

MR. CAP: Okay. Do you have an idea of what the DOT estimated costs of that section of the roadway were versus what the Turnpike has represented as \$155 million?

ASSEMBLYMAN SPADORO: I think we have a representative of DOT here today. I am not sure if he has the answer.

A N D R A S F E K E T E: (speaking from audience) My name is Andy Fekete. I work for the Department of Transportation, Bureau of Environmental Analysis.

I would have to say that the Turnpike's estimates are probably the most current. Any numbers that we figured were relatively old and published in the ISO. We really defer to the figures of the Turnpike, as offered, as probably the most current and the most realistic.

MR. CAP: But, do you have a dollar value?

ASSEMBLYMAN SPADORO: Wait, just for the record, because there are no microphones in the back of the room-- The representative from DOT indicated that the Turnpike figures which have been outlined as \$155 million are, in their opinion, the most accurate and up-to-date.

MR. CAP: Okay. I have the EIS in front of me, and after I am allowed to sit down, if I have time, possibly I would like to refute that information.

Additionally, are you aware that South Brunswick Township regionally has currently rezoned -- or, is looking to rezone that entire area back to rural residential? I'm sure you know the development known as Friendship Village and that of Woodfield, which was a failed attempt by some individuals to get a "devariance" in the path of that roadway.

Are you sensitive to the fact that the Township of South Brunswick, itself, was looking to try to preserve the pristine nature of that area, and what a roadway, in fact, would do to it?

ASSEMBLYMAN SPADORO: Well, the fact that we are here having a public hearing in Middlesex County indicates our concern regarding your views as a citizen of South Brunswick. This is your opportunity to state your concerns for the record. Certainly, there are other citizens who have appeared from South Brunswick with their opinions. We will hear everyone's opinion.

MR. CAP: Okay. Thank you for your time.

ASSEMBLYMAN SPADORO: Thank you. Louis Goetting.

L O U I S C. G O E T T I N G: Mr. Chairman, I am Louis Goetting, the Administrator of South Brunswick Township, speaking on behalf of Mayor Vincent DeLucia and the Township Committee of South Brunswick Township. I appreciate your efforts to be here today and the fact that you have taken time to address this issue in Middlesex County for the people of Middlesex County. Probably the only thing we didn't hear that Route 92 could do for us today was cure my cold. So, I beg your indulgence.

The regional problem of traffic, which 50 years ago the Assembly and Senate of the State of New Jersey had the foresight to recognize would become a problem, has not gone away. Their foresight is being borne out by the congestion which we will all face this evening if we stay here too much longer. (laughter) The reality, however, remains, that the solution to this problem is a solution that is going to be borne almost entirely by the people of South Brunswick.

This roadway is a roadway which, with the exception of approximately a mile, which transverses the corner of Plainsboro -- the Mayor will correct me if it is a little bit more or a little bit less-- The bulk of this roadway, from

Route 27 all the way to Route 8A -- Interchange 8A on the Turnpike -- is within the community of South Brunswick, so it should not surprise the Assembly, and I am sure it will not surprise the Assembly, that the people of South Brunswick are extremely concerned about this roadway.

Notwithstanding that concern, since 1984, the Township Committee, the Planning Board, and the professional staff of the Township, have worked tirelessly to assist in the development of this roadway. It is not often that you will find a community which will step aside from what would normally be its parochial interests, step aside from the "Not In My Back Yard" attitude, and accept responsibility for solving a regional problem. South Brunswick Township is prepared to step to the plate. We have done it; we have done it consistently since 1984, when the first resolution was adopted by the Township Committee. Our master plans, our transportation circulation plans, all of them are based upon the premise that someday, somehow, this promised highway will, in fact, be delivered.

We obviously have some concerns. We are not entirely selfless in our motivation. We believe this roadway does serve the people of South Brunswick. It will obviously have significant impacts on some others; very damaging impacts on some others. We would ask, and have worked, for the last three years that I have served the community-- I have worked consistently and constantly with the Department of Transportation to try to address some of these concerns. We have done that by recommending alignments that protect the zoning, and that protect the rural integrity and the environmental qualities of that pristine section of the community, which we want very much to preserve.

We believe it is possible to achieve the regional solution and mitigate the impact, although there will be impact on our community. I am extremely encouraged by the attitude

that the Chairman of the Turnpike has taken, in discussions with the community, to indicate that the door remains open to address this issue and to resolve this issue. I think it is important to recognize the damage that the uncertainty of the past 50 years is causing. I looked for a transportation analogy, or comment, and I am kind of at a loss. The best I can do is, the train is leaving the station. We are either going to build this roadway very quickly, or it will never happen.

The property owners who have lived with 50 years of uncertainty, the communities that have developed master plans, have built roads leading to this road in anticipation and with reliance upon this roadway, need to be able to get on with their business. If it is not going to happen, we need to know that it is not going to happen, and then we will make new plans. We will revise those plans, and we will adapt, as we will have to adapt.

I think the promise that Assembly Bill No. 5248 holds out for us, is the promise that there will be a conclusive answer within two years. We are not at all convinced, try as they have, that the Department of Transportation will be able to reach that point within the next two years. We believe that the New Jersey Turnpike can reach that point within a relatively small window, and that window of opportunity exists. We know that construction costs are low today. We know that we need to get the economy rolling again; that there are jobs to be had from this project; and that that window of opportunity provides an opportunity to put that in place, while simultaneously dealing with the uncertainty that has plagued this region for the last 50 years.

I can't close without putting some of our qualifications on the record, and with the Chairman's indulgence, I would like an opportunity to submit, if possible -- an opportunity to keep the written record open for 48 hours

or so, so we could get copies of documents to you for the record -- if that is possible. I would request that.

ASSEMBLYMAN SPADORO: Any additional information you have, we would like to have.

MR. GOETTING: We would suggest that the interchange with Route 27 is absolutely critical. Leaving the traffic off on Route 1 will be -- will have a significant damaging impact on the historic village of Kingston. Providing access to Route 27 will provide an opportunity to bypass the historic village and protect and preserve the integrity of that area. That is something that can be achieved. Eighty percent of the right-of-way is now owned by the Department of Transportation. It is something we believe is, in fact, doable.

There are some things that will have to be addressed. There is an old railroad right-of-way and a linear park that need to be crossed, but those are things that can be addressed.

Interchange, intersection with Route 1 and Perrine Road-- We would suggest that access, if not intersectioned and interchanged with Route 130 and Route 32, then at least be accessed to and from. It may not necessarily be a full interchange, but access for traffic that is traveling on Route 130 to get on this new roadway in access across Route 1. It would take significant traffic off of Route 522 and other county and local roadways.

The alignment between Route 130 and the Turnpike-- We understand what the Turnpike's needs are. Obviously, this is going to have an impact on the residents -- the commercial and industrial residents -- of the community of South Brunswick. We believe those impacts need to be acknowledged and dealt with appropriately. We trust that they will be.

We would also suggest that the Exit 8A area, as it includes Cranbury, Monroe, and South Brunswick Township, is a major employment center, and consequently access for traffic,

which is either originating in or destined for that area, should be accommodated by this roadway.

South Brunswick Township is going to be the owner of this roadway. Notwithstanding the fact that the Chairman will collect the tolls, it is going to be in South Brunswick Township, and it is going to be our road. We believe it is a critical component to the State, and to the regional transportation plan. We welcome it. We sought it; we fought for it since 1984. We would ask that when it is done, it be done with compassion and understanding for the people of South Brunswick who will be so impacted by it.

But, we certainly support your efforts. We are very appreciative of your efforts, and we are particularly appreciative of your taking the time, during this busy season, to come to Middlesex County to hear our comments.

We thank you.

ASSEMBLYMAN SPADORO: Thank you.

ASSEMBLYMAN DeCROCE: Mr. Chairman, may I ask a question?

ASSEMBLYMAN SPADORO: Oh, excuse me, Assemblyman DeCrocce has a question.

ASSEMBLYMAN DeCROCE: I would like to ask you-- You are the Administrator?

MR. GOETTING: Yes, sir.

ASSEMBLYMAN DeCROCE: How is the property presently zoned that is running along that area that you seem to be so concerned about?

MR. GOETTING: There are different zonings as it goes across the community, but it is primarily zoned today rural residential. There is also a commercial/industrial zone. The master plan has returned the bulk of it to a rural residential zone. All of that planning has been done. Again, our transportation plan and the zoning have all been done acknowledging and presuming the existence of this highway.

ASSEMBLYMAN DeCROCE: Let me ask you this: Why would you consider residential-- What is rural residential, frankly, number one?

MR. GOETTING: Rural residential is our lowest density--

ASSEMBLYMAN DeCROCE: A hundred by hundred--

MR. GOETTING: It is primarily farmland today. Our Planning Director is here. Two acre? (question addressed to unidentified person in audience, with an affirmative response) Two acre.

ASSEMBLYMAN DeCROCE: The reason I question that is, with the volume of noise coming off of that highway and the decibels going both ways, I mean, I don't know what you are planning to do with that.

MR. GOETTING: That is an issue that we acknowledge, while at the same time supporting the existence of the roadway. A substantial portion of this is going to be buffered by a large wetland area. There will not be development along-- No matter what alignment you choose, a significant area will be buffered by the wetlands. However, we recognize-- It is primarily today -- or significantly today -- undeveloped, which is why you have a window of opportunity today, which may not exist 10 years from now. If it were all developed with two-acre lots and homes, there would be substantially more concern and more difficulty in doing this, which is not to diminish the impact on those residents who now exist, which is why South Brunswick Township spent the time and money to do its own roadway analysis and design, which is one of the things I would like to have the opportunity to submit to you.

We did our own alignment, and found an alignment which impacted on the fewest residences, and we believe served the best interests of our community, while simultaneously providing for the right-of-way and the full construction of the highway.

ASSEMBLYMAN DeCROCE: In doing that, you thought it would be wiser to eliminate the commercial areas, as opposed to increasing the zoning to rural residential areas?

MR. GOETTING: The rural residential was the underlying zoning. That is what it has historically been.

ASSEMBLYMAN DeCROCE: Fine. Thank you.

ASSEMBLYMAN SPADORO: Thank you.

I received a telephone call this afternoon from a representative of Monroe Township, but I have not received a request to speak. Is there anyone here from Monroe? (no response) Is there anyone who has not submitted a request to speak, who would like the opportunity to speak? (affirmative response) Yes, sir?

J O N A T H A N G O T T S E N G E N: Thank you, Mr. Chairman. My name is Jonathan Gottsengen. I am the Senior Research Associate with the MSM Regional Council.

At MSM, we just also want to go on record in support of Route 92. We have been working on the Princeton bypass with eight municipalities in the region -- most of whom are here -- and every one of those municipalities have, in our work, expressed support and a desire for this highway. Our previous research has supported the need for this highway, and we would just like to again go on record using this existing need to do whatever can be done to expedite that construction. We would support it.

ASSEMBLYMAN SPADORO: Thank you very much.

If there are no further comments, I will ask Assemblyman Cantu if he has anything to say?

ASSEMBLYMAN CANTU: Just a few remarks: As was mentioned in the preamble, this roadway has a history of some 50 years. My history with it is somewhat less; it's about 20 years. I have touched it in a number of ways.

I am a long-term Mayor of a community that is impacted by Route 92. I have also been involved in regional planning

initiatives as a member of the Middlesex (indiscernible) Growth Task Group, a member of the Route 1 Regional Forum, and a member of the Route 1 Mayors' Committee, which I think was mentioned by some of the people who testified. I also was privileged to serve on the Route 1 Task Group that looked at this roadway in-depth -- this is a county task group -- and am currently involved in transportation management initiatives in an attempt to reduce congestion within our region.

So I was very pleased, frankly, to have an opportunity to cosponsor this legislation, because I do view it as legislation that could, in fact, see the realization of a promise that has been on the books for some 50 years; the promise of a roadway which could significantly improve the quality of life, and protect the quality of life, for future generations in southern Middlesex County as we develop.

I think there are a number of advantages that are becoming increasingly important -- a number of issues that are becoming increasingly important that this roadway would help to satisfy. One, I see it as a genuine opportunity to provide relief to local roadway systems within the region. I think that without this roadway, those local roadway systems will become significantly more congested than they are now, as growth continues within the southern Middlesex County region.

I also see -- and I think it has been demonstrated through studies that Plainsboro has commissioned, and others have commissioned -- that this would provide significant relief to Route 1, specifically in the southern portion of that corridor. In addition, I see it as providing much needed improvements to mobility within the region.

I also -- and I think this has been mentioned by a number of the speakers -- feel that without this type of infrastructure improvement, without this project moving forward, it really would threaten the continued economic

vitality of probably one of the most vital regions within the State of New Jersey.

For that reason, I was very pleased to have an opportunity to sponsor legislation both as a spokesman for the region, I think, to some extent, and as a spokesman for my community. I certainly support, and hope you will be able to move this forward, and see the realization of a much needed road facility in southern Middlesex County.

ASSEMBLYMAN SPADORO: Thank you. Assemblyman DeCroce has a question for the Chairman.

ASSEMBLYMAN DeCROCE: If I may, Chairman Goldberg, just a couple of questions.

MR. GOLDBERG: Certainly.

ASSEMBLYMAN DeCROCE: In the \$3 million to \$5 million you are estimating, does this include the final project design, as well as the right-of-way costs, or is it just-- What is it?

MR. GOLDBERG: That represented our initial estimate of the amount of funds that we will be required to expend in the first tier period. As a practical matter, if we have to get into significant right-of-way acquisition within that time period, we will have to probably allocate more funds to this project. Within the business plan, we have sources of funds. For example, we have, within the plan, a certain amount of money for fast tracking. Fast tracking, in our minds, is the funds necessary, for example, to expedite right-of-way acquisition.

So the reality is, if we can move this project properly, with community support and acceptance, quickly, we will probably spend more than the actual dollars that we have technically allocated to the project in the first tier period.

What we do not have, however, are the hard construction dollars. That is part of what will have to be dealt with when we get to that point in time, not only for

Route 92, but a range of other projects which are also important to a great many communities.

ASSEMBLYMAN DeCROCE: It was also mentioned previously by one of the speakers, who brought it to my attention, that presently the Department of Transportation owns a lot of the right-of-way. I am wondering, is this going to be another, frankly, super buyout of some type?

MR. GOLDBERG: I certainly hope not. (laughter)

ASSEMBLYMAN DeCROCE: I do, too.

MR. GOLDBERG: Let me say that we have had only preliminary discussions with DOT in terms of the exact terms of takeover. My position with DOT is that we essentially will pick it up where it is, as it is, but we have not come to a final conclusion. Whatever that final conclusion is, I don't see it as being of any great order or magnitude.

ASSEMBLYMAN DeCROCE: My last question is: The bonding you have recently entered into-- Is that going to require an additional increase in tolls in the next couple of years to support this operation?

MR. GOLDBERG: I have stated publicly, and the documents that have been distributed with the borrowing -- they are public documents that are on file everywhere -- indicate that we do not see a need for any change in the present toll structure through '95. However, come '95, there will be a necessity to reexamine what will be required and what adjustment, if any, may have to be done with regard to toll structure.

All of that, however, is without regard particularly to Route 92 as a project. There are a lot of other factors that will drive that decision to a final conclusion.

ASSEMBLYMAN DeCROCE: Thank you.

ASSEMBLYMAN CANTU: I have a question, if I may?

ASSEMBLYMAN SPADORO: Yes.

ASSEMBLYMAN CANTU: The question was raised about the right-of-way acquisition and how much of that right-of-way is currently owned. My recollection is -- and you can correct me if I am wrong -- that really it is a very small portion of the right-of-way that is currently under State ownership. I don't believe any of the portion in South Brunswick is, is it? (indiscernible response from unidentified person in audience) There is a portion?

MR. GOLDBERG: There is a DOT representative here who maybe can answer that better than we can.

ASSEMBLYMAN CANTU: I think it would be good to clarify that.

MR. FEKETE: (speaking from audience) We own property between 27 and Route 1. Beyond Route 1 and Route 130, we don't own anything.

ASSEMBLYMAN SPADORO: Just for the record, the DOT representative indicated that they own property between 27 and Route 1?

MR. FEKETE: Yes. (remainder of comment indiscernible; no microphone)

ASSEMBLYMAN SPADORO: Okay, fine.

ASSEMBLYMAN CANTU: And that represents what percentage, approximately, of the overall right-of-way? Do you have any idea?

MR. FEKETE: Once again, percentage-wise we figure it is about a mile-and-a-half maybe. (remainder indiscernible)

ASSEMBLYMAN CANTU: Okay, fine. I think it was important, since the question was raised, to clarify that.

ASSEMBLYMAN SPADORO: Just so the record is clear, he indicated that it would be approximately a mile-and-a-half out of six miles of acquisition that would have to occur.

MR. GOLDBERG: Mr. Chairman, if I may just make a brief concluding comment for the Committee?

ASSEMBLYMAN SPADORO: Yes.

MR. GOLDBERG: The Turnpike, in consultation with DOT, and with the communities, has come to the conclusion that we can provide a useful, perhaps a critical function, in terms of dealing with this project. I, as Chairman, am here today to assure the Committee and the general public that we are willing to accept that responsibility, provided that the Legislature determines that we should have that responsibility. That decision cannot be made by us. It has to be made by the Legislature.

We think the bill which you, Mr. Chairman, and Assemblyman Cantu, have introduced is the appropriate legislation, albeit it does not solve all of the problems and does not address everything with regard to even Route 92. My personal belief -- and I have had an involvement in various ways with this road over, not 50 years, but 20 years, and that's long enough -- is that this is a desirable project in abstract, in general.

We recognize, however, that this, as all major projects, is something that has to be done with sensitivity and with concern for the impacts on the communities through which it goes, in this case particularly South Brunswick. What Mr. Goetting said are things that we are aware of in generality, not in detail. We have not lived with the impacts the way the community has.

But other people have pointed out -- and this is what I think is critically important for the Legislature to keep in mind -- that this project has kept the communities in limbo for a long time; if not for 50 years, certainly for the last 20 years. There has been an uncertainty as to whether this will or won't happen. I am not here today to guarantee anyone that the Turnpike can, and will, do this project, because there are certain things, even if the Legislature authorizes us to proceed, that may be beyond our control. It may well be that

there are such significant environmental problems, that the project is not doable.

What I think I can give the Committee reasonable assurances about -- and those in the audience who have an interest in this project -- is that we can do something that has not happened on this project to date; that is, we can finally get the answers as to whether this project should be built, and we can get those answers within a reasonably quick time frame, so that everybody knows where we stand. If the project makes sense and ought to be built, I am willing, to the extent that I am here and in a position to do so, to make the maximum effort to produce the project. And, if the project should not be built -- and somebody asked about a no-build alternate-- I want to tell that gentleman that in this day and age when you talk about highway projects, the no-build alternate seems to be the number one priority. It is hardly down on the bottom of the list. It seems to be at the top.

If, in fact, this project cannot, or should not be built, then I don't believe in wasting my time, and I don't think the communities should be subjected to the continuing uncertainty about a project that really is never going to happen. So, we are here because we feel we have an obligation to try and offer to assist with what we feel is an important problem. It is not going to solve all of the transportation woes of New Jersey. It isn't even going to solve all the problems on Route 1. But we think it can make a very useful contribution. We think we can probably move this ahead more expeditiously than DOT at the present time, and if we are permitted to do so, we are going to take the best shot at it that we can.

I just want to close with: If we take it over, the questions that have been raised will be considered. There will be public hearings. More importantly, there will be discussions. Public hearings sometimes are nothing more than a

forum for people to come in, say whatever they want to say, and then people go off and do whatever they want. I don't think that is the way to do this project. So, yes, there will be public hearings, but more than that, there will be consultation on a continuing basis between the Authority and the affected communities, in the hope that if we are going to do this project, we do it the right way. We'll do it quickly, and hopefully we will do it right.

We would like the authorization to go now, because I am talking quick time frames. While ordinarily I would have no qualms about putting this off to a subsequent Legislature, I have an apprehension that the incoming Legislature is going to have a lot of things to deal with. I have no idea where this will be in terms of priority, given the significant problems that exist generally legislatively. This is a matter that has been around for a long time, and I would hope, therefore, that the Legislature feels that this problem can be addressed now, and not deferred. That is certainly what we would ask you to consider doing.

ASSEMBLYMAN SPADORO: Thank you very much, Mr. Chairman.

With respect to some of the comments that were raised by citizens from South Brunswick, my experience with Chairman Goldberg and the Executive Director, Don Watson, has been very good in terms of their responsiveness to community needs and interests. I believe you will be satisfied that throughout the process -- assuming this legislation is ultimately signed into law -- you will have an agency that is interested in the needs of the people who are affected by its activities. I can only give very high marks to their performance during my tenure.

I want to thank all of the individuals who came to testify today. I think, as Chairman of this Committee, I am impressed by the broad range of support for this critical roadway. It was apparent to me when this roadway was

originally mentioned as a possible project for the Turnpike in the initial documentation which the Transportation Executive Council of the Governor's Office put out, that it would be an ideal opportunity for unfinished business to be finished.

There are many road projects which really do deserve to be no-build alternatives. You know, we are at a time now in our history where the construction of roads is not the only answer, and in many cases, it is the worst answer to solve transportation problems. But I put this particular link of roadway in a unique category. It is an important east/west component to a circulation pattern that is really unfinished in Middlesex County, and it will provide an option to people who are traveling from the southern parts of our State along Route 1 to really avoid Middlesex County roads and get onto the Turnpike for their passage up to New York City. I look at it as a critical component to the circulation plan for the future of, not only Middlesex County, but Central New Jersey. If I can have anything to do about it in the waning days of this Legislature, we are going to make an effort to have the bill heard by our Committee on the sixth, and I am going to urge the Speaker of the Assembly to post the bill for consideration.

I want to thank everyone again for attending. We are going to get out of here before rush hour, so you will all be able to make it home on time.

(HEARING CONCLUDED)

APPENDIX





NEW JERSEY TURNPIKE AUTHORITY

P.O. Box 1121

New Brunswick, N.J. 08903

(201) 247-0900

DAVID J. GOLDBERG
CHAIRMAN

December 17, 1991

STATEMENT BY: David J. Goldberg, Chairman, New Jersey Turnpike Authority

SUBMITTED TO: The Honorable George Spadoro, Chairman and Members of the Assembly Transportation, Authorities, Telecommunications and Technology Committee.

The Turnpike Authority supports the passage of Assembly Bill 5248 (Spadoro/Cantu), which authorizes the Authority to acquire, construct, maintain and operate a portion of State Route 92 from Turnpike Interchange 8A to U.S. Route 1, or State Route 27, as determined by the Authority's studies.

If authorized, the Authority will pick up the studies started by the State Department of Transportation. It will complete the studies to determine if the project can be permitted by the various state and federal agencies.

The Authority is aware of community concerns that have been expressed during the development of the project by the NJDOT.

NEW JERSEY TURNPIKE AUTHORITY

NEW JERSEY TURNPIKE AUTHORITY

(201) 547-9900

New Brunswick, N.J. 08902

P.O. Box 1757



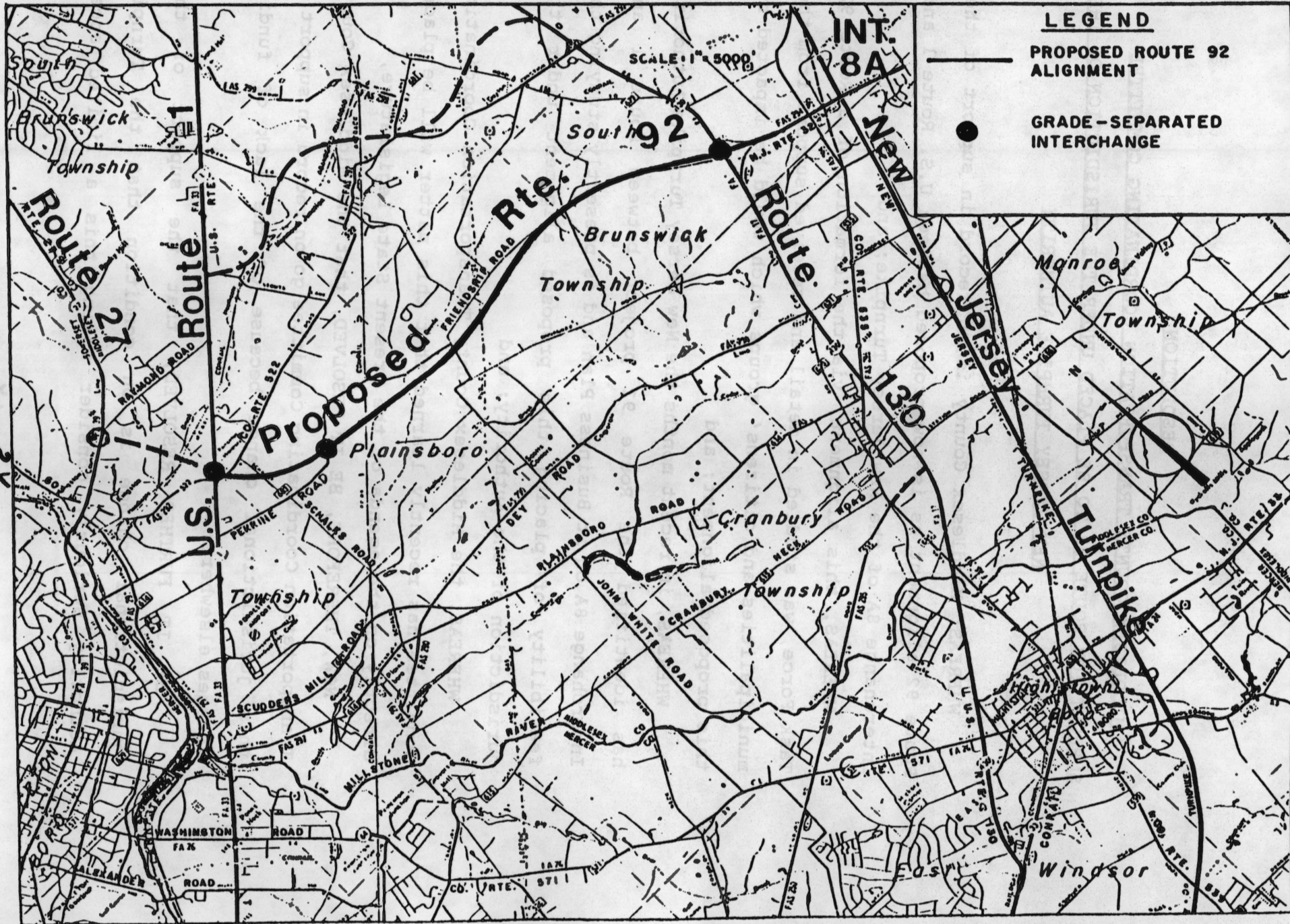
DAVID J. GOLDBERG
CHAIRMAN

In that regard, the Authority will meet with the communities within the project corridor and their appointed representatives to address those concerns before reaching a decision on project details.

The Authority's Business Plan includes the Route 92 project in Tier 2. This means that planning and feasibility study funds are available. Construction funds will be addressed by the Commission at the appropriate time. Construction can occur in 1995, and will result in 2800 jobs.

INTERCONNECTION - ROUTE 92 Interchange 8A to Route 1

New Jersey State Library



RESOLUTION

MIDDLESEX COUNTY TRANSPORTATION COORDINATING COMMITTEE

SUPPORT FOR ROUTE 92 TO BE PLACED UNDER THE JURISDICTION OF THE
NEW JERSEY TURNPIKE AUTHORITY

WHEREAS, Middlesex County is on record in support of the Route 92 alignment as is now proposed between U.S. Route 1 and Interchange 8A of the New Jersey Turnpike; and

WHEREAS, this alignment, via the formation of a Route 92 Task Force, was studied in detail and received support from the municipalities and citizens' groups which would be impacted by this proposed alignment; and

WHEREAS, in recent months the New Jersey Turnpike Authority has identified the Route 92 project between Route 1 and Interchange 8A on its Business Plan and is presently studying the feasibility of placing this proposed alignment under the jurisdiction of the Authority; and

WHEREAS, the Middlesex County Transportation Coordinating Committee has recently learned that this matter will be placed directly on the agenda of the present State Legislature,

NOW, THEREFORE, BE IT RESOLVED, that the Middlesex County Transportation Coordinating Committee go on record in support of this jurisdictional change because of the lack of funding sources elsewhere;

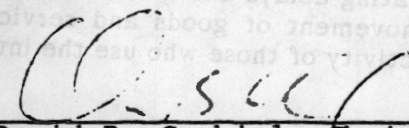
BE IT FURTHER RESOLVED, that the support of this jurisdictional change is on condition that the Turnpike Authority seriously consider making this a limited access

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highway to key developments along the presently proposed alignment;

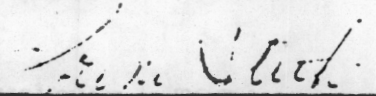
BE IT FURTHER RESOLVED, that copies of this resolution be forwarded to the Middlesex County Board of Chosen Freeholders, Middlesex County Planning Board, the State Legislative Delegation, the North Jersey Transportation Coordinating Council, and the New Jersey Turnpike Authority.

December 5, 1991



David B. Crabiel, Chairman

ATTEST:



Irene Stith, Secretary



UTILITY and TRANSPORTATION CONTRACTORS ASSOCIATION



Page 2

**ASSEMBLY TRANSPORTATION AUTHORITIES,
TELECOMMUNICATIONS and TECHNOLOGY COMMITTEE HEARING**

December 17, 1991

New Brunswick, New Jersey

The members of the Utility and Transportation Contractors Association (UTCA) are pleased to testify in support of construction of Route 92 which is the interconnection between Exit 8A of the Turnpike and Route 1 in Princeton. UTCA represents approximately 830 member firms active in all phases of heavy, highway, utility and hazardous waste construction throughout New Jersey.

We are pleased to hear that the long awaited Route 92 interconnection is finally being considered. The construction of this route will be especially helpful for travelers who must move through that area of the state. This interconnection will also allow for greater movement of vehicles, thereby eliminating delays and increased air pollution caused when vehicles sit in traffic. The movement of goods and services will also have a positive impact on the productivity of those who use the interconnection.

The construction of Route 92 will also have a direct affect on jobs and the state's economy which can both benefit from such assistance. Estimates we have reviewed indicate that approximately 2,000 direct and indirect jobs will be affected by the work.

UTCA urges the Committee, New Jersey Turnpike and NJ DOT to move forward with the effort to get Route 92 under construction as soon as possible.



MIDDLESEX-SOMERSET-MERCER REGIONAL COUNCIL INC

Comments by the MSM Regional Council on December 17, 1991 regarding transferring the responsibility for the construction of Route 92 to the NJ Turnpike Authority:

- MSM is a citizens' non-profit organization concerned with land use and land use related issues Mercer and southern Middlesex and Somerset Counties. Our activities include research, education, and consensus building.
- MSM has been focusing on transportation issues recently. We have completed a project investigating the impacts of different land use patterns on transportation demand.
- During 1985 - 1987 we had about 100 active participants in the development of our *Regional Forum* including many of the thirty-two municipalities in our region, and they all supported the construction of Route 92 from Route 27 to the Turnpike.
- We have also been meeting with the municipalities in the region to obtain mutual agreement on the alignment of east-west continuation of Route 92 west of Route 27.
- The east-west access provided by the proposed section of Route 92 is a demonstrated need in the region.
- The Route 1 corridor study completed by DoT, that is now the basis for DoT's improvements to Route 1, assumed that 92 would be constructed.
- All of the municipalities involved in our discussions regarding the 92 continuation have agreed that the section of 92 between route 27 and the Turnpike is a needed addition.
- In addition the counties and municipalities have assumed that 92 would be constructed in their infrastructure planning.
- Given the existing need for this highway, we recommend that the responsibility for its construction be transferred to the entity that is most likely to complete it, in this case the Turnpike Authority.

BOROUGH of PRINCETON

MARVIN R. REED, *Mayor*
(609) 497-7617



MARK S. GORDON
Administrator
(609) 497-7622

PENELOPE S. EDWARDS-CARTER, RMC, CMC
Borough Clerk
(609) 924-3118

MICHAEL J. HERBERT
Attorney

Members of Council
MILDRED T. TROTMAN, *President*
MARK E. FREDA
DAVID A. GOLDFARB
LUCY MACKENZIE
ROGER C. MARTINDELL
JANE B. TERPSTRA

December 8, 1991

RESOLUTION

Route 92 Turnpike Construction

WHEREAS, Route 92 has long been planned as a bypass to divert traffic from downtown Princeton; and

WHEREAS, since the highway was first authorized in 1938, the New Jersey Department of Transportation has been slow to act on confirming alignments and proceeding with construction; and

WHEREAS, the New Jersey Turnpike Authority has proposed to accelerate construction of the southern portion of that limited-access highway beginning at or near Interchange 8A of the N.J. Turnpike and continuing in a westerly direction to an interchange with U.S. Route 1 and Ridge Road and, if deemed appropriate after study by the Authority, on to Route 27 north of Kingston near Raymond Road; and

WHEREAS, Assemblymen Spadaro and Cantu have introduced A-5248 to provide for authorization of this Turnpike construction; and

WHEREAS, completion of at least this portion of the proposed route will provide faster access by Princeton residents to the northern part of the state and will give some relief in bypassing the often congested portions of Route 1 in South Brunswick, North Brunswick and New Brunswick; and

WHEREAS, acceleration of this portion of S-92 under the Turnpike Authority will free the Department of Transportation to concentrate its efforts and available funding on reconstruction of Route 1 and its interchanges in the Princeton Corridor south of Ridge Road; and

WHEREAS, the more rapid construction of this southern portion of S-92 by the Turnpike Authority may produce added pressure for arriving at solutions within the Department of Transportation to complete the western S-92 connection north of Route 27 to Route 206; now, therefore, be it

RESOLVED, that the Mayor and Council of the Borough of Princeton do

hereby endorse A-5248 and urgent its immediate adoption; and be it further

RESOLVED, that copies of this resolution be sent to State Senator Gerald Stockman, Assemblymen John Watson and Gerard Naples, the Mayors and Township Committees of Princeton Twp., West Windsor Twp., Plainsboro Twp., South Brunswick Twp, Franklin Twp., Montgomery Twp., and the Borough of Rocky Hill, as well as the Princeton Regional Planning Board, the Middlesex-Somerset-Mercer Regional Council, the Mercer County Planning Board, the N.J. State Commissioner of Transportation, and the Chair of the N.J. Turnpike Authority.

CERTIFICATION

I, PENELOPE S. EDWARDS-CARTER, Clerk of the Borough of Princeton, do hereby certify that the above is a true and complete copy of a resolution adopted by the Mayor and Council of said Borough at a meeting held December 10, 1991.

IN WITNESS WHEREOF, I hereunto set my hand and affix the corporate seal of said Borough, this 10th day of December, 1991.


PENELOPE S. EDWARDS-CARTER
Borough Clerk



TOWNSHIP OF SOUTH BRUNSWICK

Municipal Building

Monmouth Junction, N. J. 08852

Phone
201 329-4000

December 30, 1991

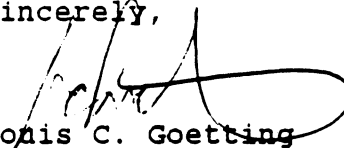
Ms. Amy Melick, Associate Counsel
Office of Legislative Services
CN-068
Trenton, NJ 08625

Dear Ms. Melick:

Enclosed please find a packet of documents assembled by the staff of South Brunswick Township concerning Route 92. The Township wishes to assist in any possible to ensure the most expedient resolution of this matter.

If there is any additional information or assistance in which my office can provide, I trust you will feel free to contact me.

Sincerely,


Louis C. Goetting
Township Administrator

LCG/dan

Enclosure

10 X

RESOLUTION OF THE SOUTH BRUNSWICK TOWNSHIP
COMMITTEE OBJECTING TO THE ROUTE 92 ALIGN-
MENT ALONG OR PARALLEL TO DEY ROAD AND
ENDORING THE CONCEPTUAL ROUTE 92 ALIGNMENT
PROPOSAL TO INTERSECT WITH ROUTE 32 AND THE
EXIT 8A OF THE NEW JERSEY TURNPIKE

WHEREAS, the South Brunswick Township Committee is aware that a funding source is available for the proposed Route 92 project, due to the availability of Federal funds from the dedesignated Interstate Route 95 project; and

WHEREAS, the South Brunswick Township Committee has identified the growing necessity of improved east/west arterial circulation in the central New Jersey area, especially between the high intensity employment activities along Route 1 with the New Jersey Turnpike; and

WHEREAS, the Township also identifies the need to preserve its existing rural agricultural residential neighborhoods designated as limited growth areas by the New Jersey State Development Guide, while accommodating planned community development on a balanced and rational basis; and

WHEREAS, the South Brunswick Township Committee has reviewed the New Jersey Department of Transportation publication entitled "Public Meeting for Route 92 Corridor Study", dated February, 1984, in which the New Jersey Department of Transportation indicates that it is still strongly considering the original Route 92 alignment to Hightstown, the Route alignment along Dey Road and the Route 92 proposal to intersect Route 1 with Exit 8A at State Highway Route 32.

NOW, THEREFORE, BE IT RESOLVED, By the South Brunswick Township Committee, County of Middlesex, State of New Jersey, on this 20th day of March, 1984, that the Committee hereby:

1. Requests that the New Jersey Department of Transportation delete any alignment proposal that runs along, or is just due north of, existing Dey Road and its established rural residential neighborhood.

S.m.

2. Endorses the concept Route 92 proposal to intersect the Route 92 highway with existing New Jersey Route 32 and Exit 8A of the New Jersey Turnpike;

3. Requests that the New Jersey Department of Transportation consider the extension of Middlesex County Realigned Route 522 out to Route 92 in Franklin Township, to avoid creating a major grade separated interchange at Route 27, proposed Route 92 and Raymond Road; and

WHEREAS, the South Brunswick Township Committee requests that any final Route 92 alignment be done with careful consideration so as to minimize and mitigate any unnecessary impacts of the highway to existing surrounding residential properties and uses.

I do hereby certify that the foregoing is a true copy of a Resolution passed by the Township Committee of South Brunswick at a meeting duly held on the 20th day of March, 1984.

William J. Lopez

Prepared by: Dept. of Planning and Development

DRAFT

STATEMENT

Route 92 - NJDOT Public Hearing

December 11, 1986

It is the opinion of the South Brunswick Township Committee that Alternate VI or the "northerly" alignment leading from Route 1 to Route 32 (Exit 8A on the N.J. Turnpike), together with the Hightstown Bypass, should be the appropriate selection by the New Jersey Department of Transportation.

It clearly achieves the goals of the project, will be less costly, more effectively provides an east-west connection across the fastest growing region in New Jersey, and minimizes adverse impacts on natural and cultural resources in the area.

South Brunswick Township has consistently supported construction of this roadway recognizing that it will not only relieve traffic congestion at key locations in the region, but also provides a crucial step in achieving the long term solution for improvements to Route 1 which is in the interest of all communities in the region. South Brunswick has also gone further and, unlike many other communities involved, has encouraged NJDOT to locate within its boundaries.

However, the northerly alignment is not without some localized problems. Four areas of concern are as follows:

- 1) Friendship Road - An apparent flaw exists in the data regarding residential locations and noise impact categories. Several new dwellings have been constructed along Friendship Road which do not appear to be reflected in the figures as presented. These homes are in the direct path of the "north of Friendship" variation and their relocation could add millions to the cost of this variation. An update of land uses must be incorporated into the Draft EIS prior to any

decision on either of the variations proposed in this area. Further, this variation, located at some sections only a few hundred feet from rural Friendship, would not permit this area to be developed in accordance with our Master Plan. The "north of Friendship" variation takes more agricultural lands, and in addition, does not take into account the adverse impacts on remaining pieces of farmland by cutting the cultivated fields into smaller parcels, and reducing or eliminating access to what will now become backlands.

We request formally at this time that NJDOT consider a third variation in this area, further to the south of Friendship Road and with more a mid-block orientation between Friendship and Broadway Roads. We are prepared to offer data and an alignment that does not seem to involve any more wetlands than the NJDOT proposals, will reduce significantly the number of dwellings impacted and will eliminate one new bridge required in your preferred "north of Friendship" variation.

2) Perrine Road Interchange - The proposal is acceptable to South Brunswick and we support this interchange because it is beneficial for development that is occurring and will continue to occur in the area in both South Brunswick Township and Plainsboro.

We are willing to give consideration to alternate plans but we will not accept any plans that aggravate adverse impacts on properties located in South Brunswick.

3) Route 1 Interchange - We understand that many alternate designs have been prepared over the years and NJDOT recognizes that this crucial area will require more study. We support this since the present design is unacceptable to South Brunswick Township in that it represents severe adverse impacts on several properties in the immediate area that are either developed or in the process of being developed in accordance with an approved comprehensive plan. We feel

that there must be a way provided to avoid these impacts. We are aware that, recently, a viable alternative plan has been discussed with the Bellemead Corporation and representatives of NJDOT and we encourage further discussions involving South Brunswick Township and other owners in this area.

4) Route 27 Interchange - South Brunswick Township has expressed concern about the heavy traffic impact anticipated through location of a full interchange at Route 27. While it appears that our previous suggestions regarding an extension of Route 522 are discussed to some extent in the Draft EIS, it seems that this suggestion was not evaluated in conjunction with the currently proposed Alternate VI. We hereby request an equivocal and explicit rationale as to why the suggestion was rejected. Further, we request that analysis be made of utilizing a "split" interchange to minimize traffic generation through the historic village of Kingston.

In addition to the design issues above, we are concerned about proposed phasing of the project. We understand the Hightstown Bypass in Phase I, the Princeton Bypass (which is essentially construction from Route 206 to Route 1) in Phase II, and the remainder of the project in Phase III. We have recently had an extremely distasteful experience with NJDOT in segmenting a major regional roadway through our Township and now face the very likely possibility of having a piece of the facility built with an indefinite schedule for completion of the entire project. We know that unless the project is fully funded and committed, there exists a very real potential for construction delays and cost overruns.

Phasing the project to Route 1 would be a serious mistake, certainly concerning the impact on an already overloaded Route 1, and perhaps delaying the overall project. We therefore request that the phasing schedule be revised to include both the Princeton Bypass and

the middle section as a single phase. Further, funding for the entire project must be clearly identified to insure that all phases of the project can be completed.

In conclusion, I reiterate the position of South Brunswick Township that the Alternate VI is the recommended option, and while we have concerns with certain sections of the Draft EIS, we would hope the NJDOT will quickly move ahead with a decision on the choice of the two basic alternates so that more concentrated effort can be placed on the remaining areas of concern.

It is also our intention to submit to NJDOT written comments and supporting data prior to the closing date of the hearing record.

A RESOLUTION CONCERNING THE DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR ROUTE 92

WHEREAS, South Brunswick Township has identified the present and future need for improved east/west arterial circulation in the central New Jersey region, especially between the high growth areas along Route 1 and the New Jersey Turnpike; and

WHEREAS, the proposed northerly alignment known as Alternate 6, together with a Hightstown bypass, satisfies this need; and

WHEREAS, the proposed northerly alignment also will relieve the local roadway network of truck and regional through traffic; and

WHEREAS, Alternate 6 achieves the other identified goals of the Route 92 project, including relief of traffic congestion in Hightstown and Princeton; and

WHEREAS, the Township has consistently supported the construction of this roadway along the northerly alignment, recognizing that it will not only relieve traffic congestion at key locations in the region, but will also provide a crucial step in achieving the long term solution for improvements to Route 1, which is in the interest of all communities in the region; and

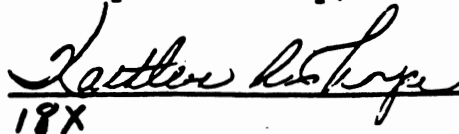
WHEREAS, South Brunswick Township has encouraged the New Jersey Department of Transportation to move forward with the project and to locate it within our boundaries;

NOW, THEREFORE, BE IT RESOLVED on this 20th day of January, 1987, by the Township Committee of the Township of South Brunswick, County of Middlesex, State of New Jersey, that:

The South Brunswick Township Committee does hereby:

1. Support construction of Alternate 6 of the proposed Route 92.
2. Request that the New Jersey Department of Transportation consider a third scheme in the Friendship Road area, in accordance with the attached report dated January 15, 1987, prepared by the South Brunswick Township Planning Department.
3. Request additional and more detailed study of the proposed Route 1 interchange in future analyses. The Township does not endorse any specific design at this time and concurs with the New Jersey Department of Transportation that this area needs further study.
4. Request that the proposed interchange at Route 27 be shifted to the west to a new location where Route 522 could be extended in order to minimize the expected heavy impact of traffic through the historic village of Kingston.
5. Request that the section of Route 92 between Route 1 and Route 130 be constructed simultaneously with the Princeton bypass as a single phase.
6. Request that copies of this Resolution be forwarded to the municipalities of Franklin, North Brunswick, East Brunswick, Cranbury, Monroe, Plainsboro and Princeton, the Middlesex County Board of Chosen Freeholders, the Middlesex County Planning Board, New Jersey Department of Transportation Commissioner Hazel Gluck, State Senators Francis J. McManimon, Gerald R. Stockman, Peter Garibaldi, and State Assemblymen Joseph L. Bocchini, Jr., John K. Rafferty, John S. Watson, Gerard S. Naples, Frank M. Pelly, and Thomas H. Paterniti.

I do hereby certify that the foregoing is a true copy of a Resolution passed by the Township Committee of South Brunswick at a meeting duly held on the 20th day of January, 1987.


18X

ROUTE 92 - LAND USE ANALYSIS

SOUTH BRUNSWICK TOWNSHIP
MIDDLESEX COUNTY, NEW JERSEY

Prepared by
South Brunswick Township Planning Department

January 9, 1987

Revised
January 13, 1987

INTRODUCTION

The State has recently released the Technical Environmental Study for Route 92 which includes two possible alignments through South Brunswick Township. It is the purpose of this report to propose an alternative alignment that could have a significantly less impact on the nearby community and natural resources. This report examines the effect which each of the alignments will have on four categories within the study area. This land use analysis emphasizes the effects on farmland, critical areas, compatibility with local zoning, and the impact on the existing community. It should be noted, however, that the proposed alternate route is not intended to be a precise alignment, but is being presented as an alternative to the State's proposal.

STUDY AREA

The State has designated this segment of Route 92 as Alternative IV, Section 4, North and South Schemes. All three alignments originate at the border of Friendship Road and Plainsboro Township (see Map One). Scheme N crosses Friendship Road west of Haypress Road, crosses Haypress Road and then parallels Friendship Road until its end at Route 130. The NJDOT presently indicates that Scheme N is the preferred alignment. Scheme S remains south of Friendship Road, crosses Miller Road and ends at Route 130. The proposed alternate route proceeds south of Scheme S, crosses Miller Road and also ends at Route 130.

METHODOLOGY

The State's proposed alignments were plotted using maps and aerial photographs contained in the Technical Environmental Study. Tax records were reviewed and field inspections were performed to verify the location of existing dwellings. Measurements for federal wetland areas were taken from U.S. Department of the Interior maps, and data for flood hazard and aquifer recharge areas were measured from South Brunswick Township Critical Areas Maps. A planimeter was used to measure all acreage.

FARMLAND

Prime agricultural soils comprise most of the farmland within the study area (see Map Two). With appropriate management, these soils are a renewable natural resource in the community. The value of this resource cannot be underestimated, because without productive soils, farmers could not yield a sufficient profit from their land. Development of these lands should be carefully guided to preserve as much of the prime soil as possible.

As Figure 1 shows, the North Scheme consumes more prime farmland than the other two alignments. The Technical Environmental Study notes there to be soils of Statewide Importance in the study area, but the 1982 Important Farmlands map for Middlesex County shows there to be no such soils along the entire Route 92 alignment in South Brunswick Township. Evidence that active farming is prevalent in South Brunswick can be shown by the amount of land under Farmland Assessment.

There are over 800 acres of land in the study area that are currently utilizing the tax benefits created by the 1964 Farmland

Assessment Act. Except for areas of extreme wetness, the soil conditions in the study area are very conducive to agriculture. As Figure 1 shows, Scheme North displaces most of this land.

CRITICAL AREAS

South Brunswick Township is primarily dependent on ground-water for its water supply, and the reasons for protecting wetland areas is most apparent when considering that surface water quality has a direct impact on the aquifer which serves this community. Aquifer recharge areas contain soils (i.e. Woodstown series) which are highly permeable (see Map Three). Because of this characteristic, these areas can also represent a potential hazard to the quality of groundwater if they are contaminated. Protection of these critical areas is not only important to South Brunswick Township, but also to adjoining municipalities because aquifer recharge areas characteristically serve a large region. Additionally, if aquifer recharge areas are continuously paved over, they cannot be expected to maintain the present quality and quantity of groundwater. When selecting a road alignment through this environmentally sensitive area, the right-of-way should disrupt the least amount of land as possible.

According to the Technical Environmental Statement,

"No impact to groundwater recharge is anticipated. Construction of the proposed roadway will provide a beneficial impact in terms of soil erosion, particularly for Scheme North . . . Scheme North is therefore the recommended alignment." *

*Federal Highway Administration and New Jersey Department of Transportation, Route 92, Mercer, Middlesex and Somerset Counties, Technical Environmental Study, Vol. III, Natural Ecosystems, October 1986, p. II - 14.

As Figure 1 shows, however, Scheme North will remove the most land within this environmentally critical area and this alignment would also remove the most federal wetland (see Map Four). Additionally, Schemes North and South will cross more streams and floodplains than would the alternate route. Scheme N does not have as great an impact on flood hazard areas and wet soils, however, as does the alternate route or Scheme S (see Map Five).

COMPATIBILITY WITH LOCAL ZONING

There are three zone districts within the study area -- Rural Residential (RR), Manufactured Housing (MH), and General Industrial (I-3). The RR zone promotes low density residential and agricultural activities which are compatible with environmentally sensitive areas. The MH zone is intended to permit the optional development of low cost manufactured housing, and the I-3 zone permits offices and industrial activities. Figure 2 shows the number of non-conforming lots created by each alignment. Included in this figure are the number of lots which will totally lose frontage to any road.

Proper planning theory and practices should discourage development which deviates from the Master Plan and Zoning Ordinance. As Figure 2 shows, Scheme N creates the largest number of non-conforming lots and the alternate route produces the least.

IMPACT ON LOCAL RESIDENCES

The most dramatic impact of Route 92 to the homeowner is the proximity of the highway to his/her house. Noise, traffic and unsightly appearance are reasons why people do not want a highway in their backyards. In mapping an alternate route, an alignment was selected which would have as little effect as possible on existing

homes. After delineating the State's alignments, however, it became clear that a number of homes would be directly affected by the highway. Six homes lie in the right-of-way of Scheme N, none in Scheme S, and one dwelling would be lost with the alternate alignment. These dwellings are not the only properties to be affected by the highway, however, as a number of homes will remain in close proximity to either of the State's alignments. Figure 1 shows the number of houses within the State's threshold of noise tolerance.

The Federal Highway Administration has established 67 decibels (dBA) as the maximum threshold of noise. Any increase of seven dBA or more above this would require the State to look into mitigation. Schemes N and S again have the most number of homes above this tolerance. Due to the relatively low number of homes in this area, however, the State does not consider noise barriers to be cost effective.* Houses within the 67 dBA range may be as far as 348 feet from the right-of-way, and a count was done to determine the number of dwellings which would be most directly affected.

Figure 1 shows the number of houses which will be 100 feet or less to the highway alignment. These dwellings will receive the greatest burden of the roadway, and Schemes N and S will affect the greatest number of homes. Additionally, Scheme N will require two bridges as it crosses both Haypress and Friendship Roads. Scheme S and the alternate route will require only one bridge over Miller Road.

* Federal Highway Administration and New Jersey Department of Transportation, Route 92, Mercer Middlesex and Somerset Counties, Technical Environmental Study, Vol. V, Noise Impacts, October 1986, p. VI-37.

SUMMARY

It is the purpose of this report to examine the possible effects Route 92 could have on South Brunswick Township. After examining the State's proposed Schemes N and S, an alternate alignment was sought which would have a significantly less impact on the existing community as well as the critical areas and wetlands. As the figures show, however, there is no simple answer and all three alignments will inevitably impact an area in some negative manner.

	NORTH	SOUTH	PROPOSED
Flood hazard area and wet soil within right-of-way, freq. ponded/occasionally or rarely flooded	19.9 AC.	32.57 AC.	40.20 AC.
Aquifer recharge area within right-of-way	133.28 AC.	83.99 AC.	94.39 AC.
Federal wetland within right-of-way	12.72 AC.	2.7 AC.	12.08 AC.
Prime farmland within right-of-way	132.23 AC.	96.02 AC.	43.24 AC.
Farmland assessment within right-of-way	79.98 AC.	71.61 AC.	66.71 AC.
Houses within right-of-way	5	0	1 1 0
Houses within 100 feet of right-of-way, not within right-of-way	5	5	0 1 + 3
Total assessed value of houses within right-of-way	\$ 645,666	\$ 0	\$ 22,300
Total assessed value of houses within 100 feet of right-of-way	\$ 425,300	\$ 481,180	\$ 0
Length of the alignment	16,050 ft	14,650 ft	14,950 ft
Number of roads bisected	2	1	1
Houses within 67 dBA noise level*	10	13	4 + 2
Number of flood plain crossings	2	2	1
Number of stream crossings	2	2	1

* 67 dBA is approximately 348 feet from the right-of-way

NOTE: Acreage accurate +/- 10%

1/9/87

BLOCK	LOT	ZONE	MINIMUM LOT SIZE REQ'D	NO. LOTS CREATED NORTH	NO. LOTS CREATED SOUTH	NO. LOTS CREATED ALTERNATE	NO. NON-CONFORMING LOTS CREATED/NORTH	NO. NON-CONFORMING LOTS CREATED/SOUTH	NO. NON-CONFORMING LOTS CREATED/ALTERNATE	NO. LOTS CREATED W/O FRONTAGE/NORTH	NO. LOTS CREATED W/O FRONTAGE/SOUTH	NO. LOTS CREATED W/O FRONTAGE/ALTERNATE
11	15.02	MH	50 AC.	3	2	2	3	1	1	1		
11	13.01	1-3	3 AC.	2			1			1		
11	7.05	RR	2 AC.	2			1			1		
11	6	RR	2 AC.	2			1					
37	18.05	RR	2 AC.				1					
37	20.02	RR	2 AC.	2			1			1		
37	21.01	RR	2 AC.	2			1			1		
37	23.01	RR	2 AC.	2			2			1		
37	24.02	RR	2 AC.	2			2			1		
37	24.03	RR	2 AC.	2			2			1		
37	24.04	RR	2 AC.	2			2			1		
37	24.05	RR	2 AC.	2			2			1		
37	24.06	RR	2 AC.				1			1		
37	24.07	RR	2 AC.				1			1		
5	6	RR	2 AC.	2	2		1	2		1	1	
5	8.01	RR	2 AC.		2							
5	5.02	RR	2 AC.	2	2		2	2		1	1	
5	5.04	RR	2 AC.	2	2		2	2		1	1	
5	5.06	RR	2 AC.	2	2		1	1		1	1	
5	4.04	RR	2 AC.	2	2		2	2		1	1	

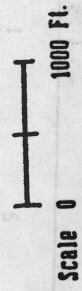
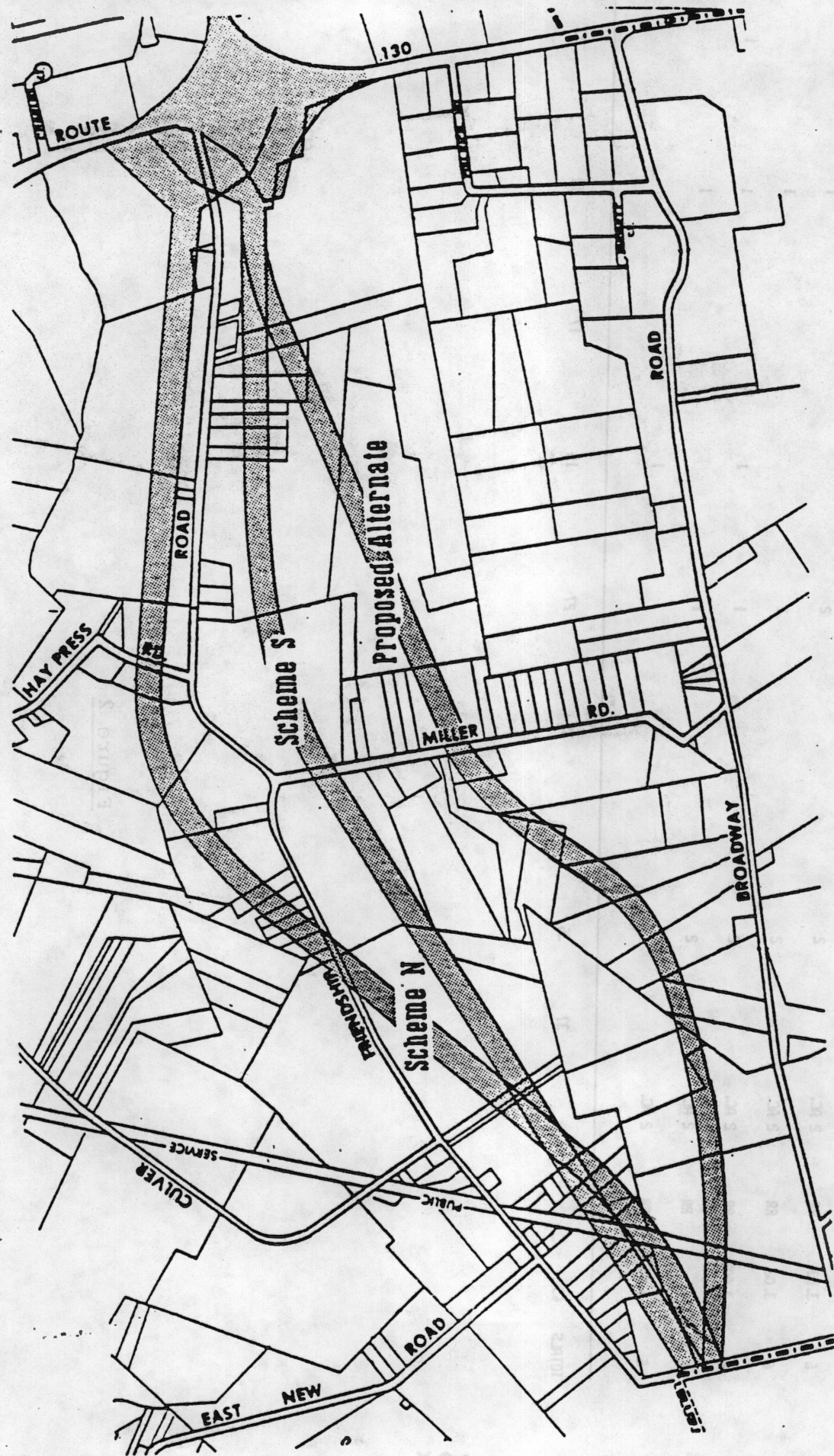
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Figure 2

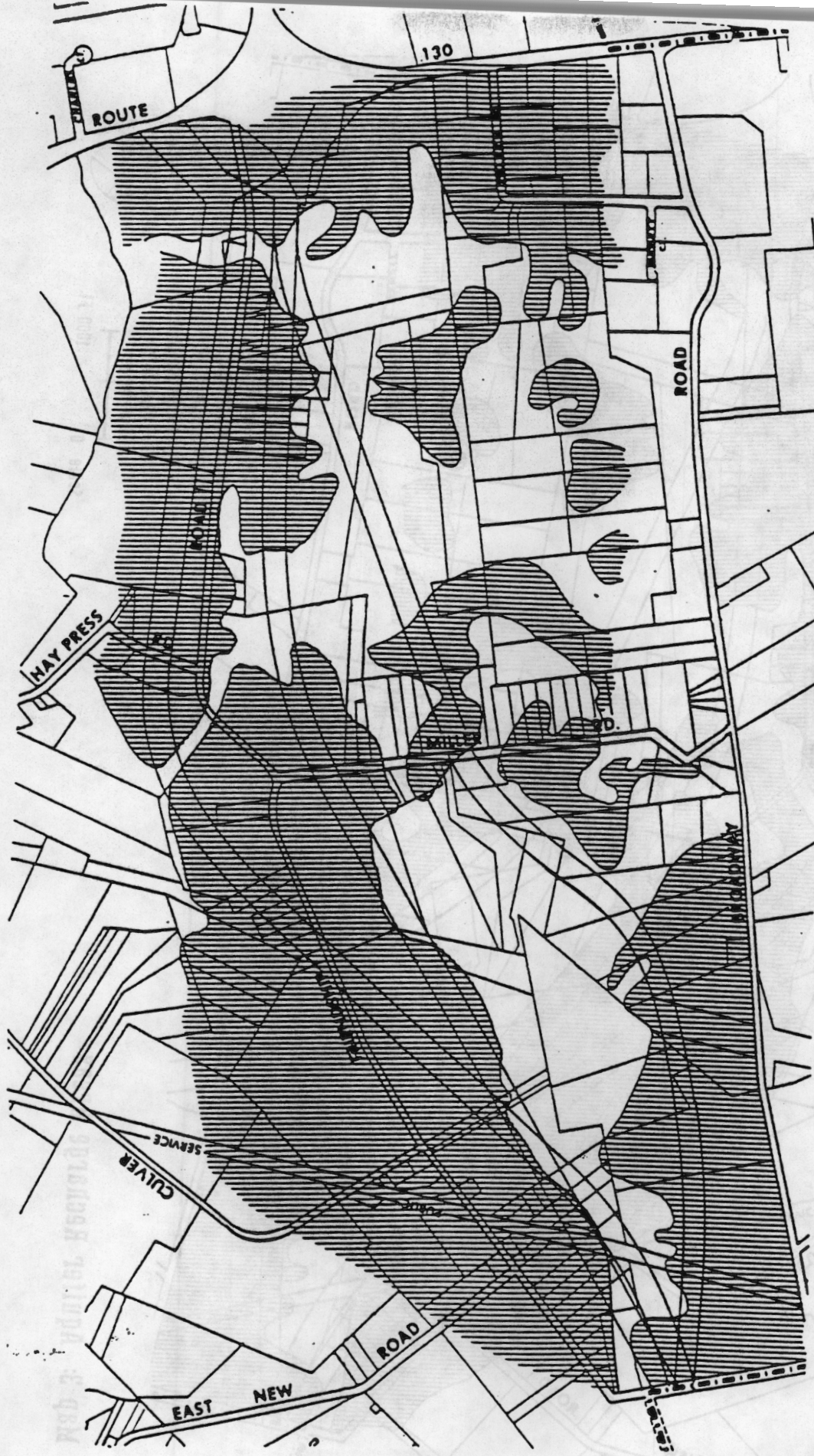
28X

BLOCK	LOT	ZONE	MINIMUM LOT SIZE REQ'D	NO. LOTS CREATED NORTH	NO. LOTS CREATED SOUTH	NO. LOTS CREATED ALTERNATE	NO. NON-CONFORMING LOTS CREATED/NORTH	NO. NON-CONFORMING LOTS CREATED/SOUTH	NO. NON-CONFORMING LOTS CREATED/ALTERNATE	NO. LOTS CREATED W/O FRONTAGE/NORTH	NO. LOTS CREATED W/O FRONTAGE/SOUTH	NO. LOTS CREATED W/O FRONTAGE/ALTERNATE
5	3	RR	2 AC.	2	2		2	2				
5	2.02	RR	2 AC.	2	2		2	2				
5	2.01	RR	2 AC.				1					
5	13	RR	2 AC.			2			2			
5	12	RR	2 AC.			2			1			
5	1	RR	2 AC.				1					
5	29	RR	2 AC.			2			1			1
5	28	RR	2 AC.			2			1			1
5	25	RR	2 AC.			2			1			1
5	24	RR	2 AC.			2			1			1
5	23	RR	2 AC.			2			1			1
5	22.02	RR	2 AC.			2			1			1
5	21	RR	2 AC.			2			1			1
5	20	RR	2 AC.			2			1			1
5	17	RR	2 AC.			2			1			1
5	14	RR	2 AC.			2			1			1
6	4.06	RR	2 AC.			2			1			
6	15.02	RR	2 AC.		2	2						
6	14.01	RR	2 AC.		2	2		1				
6	11.01	RR	2 AC.		2	2		2	1		1	1

Figure 2

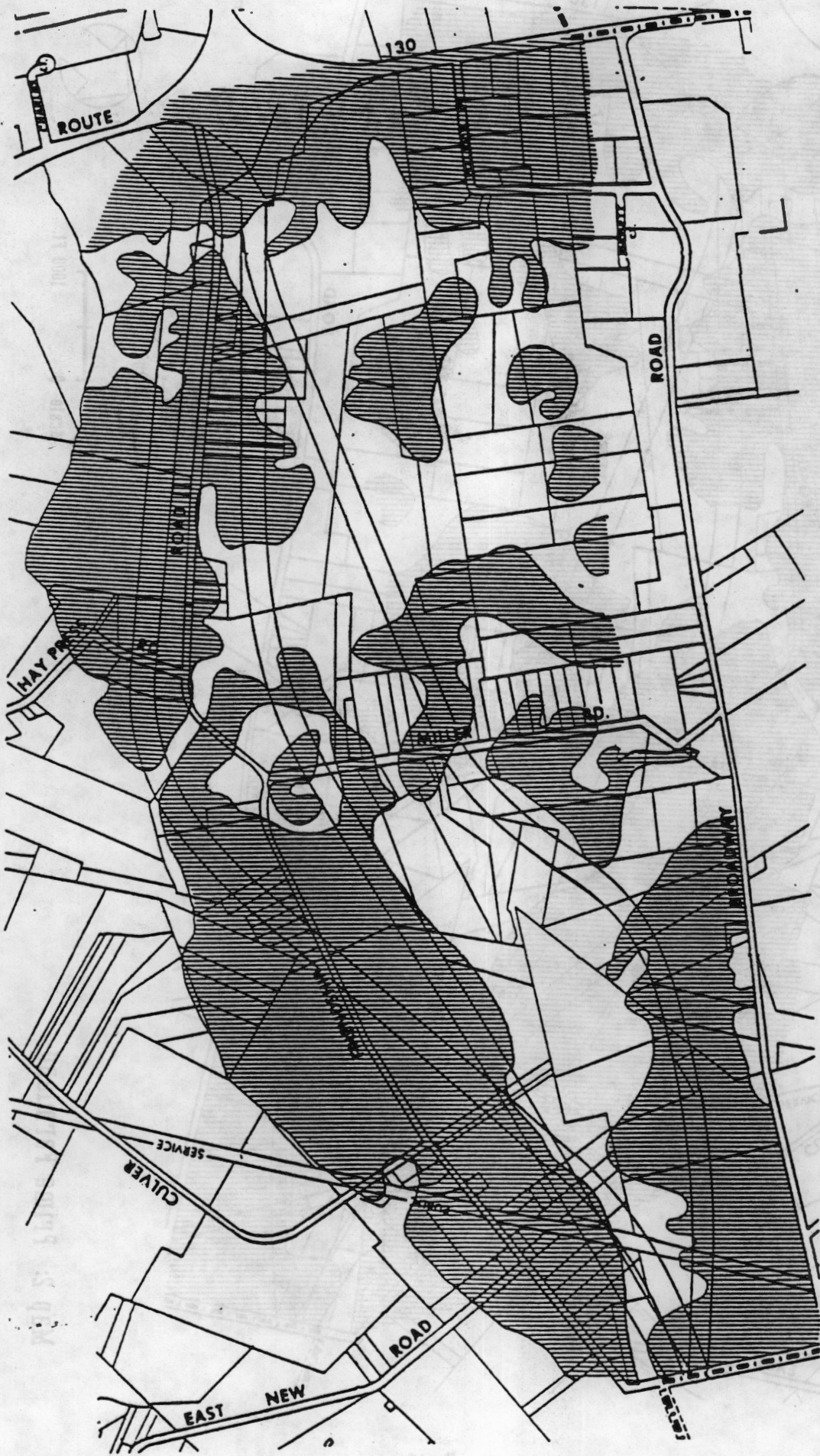


Map 1: Study Area



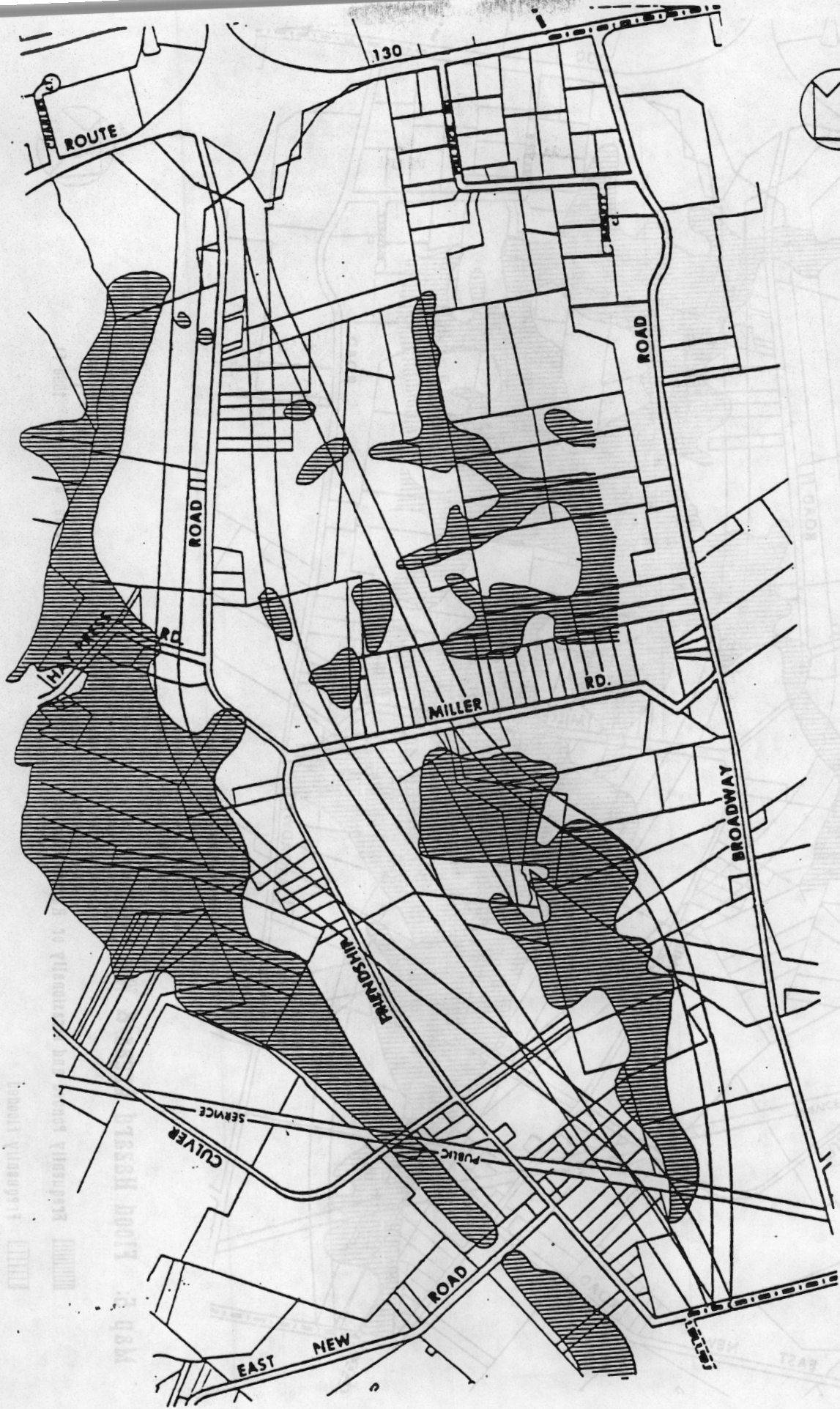
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Map 2: Prime Farmland



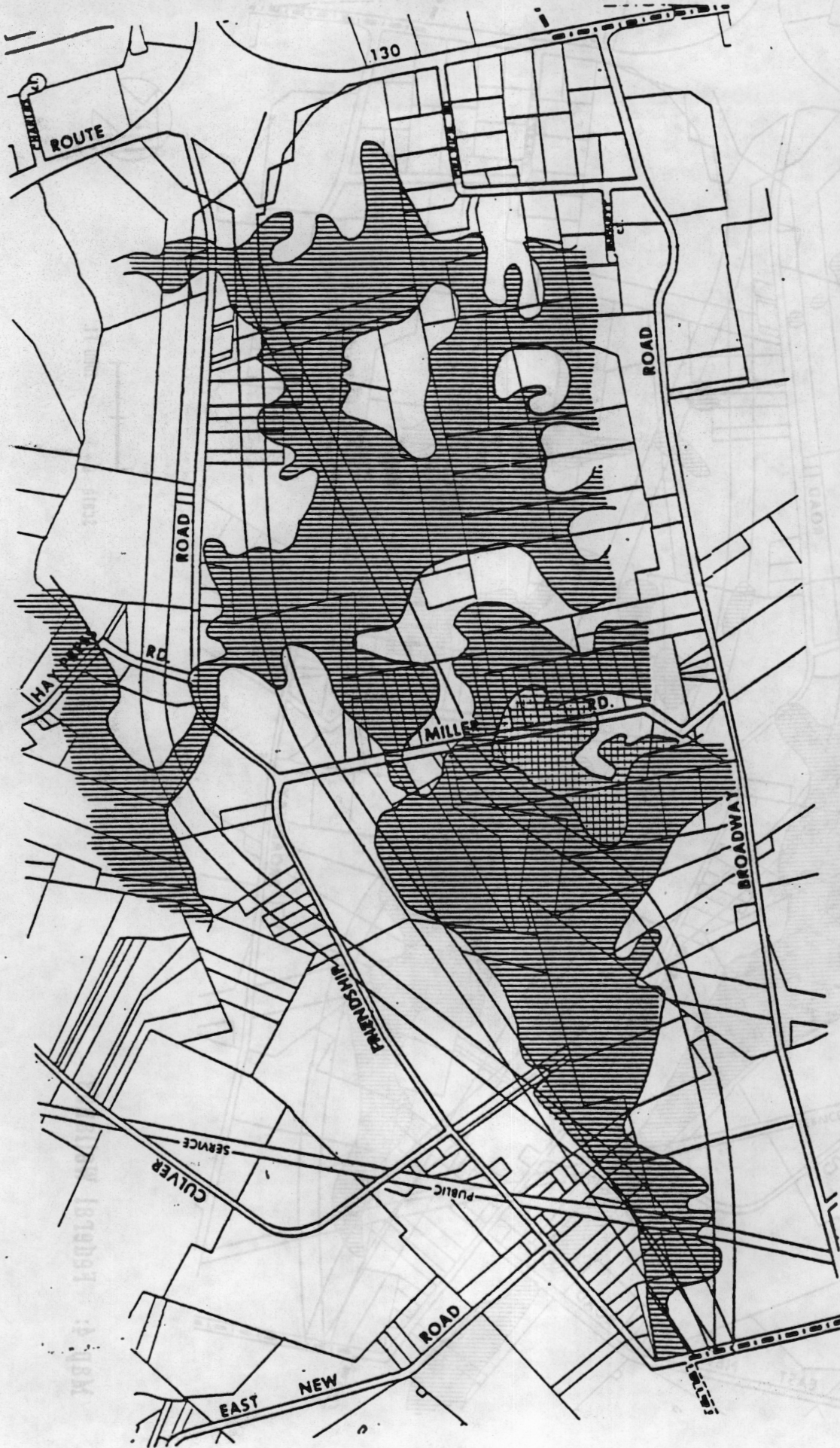
Map 3: Aquifer Recharge Areas

32X





Map 4: Federal Wetlands

33x



Map 5: Flood Hazard Areas & Wet Soils

-  Frequently Ponded and Occasionally or Rarely Flooded
-  Frequently Flooded

34X

ADDENDUM TO

ROUTE 92 - LAND USE ANALYSIS REPORT

SOUTH BRUNSWICK TOWNSHIP

MIDDLESEX COUNTY, NEW JERSEY

Prepared by

South Brunswick Township Planning Department

February 22, 1989

New Jersey State Library

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This addendum is intended to further support the summary and conclusion of the Route 92 - Land Use Analysis report (revised January 13, 1987) which indicates that a third alternate alignment would have less impact on the existing natural and cultural environment of the area between Friendship Road and U.S. Route 130.

The 1987 report was submitted to the New Jersey Department of Transportation by South Brunswick Township, pursuant to a resolution adopted by the Township Committee, as part of the public hearings on the draft Environmental Impact Statement for the project.

The proposed Township alignment was also included as part of a revised Circulation Element in the 1988 Master Plan Re-examination Report, which was adopted by the South Brunswick Township Planning Board in July of 1988.

Subsequent to the earlier report (revised 1/13/87), additional information regarding the study area has become available and has been included in this addendum. Recognizing that the minimization of adverse impact on Freshwater Wetlands is of high priority, field investigations were made to confirm the existence of Wetlands in nearly all of the study area. This information is shown on the attached map showing three alignments of proposed Route 92. Wetland mapping of Block 6, Lots 14.01 and 15.02 and Block 11, Lots 6 and 7.05 was based on field mapping by the Hudson Partnership and survey and topographical information by Crest Engineering. Wetland mapping for Block 11, Lots 1, 3.002, 3.01, 3.02, 4.06, 6, 7, 8, and 3.032 was based on a field survey by Tectonic and as depicted on a plan entitled Area Map, dated 3-12-88, prepared by Tectonic which was submitted to the South Brunswick Township Planning Board as part of the site plan application for Friendship Village. Wetland mapping for portions of Block 5 and Block 37 was based on field study and a map prepared by Carl Eby, a soil scientist working as a consultant for South Brunswick Township (a copy of the map is attached).

Based on the above noted mappings, a revised Township alternate alignment is now suggested. While it remains a more "mid-block" location between Friendship and Broadway Roads, it has been shifted slightly (100' - 300') in a southerly direction, particularly in the area west of Miller Road. This is the direct result of the indication of a more extensive Wetland presence than originally assumed. However, there still appears to be a definite southerly edge to this Wetland area and the revised alignment attempts to avoid the Wetland area where possible. There are three areas where crossing the "fingers" of Wetland areas is unavoidable. These "finger" areas extend southward from the larger mass of Wetland area.

The Wetlands mapping in the area east of Miller Road shows a more extensive Wetland area than originally assumed, but this also affects the NJDOT - South Scheme equally as much as the revised Township alignment.

Further, the revised alignment was straightened somewhat in the Miller Road area at the suggestion of the Middlesex County Engineer. Any additional straightening beyond that shown, however, would impact more Wetland area. Regarding the horizontal curvature, the revised Township alignment provides a larger radius than the proposed NJDOT - North Scheme.

A revised comprehensive comparison of all 14 factors noted in the original 1987 report will be presented, but our estimates of Wetland acreages within the right-of-ways are as follows:

NJDOT - North Scheme	23 acres
NJDOT - South Scheme	48 acres
S. B. Township Revised Alignment	36 acres

The developer/applicant of Friendship Village has offered to dedicate to South Brunswick Township over 100 acres of land which would surround the proposed Township revised alignment. The right-of way area and any area necessary to mitigate the impacts of Wetland encroachments would then be available from the Township and an expensive and time-consuming process of acquisition and/or condemnation would be avoided. In addition, the contract purchaser/developer of much of Block 5 has also expressed a willingness to cooperate in a similar manner to facilitate the implementation of Route 92.

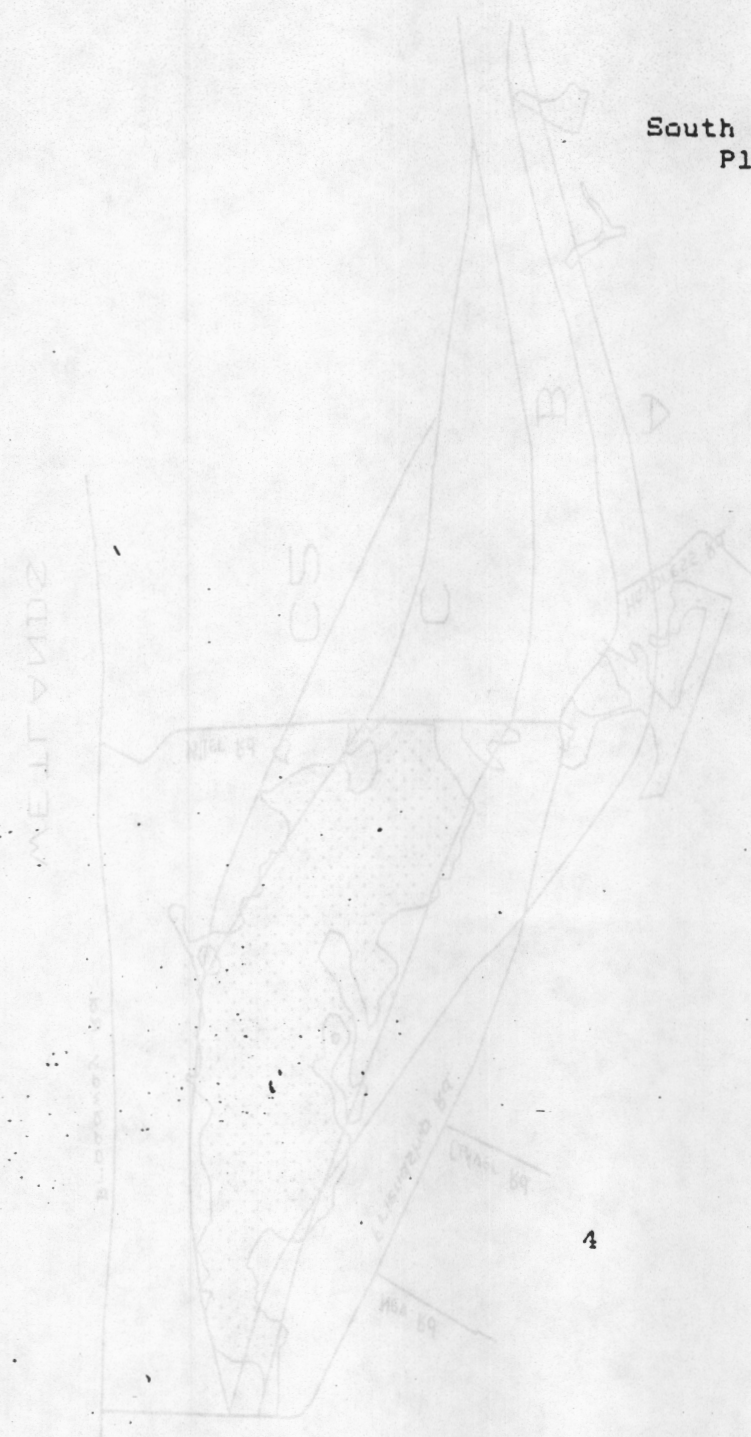
It also appears that 4 or 5 additional existing dwellings would be impacted by the revised Township alignment, although none would actually be located within the right-of-way area itself. The total number of dwellings (9 - 10) impacted is still substantially lower than in either the NJDOT - North Scheme (20) or the NJDOT - South Scheme (19). A 47-lot subdivision of single-family dwellings on one-acre lots is presently under construction at the northeasterly corner of Culver and Friendship Roads, which would also be heavily impacted by the NJDOT - North Scheme and was not included in the original report.

In conclusion, we strongly feel that the above facts and additional information on the Freshwater Wetlands support the revised South Brunswick alignment, and that this alignment is significantly more advantageous than either of the two NJDOT schemes:

- The impacted Wetland area is either smaller than the the NJDOT scheme or can be mitigated in the adjacent area with lands immediately available for same at little or no cost for acquisition
- Developer cooperation appears likely and right-of way land area can be obtained at substantially less cost through dedications rather than through land acquisitions
- Fewer homes are impacted, either directly or indirectly, which substantially reduces the cost of the project and results in the relocation of fewer families

- Fewer road crossings (bridges) are necessary, which would again substantially reduce the cost of the project.

South Brunswick Township
Planning Department
February 22, 1989

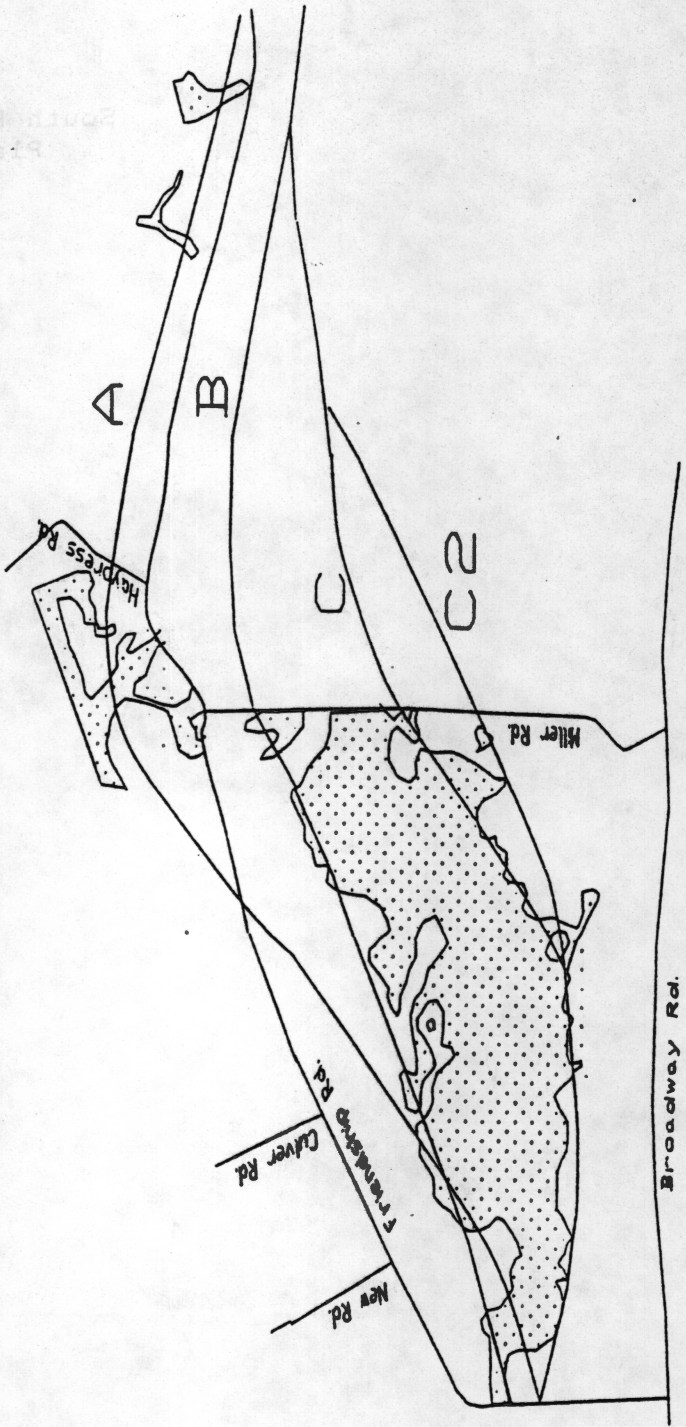


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of the project
which would substantially reduce the cost
of the project

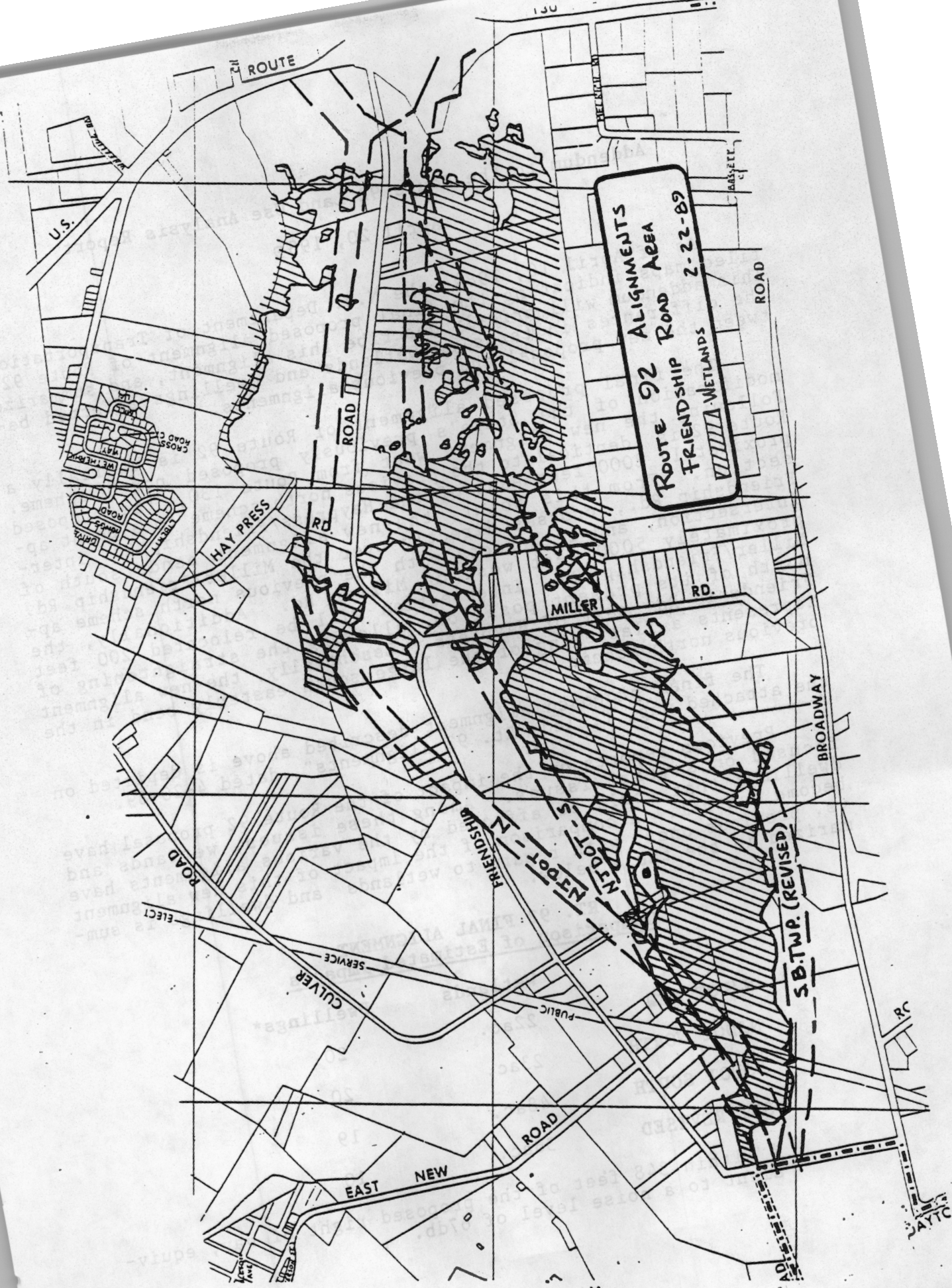
C. EBY
2/11/89

February 22, 1989
Planning Department
South Brunswick Township



X 67

WETLANDS



Route 92 ALIGNMENTS
Friendship Road Area
2-22-89
WETLANDS

S.B. TWP. (REVISED)

JATTC

41x

Addendum to the Route 92 Land Use Analysis Report

April 20, 1989

As of April 10, 1989, the N.J. Department of Transportation filed maps indicating the final proposed alignment of Route 92. This addendum will briefly describe this alignment, and summarize the differences in terms of wetlands and dwellings affected between the new proposal and previous alignments.

The final proposed alignment of Route 92 is basically a modification of the State's previously proposed north scheme. Following the new alignment west from Route 130, the proposed Route 92 is identical to the previous north scheme to a point approximately 2000 feet east of the Haypress/Friendship Rd. intersection. From this point, the new alignment bends south of Friendship Rd., crosses directly over the Miller/Friendship Rd. intersection, and reconnects with the previous north scheme approximately 5000 feet west of Miller Rd. Additionally, the Miller/Friendship Rd. intersection will be relocated 200 feet north of its present position, allowing the straightening of Friendship Rd. west of Haypress. Essentially, the new alignment represents a flattening of the large south easterly bend in the previous north scheme.

The final proposed alignment described above is depicted on the attached map, titled "Rt. 92 Alignments", dated 4-20-89.

Previous reports on the impact of the Route 92 proposal have focused on several issues. Among these issues, wetlands and dwellings that would be affected by the various alignments have become central. A comparison of the impact of this new alignment vs. previous ones, with regard to wetlands and dwellings is summarized in the table below.

RT. 92 FINAL ALIGNMENT
Comparison of Estimated Impacts

	Wetlands	Dwellings*
NJDOT NEW	22ac.	20
NJDOT NORTH	23ac.	20
NJDOT SOUTH	48ac.	19
SBT REVISED	36ac.	10

* Within 348 feet of the proposed right of way, equivalent to a noise level of 67db.



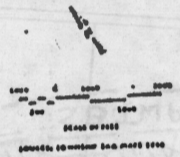
Route 92 Alignments
Friendship Road Area
4-20-89
WETLANDS

S.B.TWP. (REVISED)

43x

WIDDIERY COMPANY, LEA, TEXAS
20041 BIRDAWAY, MCKINNEY, TEXAS 75069
409-571-1100

SOUTH BRUNSWICK TOWNSHIP
MIDDLESEX COUNTY, NEW JERSEY



Base Map
PREPARED BY BUCKALE & LYNCH, PROFESSIONAL PLANNERS

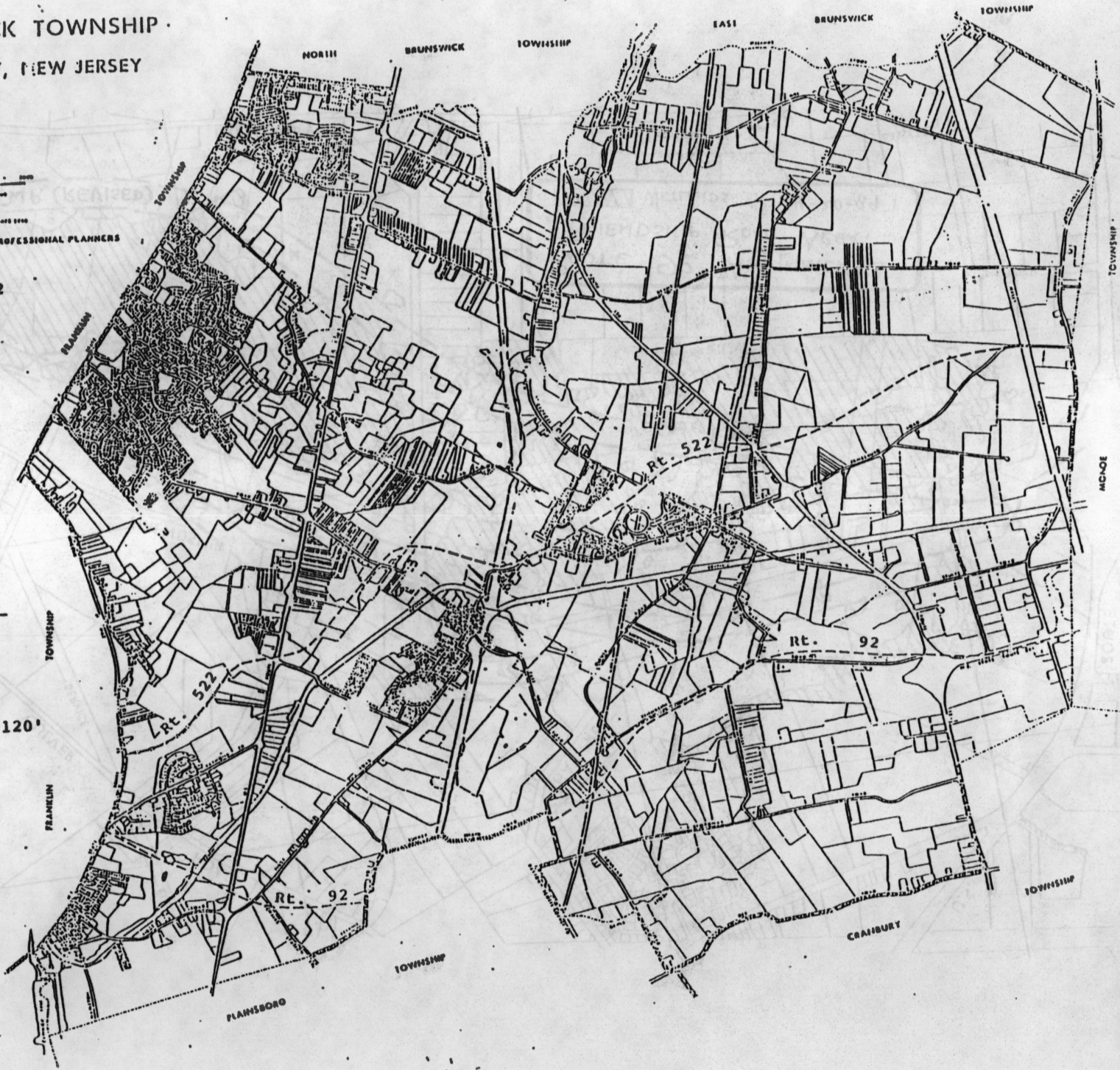
ROUTE 92 and ROUTE 522
ALIGNMENTS

July 19, 1989

Prepared By
South Brunswick Township
Planning Department

Sources:
Township Tax Maps
Rt. 92 Alignment preservation
Maps

Rt. 522 - ROW varies, 80-120'
Rt. 92 - 300' ROW



X777

REPORT
OF THE
ROUTE 92 TASK FORCE
PROPOSED ROUTE 92

PREPARED BY:

MIDDLESEX COUNTY PLANNING BOARD

TRANSPORTATION DIVISION

DECEMBER, 1989

(REVISED JANUARY, 1990)

ACKNOWLEDGEMENTS

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NEW JERSEY DEPARTMENT OF TRANSPORTATION

Russell Stephenson, Bureau of Statewide Planning

CONTENTS

ROUTE 92 TASK REPORT

(PROPOSED ROUTE 92)

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I. FORWARD

For more than thirty years the New Jersey Department of Transportation has expressed their intent to build Route 92, a four to six lane highway to serve the Middlesex, Somerset, Mercer region of Central New Jersey. In 1989 N.J.D.O.T. selected an alignment for the proposed Route 92 highway which stimulated a response from leaders of Southern Middlesex County to come together as a Route 92 Task Force for what turned out to be a series of six meetings to determine an acceptable alignment within N.J.D.O.T.'s approved Route 92 Corridor and to develop means for directing traffic east of the Route 92 terminus to either Route 130 or the Turnpike. This report represents the concerns of the communities, developers, and interested citizens and the subsequent proposals and recommendations that came out of these meetings.

II. PURPOSE OF ROUTE 92 TASK FORCE

The New Jersey Department of Transportation on April 10, 1989 selected and filed an official Route 92 alignment which has provided the basis for comment, analysis, and proposals for change. (See Map 1). Freeholder David B. Crabiel, Chairman of the Middlesex County Transportation Coordinating Committee, then appointed a Route 92 Task Force comprising officials and persons concerned with the Route 92 alignment to facilitate the acceptance and creation of the best location and design for the highway within the selected northern corridor.

The Route 92 Task Force was asked also to assess the impacts on South Brunswick, Plainsboro, Cranbury and Monroe in Southern Middlesex County with regard to the location, roadway network and traffic flow of the proposed Route 92 highway.

A second purpose of the Task Force was to create an acceptable resolution of concerns expressed by Cranbury, Monroe and Middlesex County regarding the New Jersey Turnpike proposed truck stop facility in Cranbury also noted in Map 1.

III. ROUTE 92 ALIGNMENT
DESIGN CONCERNS AND PROPOSALS

III. ROUTE 92 ALIGNMENT, DESIGN CONCERNS AND PROPOSALS

The Route 92 alignment selected by the New Jersey Department of Transportation was determined to be the Route 206 to Route 32/Exit 8-A of the New Jersey Turnpike. This alignment received extensive local support of Cranbury, Plainsboro, and South Brunswick Townships, but was vigorously opposed by Monroe Township.

Hightstown By-pass

In view of the choice of the northerly alignment, the Hightstown Bypass portion of the Route 92 Corridor Study received local unanimous support.

With the selection and filing of the Route 92 northern alignment N.J.D.O.T. authorized the next step in the process of Route 92, that of preserving an alignment and designing the road. The Route 92 Task Force began its work to resolve remaining issues regarding the design. Local concerns to be resolved were presented by Monroe, Cranbury, South Brunswick, Plainsboro and Middlesex County. Generally these concerns are:

A. Monroe Township

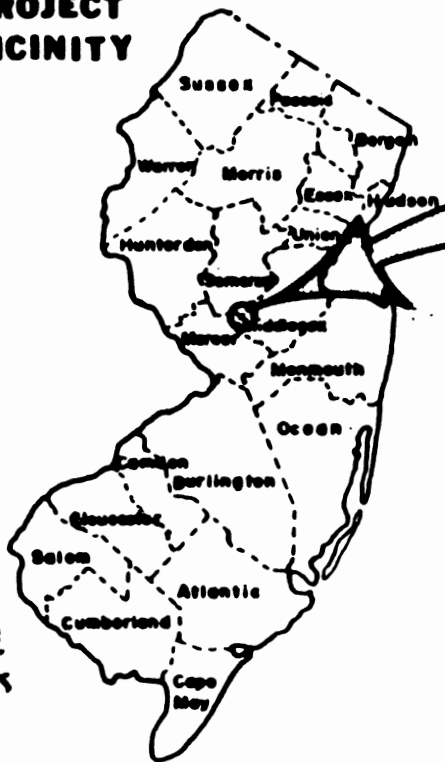
Monroe Township is concerned with the design of Route 92 at its easterly terminus at Route 130 and Route 535 and the New Jersey Turnpike. The main concern is that Route 92 will generate 40,000 vehicles a day, and many of those trips may pass through the residential areas of Monroe Township and specifically will use

NEW JERSEY ROUTE 92

MERCER, MIDDLESEX, & SOMERSET COUNTIES

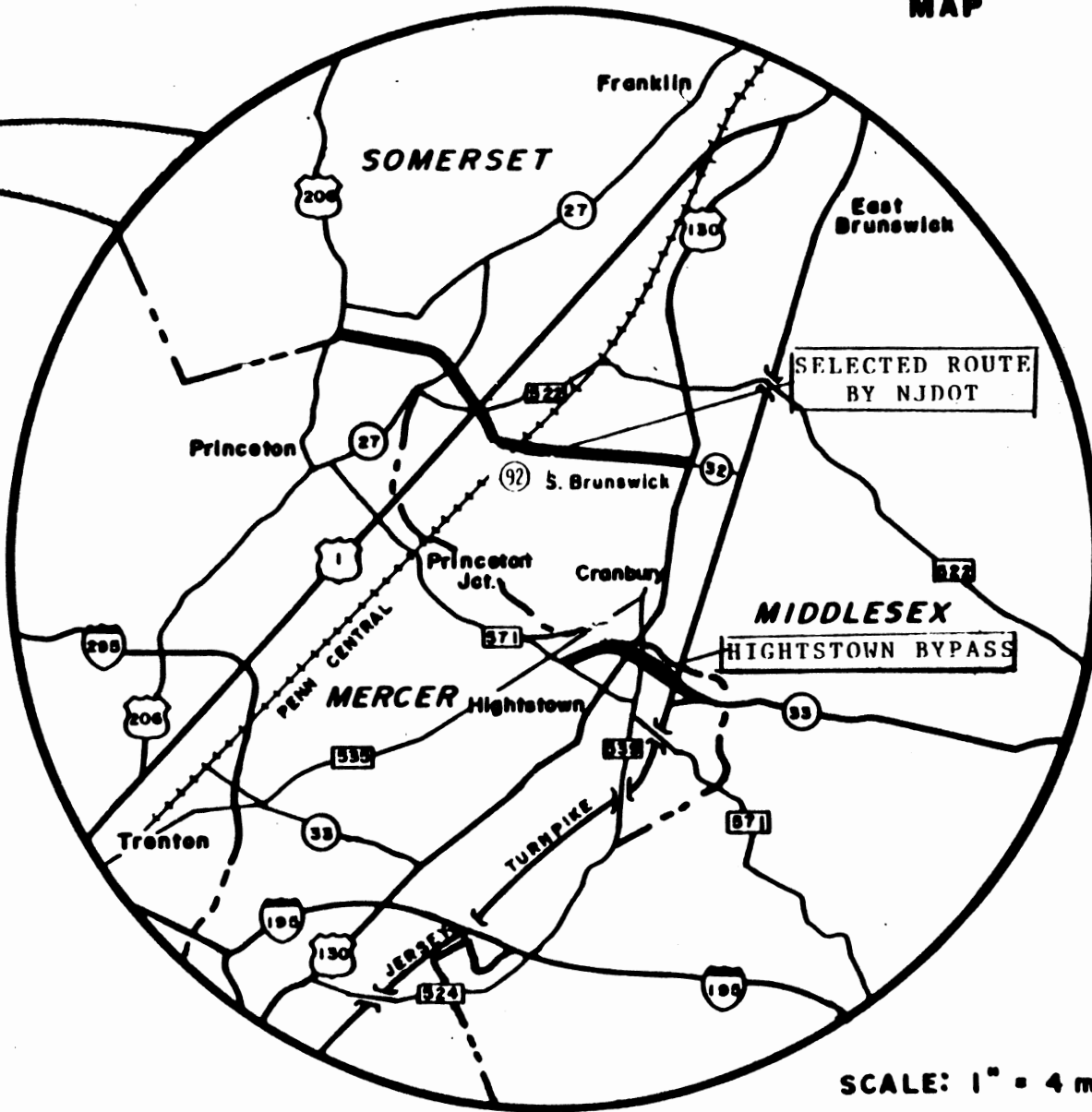
PROJECT VICINITY & LOCATION MAP

PROJECT VICINITY



XHS - 9 -

LOCATION MAP



LEGEND

— ROUTE 92

SOURCE: NJ DOT

MAP 2

SCALE: 1" = 4 miles

Applegarth Road or Forsgate Drive as throughfares to get to and from Route 33 or Texas Road areas to the southeast or east of Monroe.

To reduce the possible impact of through traffic Monroe Township has suggested two design proposals to redirect traffic which bypass their adult/retirement communities and Borough of Jamesburg. (See Map 3).

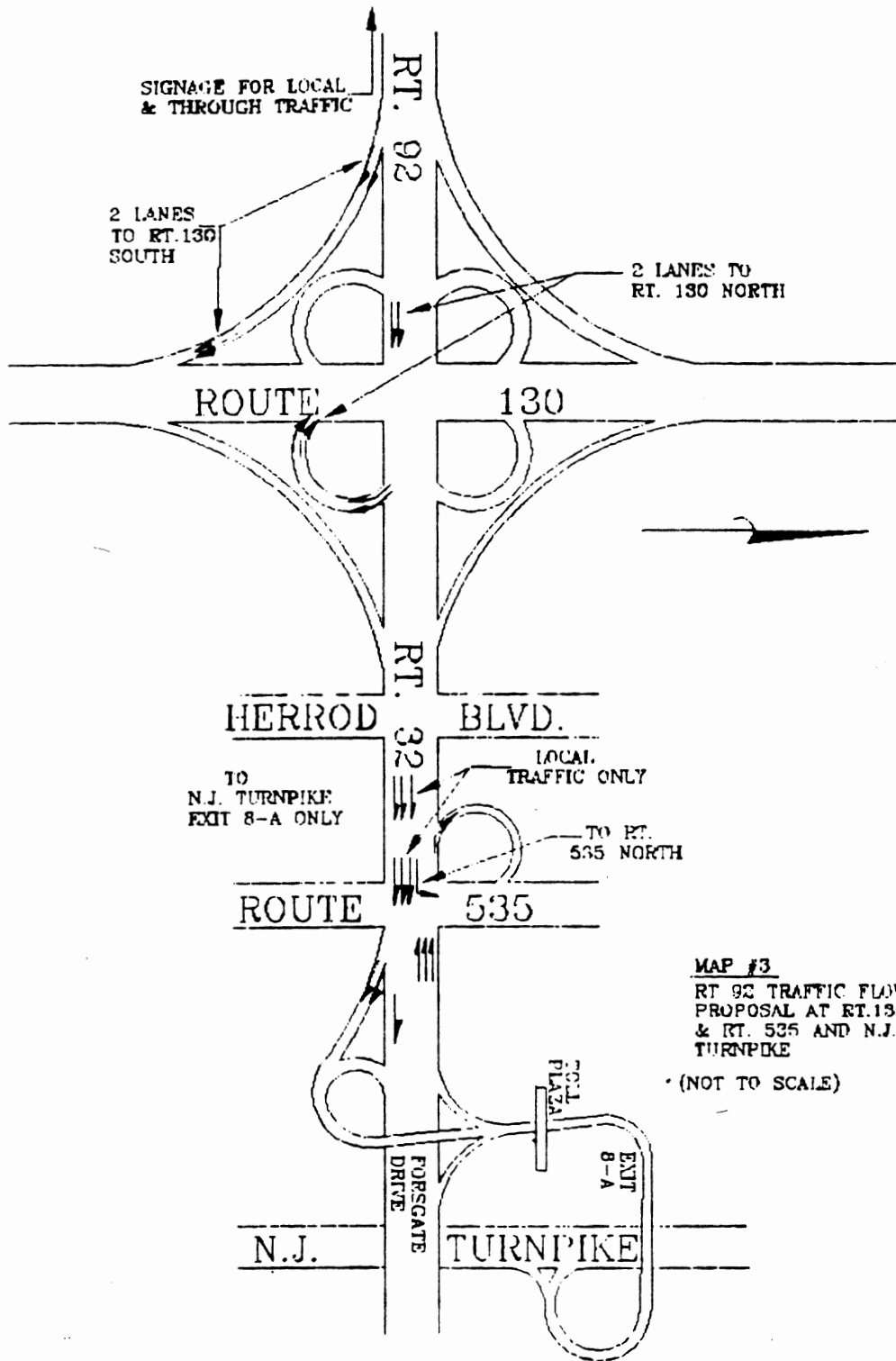
1. Route 92/32 Interchange with New Jersey Turnpike
Route 130/Route 535

Monroe Township proposes to separate traffic at the Route 92/32 Interchange with Route 130 - Route 535 and the New Jersey Turnpike.

The design suggested for the traffic distribution system at the Route 92 terminus at Route 130 includes the following:

Route 92 Eastbound

- Signage for those travelling toward shore points shall appear amply west on Route 92 for reaching the Hightstown By-pass via Route 130. Depending on traffic studies, consideration should be given to constructing the southbound exit from Route 92 to Route 130 two lanes.
- Route 32 between Route 130 and the New Jersey Turnpike shall have two lanes for direct access to Exit 8-A only.
- A third lane shall be provided for local traffic only to



Graphics by Middlesex County Office of Engineering

the existing road system on the west side of the N.J. Turnpike and to Forsgate Drive.

- Signage shall be provided west of Route 130 to indicate the N.J. Turnpike lanes and local road lanes east of Route 130.

Route 32 Westbound

- The same road configuration shall be provided for two lanes from Exit 8-A to Route 130 and Route 92 and a local lane from Forsgate Drive and local streets. All lanes will merge west of Route 130 and enter Route 92.

Monroe Traffic Plan

The Middlesex County Engineer's Office will analyze traffic service through the area including the road network, its functioning, access to local properties, and traffic mobility. The County Engineer expressed concern about managing access such as separate basic conflict areas, limiting conflict points, and removing turning vehicles from through lanes.

2. Proposed Route 522 Extension to Texas Road as East-West Alternative to Forsgate Drive

Monroe Township proposes that the realigned Route 522, which is being improved from Route 27 in South Brunswick to Route 535 in Monroe, be extended north of Jamesburg to meet Texas Road. Monroe planners suggest that this roadway is possible to construct with county and municipal cooperation as private development occurs. The Monroe proposal asserts that the opportunity exists now to establish a connection between County Roads 522 and Matchaponix - Texas Road for this important east-west movement. Route 130 and Route 535 Cranbury - South River Road will serve as the connector routes between Route 92/32 and Route 522 (east-west). (See Map 1). Wetland delineations and requests for letters of interpretation from D.E.P. for the extension of Route 522 to Texas Road through wetlands will be required to determine the feasibility of this alternative to Forsgate Drive.

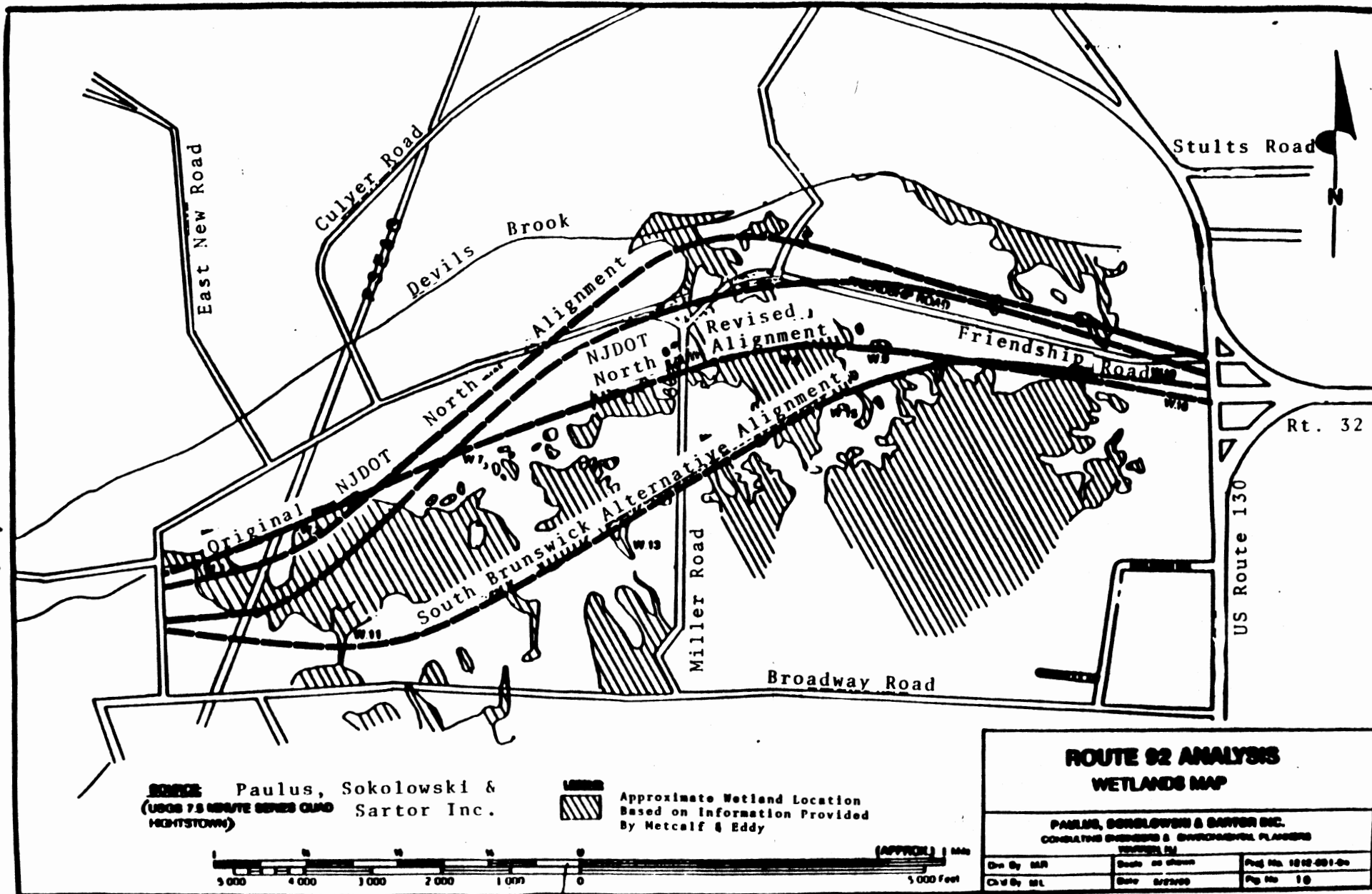
B. Cranbury

Cranbury has made no specific request of the Task Force. Cranbury has however expressed a concern that Route 92 traffic travelling towards Hightstown and Route 33 should be routed preferably via the N.J. Turnpike using Exit 8-A. Cranbury is concerned that the Route 130 capacity would be insufficient to handle the large volumes of traffic generated from Route 92, and that some of this traffic would also cause congestion on local streets through Cranbury Village.

C. South Brunswick

South Brunswick has submitted a report entitled Route 92 Alternatives Analysis dated July 31, 1989, by Paulers, Sololowski, and Sartor Inc. Consulting Engineers and Environmental Planners. The report supports the South Brunswick Alignment for Route 92. The report asserts that the South Brunswick alignment will have substantially less impacts than the N.J.D.O.T. alignment. South Brunswick has asked N.J.D.O.T. to pursue the South Brunswick alignment. N.J.D.O.T. has suggested that South Brunswick pursue the matter with N.J.D.E.P., the agency which will determine the wetlands delineation. South Brunswick requested the owners of property affected by South Brunswick alignment to ask N.J.D.E.P. for a wetlands letter of interpretation. Each of the three developments Matrix, Friendship Village and Reider have written to N.J.D.E.P. asking for N.J.D.E.P. to interpret the South Brunswick wetlands delineations on their property with regard to the proposed South Brunswick Route 92 alignment. N.J.D.E.P. has responded to the request for action by these developers. N.J.D.O.T. will study in detail the South Brunswick proposal after N.J.D.E.P.'s response on letters of interpretation. (See Map 4).

- 13 - 61X



ENGINEER Paulus, Sokolowski & Sartor Inc.
 (USGS 7.5 MINUTE SERIES QUAD HIGHTSTOWN)

LEGEND
 [Hatched Box] Approximate Wetland Location
 Based on Information Provided
 By Metcalf & Eddy

**ROUTE 92 ANALYSIS
 WETLANDS MAP**

PAULUS, SOKOLOWSKI & SARTOR INC.
 CONSULTING ENGINEERS & ENVIRONMENTAL PLANNERS
 TOWNSHIP, NJ

Drawn By: MBR	Scale: as shown	Proj. No.: 1010-001-00
Checked By: MTL	Date: 02/20/88	Page No.: 10

TITLE: ROUTE 92 ALTERNATIVES

MAP 4

D. Plainsboro

Plainsboro's concern with Route 92 has been submitted to N.J.D.O.T. and is a modification of the Perrine Road Interchange. The proposal asks N.J.D.O.T. to move the Interchange to the North. N.J.D.O.T. responded to the request by stating that they are flexible and that the proposed modification could be considered in the design phase.

Plainsboro asks that the Perrine Road Interchange modification be shown in an amended alignment filing. Plainsboro intends on having mitigation measures specified in the design phase to reduce air, noise and aesthetic environmental impacts. Measures such as berms, trees, and noise barriers are called for by Plainsboro.

E. Middlesex County

Middlesex County's concern is that Route 92 be constructed as quickly as possible. Middlesex County has asked for the construction of Route 92 as an important element in the development strategy of Southern Middlesex County to shape and manage County growth in the New Jersey Turnpike Exit 8-A and Route 1 Corridor areas. Route 92 is an important investment which fulfills a fundamental need for the people of Central New Jersey and the County. Middlesex County is concerned with capacity and level of service on County roads collecting traffic and accessing Route 92. In particular Route 535 and Route 522 are key County roads which will carry high volumes of traffic and be central to the area's development in Southern Middlesex County. The County proposes to act in partnership with the municipalities to preserve the integrity of local plans and have the transportation system carry and distribute the large volumes of vehicles which will be present as the job centers and residential communities develop.

F. New Jersey Turnpike

The New Jersey Turnpike 1986 proposal to construct a new interchange at Exit 8-A includes a grade separation under Route 535 and overpass at Route 32. This was submitted by Mr. Russell Stephenson, the N.J.D.O.T. representative via a communication dated November 16, 1989. The engineering plans of the Route 32/New Jersey Turnpike Exit 8-A overpass proposed as part of the New Jersey Turnpike 1985 - 1990 widening were also received. (See Appendix I). The letter and attached Map on Appendix Page A-2 was submitted to the Route 92 Task Force for consideration. This was reviewed in detail and the final recommendations of the Task Force are stated on Page 18 and shown on Map 3, Page 8.

SUMMARY
ROUTE 92 AREAS OF CONSIDERATION

SEGMENT	LOCATION	TASK FORCE RECOMMENDATION	COMMENTS
1. Route 27 - Route 1	South Brunswick	Design Route 1 interchange with Ridge Road to facilitate traffic access to Ramada Inn and proposed job centers.	N.J.D.O.T. has committed to design fully the Route 1/92 interchange to accommodate developments, South Brunswick, Plainsboro and Middlesex County.
2. Route 1 to Amtrak Railroad	South Brunswick/Plainsboro	Support Plainsboro's proposed redesign of the Route 92 Perrine Road interchange. NJDOT to mitigate impacts to residences in Princeton Collection development in Plainsboro by moving the interchange north and by providing other appropriate mitigation such as trees, noise barriers and berms.	N.J.D.O.T. is agreeable to Plainsboro's proposed redesign of Perrine Road interchange.
3. Amtrak Railroad to Route 130	South Brunswick	Support South Brunswick Township proposed Route 92 alignment contingent on NJDEP letter of interpretation regarding wetlands delineation. Recommendation that requests for letters of interpretation be submitted by developers and/or South Brunswick Township.	N.J.D.O.T. cannot study South Brunswick alignment until they get letter of interpretation from D.E.P. N.J.D.O.T. supports the South Brunswick Township alignment in concept and will assist South Brunswick in its efforts to obtain letters of interpretation from NJDEP to delineate and interpret wetlands of 3 property owners Matrix, Friendship Village, Ralph Reider.

SUMMARY
ROUTE 92 AREAS OF CONSIDERATION

SEGMENT	LOCATION	TASK FORCE RECOMMENDATION	COMMENTS
4. Route 130 to Route 535 and N.J. Turnpike	South Brunswick/Monroe	<p>Task Force recommends that N.J.D.O.T. extend the Route 92 EIS traffic impact assessment area east of the N.J. Turnpike Interchange 8A into Monroe and Jamesburg.</p> <p>As proposed by Monroe Township, in accord with original Route 92 northerly alignment plans, provide for Route 130 being the primary connector of Route 92 with the Hightstown by-pass leading to Route 33.</p> <p>Accordingly, adequate signage well west of Route 130 on Route 92 is to be provided to achieve that aim, including a two-lane exit from Route 92 south to Route 130 if traffic studies so indicate.</p> <p>As proposed by Monroe Twp. provide a direct connection from Rt. 92 to N.J. Turnpike Exit 8A to separate through and local traffic via appropriate signage and/or geometric improvements including safe and reasonable access to local properties.</p> <p>Also request that NJDOT investigate establishing slow speed zones at Apple-garth Road, Perrineville Road, Prospect Plains Road, Cranbury Station Road, and Union Valley Half Acre Road.</p>	<p>N.J.D.O.T. has agreed to undertake traffic impact study to area east of N.J. Turnpike Exit 8A in Monroe. Requests for letters of interpretation must be submitted by developers to N.J.D.E.P.</p> <p>N.J.D.O.T. design of alignment to be in relationship to wetland delineation after receipt of letters of interpretation from N.J.D.E.P.</p>
			<p>N.J. Turnpike proposal for a direct connection from Route 92 to N.J. Turnpike Exit 8A via an interchange going under Route 535 and over Route 32 also considered. (See Appendix I).</p>
			<p>Grade separation between Interchange 8A with Route 32 under existing plans of N.J. Turnpike widening. (See Appendix I).</p>

SUMMARY
ROUTE 92 AREAS OF CONSIDERATION

SEGMENT	LOCATION	TASK FORCE RECOMMENDATION	COMMENTS
5. Route 522 Extension Jamesburg By-Pass	Monroe	Request a preliminary feasibility study of a Route 522 extension (Jamesburg bypass) from Route 535 to Matchaponix - Texas Road.	Monroe Township proposes the Route 522 extension to Matchaponix/Texas Road as by-pass road around Jamesburg.

IV. CONCLUSION

IV. Conclusion

The work of the Task Force over the past six months has allowed the affected communities, developers, Middlesex County and residents to express their concerns to N.J.D.O.T. respect to proposed Route 92 alignment. Specific actions of the Task Force included:

- . Generating proposals for possible action by N.J.D.O.T. during the design phases of Route 92.
- . Forwarding action on wetlands delineation and interpretation for D.E.P. action.
- . Identifying traffic distribution design schemes for the New Jersey Turnpike Exit 8-A area including the proposed Route 522 extension to Matchaponix - Texas Road.

The M.C.T.C.C. in the future will continue to be available to facilitate discussion and dialogue on issues affecting the Southern Middlesex County.

Regarding its role as active participant in these development issues, it has been suggested that the Task Force remain constituted to be called into session on an ad hoc basis if and when a clear and present opportunity for action arises. The interim and ongoing mechanism for public comment and participation on Route 92 will continue to be the Middlesex County Transportation Coordinating Committee which will periodically schedule updates on the status of design phases.

V. APPENDIX



State of New Jersey
DEPARTMENT OF TRANSPORTATION
 1035 PARKWAY AVENUE
 CN 600
 TRENTON, NEW JERSEY 08625

Robert A. Innocenzi
 Acting Commissioner

IN REPLY PLEASE REFER TO

1985-90 Widening
 Program
 Rt. 92, Inter-
 change 8A
 Traffic Volumes

RECEIVED

NOV 16 1989

MIDDLESEX COUNTY
 PLANNING BOARD

November 9, 1989

Mr. George Ververides, Director
 County Planning
 Middlesex County Planning Board
 40 Livingston Avenue
 New Brunswick, NJ 08901

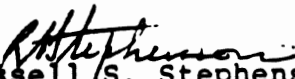
Dear Mr. Ververides:

Enclosed is a copy of a Turnpike Exit 8A/Rt. 32 Inter-
 change Scheme, which was developed by the Turnpike in 1986, and
 which I personally think would be very good as a long-term
 interface with Route 92. I also think Monroe Township would
 like this scheme.

Another very important aspect of this scheme is that
 it would take the Turnpike traffic out of the Rt. 32/535
 intersection. This plan is one the Turnpike should be urged
 to resurrect and pursue, if it is not too late.

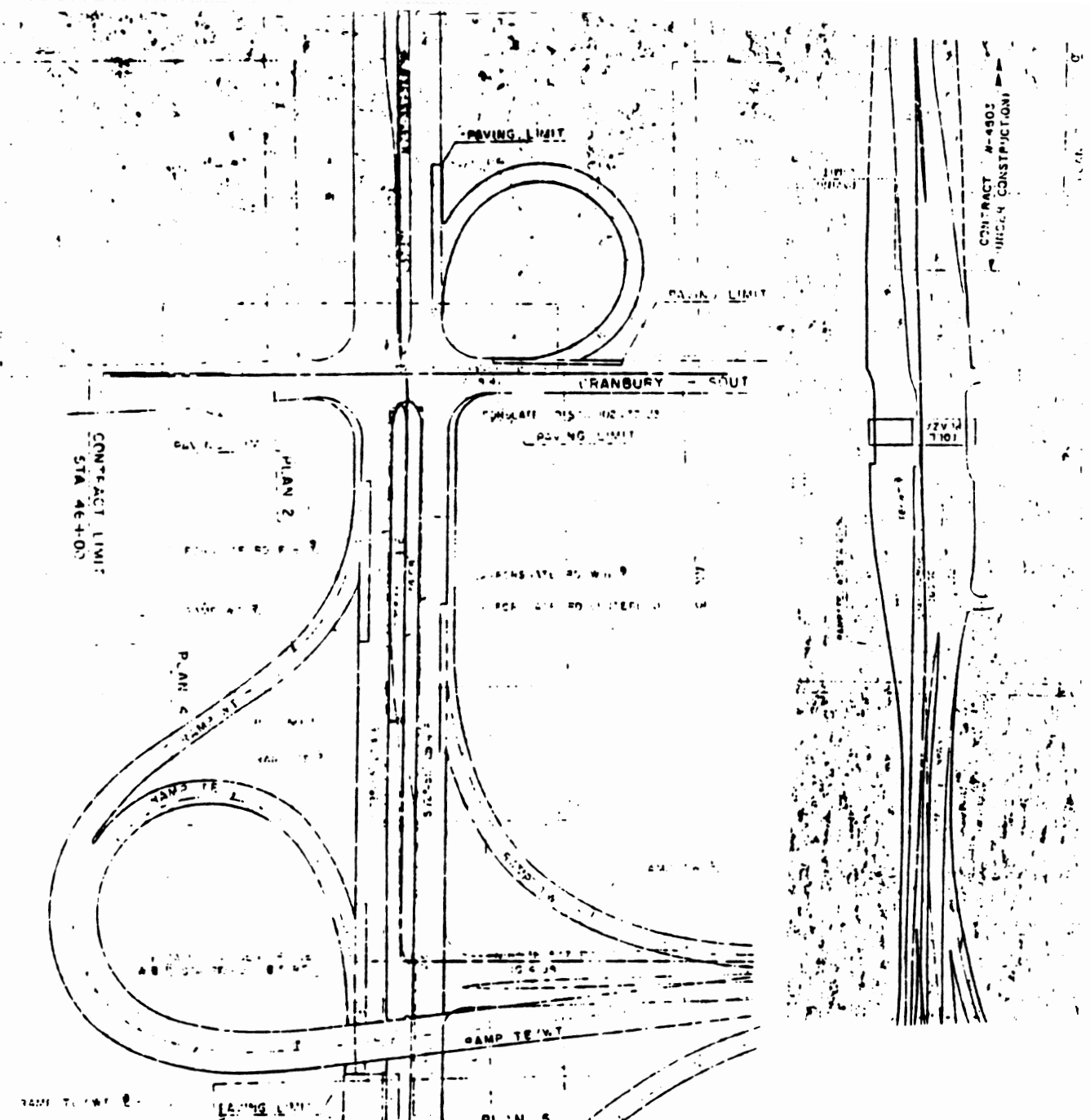
Please do not hesitate to contact me if you have any
 questions.

Sincerely yours,


 Russell S. Stephenson
 Manager, Bureau of Project Location
 Division of Project Development

Enclosure (See Page A-2)

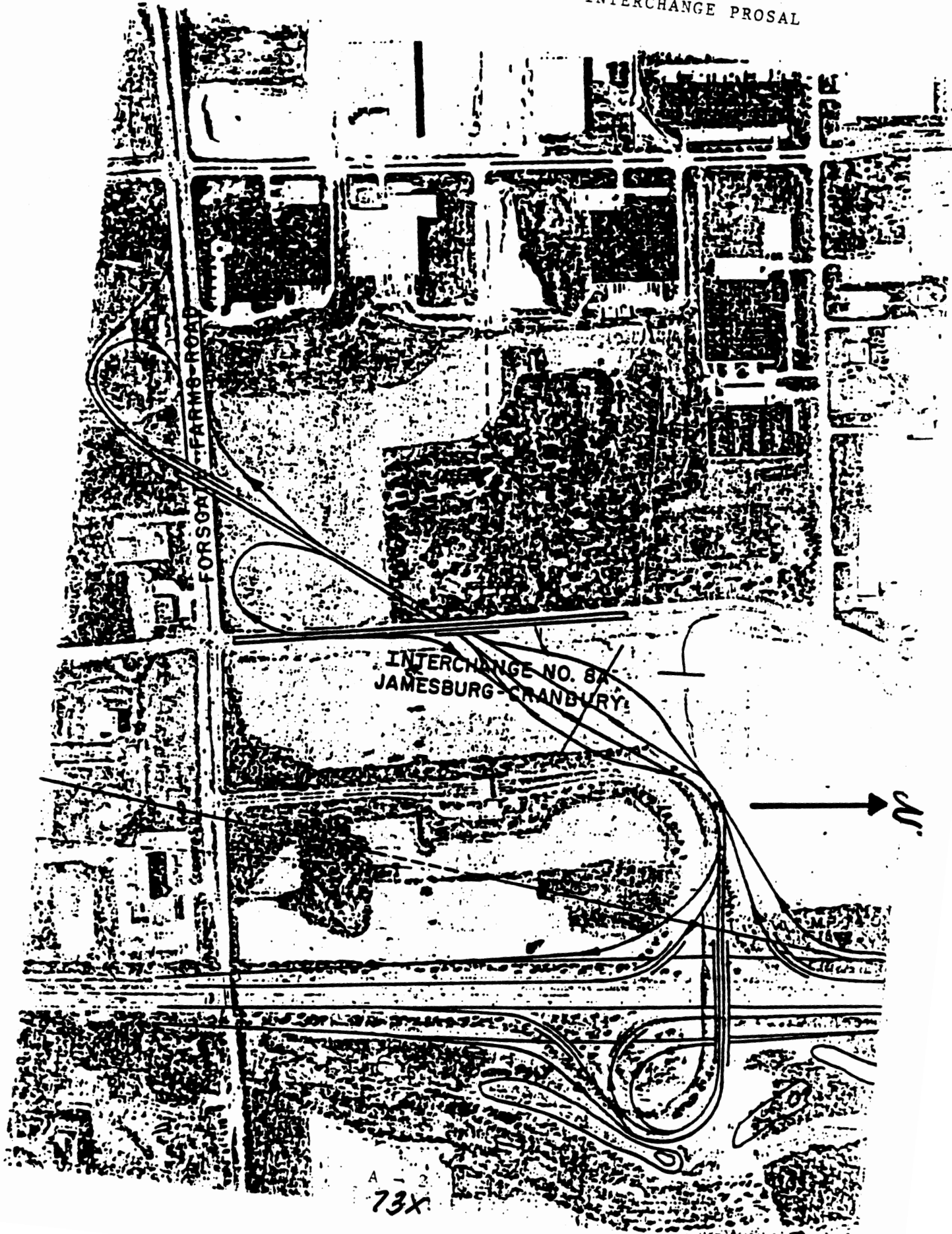
New Jersey Is An Equal Opportunity Employer



NEW JERSEY TURNPIKE EXITS A
ROUTE 32 OVERPASS PLANS

NEW JERSEY TURNPIKE AUTHORITY	
NEW JERSEY TURNPIKE	
1985-90 WIDENING	
SECTION NO. 4F - MILE 227 TO MILE 252	
CONTRACT NO. W-4302	
PLAN REFERENCE SHEET	
DE LEUN CATHERAND COMPANY INC.	SCALE: 1" = 40'
DAVID M. SCHWENKER	DATE: 1/85

NEW JERSEY TURNPIKE EXIT 8A/ROUTE 32 INTERCHANGE PROSAL



A-2
73X

Herring

A RESOLUTION ENDORSING A PROPOSED
ALTERNATIVE FOR ROUTE 92 WEST

WHEREAS, the New Jersey Department of Transportation has announced that the existing plans for the construction of Route 92 West are being withdrawn by the Department of Transportation; and

WHEREAS, the Township of South Brunswick recognizes that there is a need for an alternative proposal for a regional road connecting Route 206 and Route 1; and

WHEREAS, the Township Committee has received a report prepared by the Middlesex Somerset Mercer Regional Council Inc., dated June 7, 1991; and

WHEREAS, that report at page 3 properly reflects the position of the Township of South Brunswick for a preferred alternative to Route 92 West; and

WHEREAS, the Township Committee of the Township of South Brunswick deems it in the best interest of the Township to endorse that proposal and advise the New Jersey Department of Transportation of said endorsement.

NOW, THEREFORE, BE IT RESOLVED by the Township Committee of the Township of South Brunswick, County of Middlesex, State of New Jersey, that the Township of South Brunswick hereby endorses and adopts the position set forth in the narrative prepared by the Middlesex Somerset Mercer Regional Council Inc., dated June 7, 1991 and titled "South Brunswick Township" at page 3 of said narrative; and

BE IT FURTHER RESOLVED that the Township Clerk shall forward a copy of said resolution to the New Jersey Department of Transportation and the Middlesex Somerset Mercer Regional Council, Inc.

I do hereby certify that the foregoing is a true copy of a Resolution passed by the Township Committee of South Brunswick at a meeting duly held on the 18th day of June, 1991.

[Signature]

RESOLUTION
MIDDLESEX COUNTY T.C.C. ENDORSEMENT OF THE
ROUTE 92 TASK FORCE REPORT:
PROPOSED ROUTE 92

WHEREAS, the proposed Route 92 which is to serve the Middlesex-Somerset-Mercer County region of Central New Jersey has been identified by N.J.D.O.T. along an alignment extending from Route 206 in Somerset County to Route 130 and Route 32 in the vicinity of the New Jersey Turnpike Interchange 8-A, affecting South Brunswick, Plainsboro, Monroe and Cranbury, in Middlesex County; and

WHEREAS, the Route 92 Task Force was created by Freeholder David B. Crabiel, Chairman of the Middlesex County Transportation Coordinating Committee, to facilitate the acceptance of an alignment within N.J.D.O.T.'s approved Route 92 Corridor which allows for design adjustments proposed by the affected municipalities; and

WHEREAS, the Task Force is comprised of persons representing N.J.D.O.T., Middlesex County, South Brunswick, Plainsboro, Cranbury, Monroe, as well as developers and residents of Rossmoor, Concordia, Clearbrook, and Whittingham; and

WHEREAS, design solutions to mutual concerns were addressed pertaining to Route 92; and

WHEREAS, the recommendations and evaluations which are contained in the report entitled: Report of the Route 92 Task Force, Proposed Route 92, included in Attachment 'A,' support the resolution of municipal concerns which will require action by the New Jersey Department of Transportation, the New Jersey Department of Environmental Protection, and the affected municipalities and developers; and

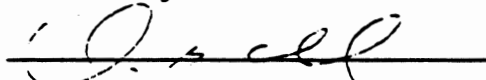
WHEREAS, the above mentioned report recommends:

- 1) Inclusion of the recommendations of the Route 92 Report in the official N.J.D.O.T. Route 92 corridor and in the preparation of the final design plans;
- 2) Filing of this report with the New Jersey Department of Transportation;

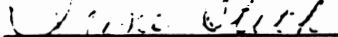
NOW, THEREFORE, BE IT RESOLVED that the Middlesex County Transportation Coordinating Committee endorses the recommendations of the Report of the Route 92 Task Force Proposed Route 92:

BE IT FURTHER RESOLVED that the T.C.C. recommends similar action to be taken by the Middlesex County Board of Chosen Freeholders;

BE IT FURTHER RESOLVED, that copies of this resolution along with the above mentioned report be submitted to the Middlesex County Board of Chosen Freeholders, the Governor's Office, the Middlesex County Legislative Delegation, the New Jersey Department of Transportation, the New Jersey Turnpike Authority, the municipal clerks of Cranbury, Monroe, Plainsboro, and South Brunswick, the Middlesex County Planning Board, the Middlesex County Engineering Office, and the North Jersey Transportation Coordinating Council.


David B. Crabiell, Freeholder
Chairman, Middlesex County
Transportation Coordinating
Committee

Dated: January 11, 1990

Attest: 
Irene Stith
M.C.T.C.C. Secretary

