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MRS. E. KIRCHNER, 129 Schley St, Property Owner.

ROY E. KITCHELL, 1041 Bertram Terr, Union, N.J., Township Committeeman, Township of Union.

MRS. W. KLEINBERK, 56 Bragaw Ave, Newark 12, N.J., Property Owner.

WILLIAM KLEINBERG, 56 Bragaw Ave, Newark 12, N.J., Property Owner.

MRS. L. KLEISSLER, 1548 Hillcrest Terr, Union, N.J., Property Owner.

WILLIAM R. KLINE, 1062 Stuyvesant Ave, Irvington 11,N.J. Property Owner.

ARTHUR KLUCK, 1430 Arsdale Terr, Union, N.J., Property Owner.

MRS. DOLORES KLUCK, 1430 Arsdale Terr, Union, N.J., Property Owner.

FRED KOCH, 2710 Vauxhall Rd, Union, N.J.,Property Owner.

NATHAN KOLAND, 39 Schuyler Ave, Newark, N.J.,Property Owner.

FLORENCE KOONCE, 79 Orleans Place, Vauxhall, N.J., Property Owner.

WASHINGTON KOONCE, 79 Orleans Place, Vauxhall, Union, N.J., Property Owner.

John KOVACS, 2279 Halsey St, Union, N.J., Property Owner.

MARY KOVACS, 2279 Halsey St, Union, N.J., Property Owner.

MRS. ADAM KOWALSKI, 13 Lentz Place,Irvington, N.J., Property Owner.

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
HARRY UNGARSOHN, CERTIFIED STENOTYPE REPORTER AND STAFF

FRANK KRAUS, 11 Paine Ave, Irvington, N.J. Property Owner.

MORT KRAMER, 650 Ramsey Ave, Hillside, N.J., Property Owner.

HENRY KREH, JR., 1038 Salem Ave, Union, N.J. Engineer, Union Township

HAZEL KRUG, 66-41st St, Irvington 11, New Jersey., Property Owner

R. KIMBALL, Chestnut Ave, Irvington, N.J.,Property Owner.

ADOLPH C. KUBER, 55 Haden Ave, Irvington 11, N.J.,Property Owner

GEORGE C. KUEBLER, 1501 Rose Terr, Union, N.J., Property Owner

MRS. JOHN KUTERKA, 17 Paine Ave, Irvington, N.J.,Property Owner

TOINI LAAKSO, 105 Garfield Ave, Jersey City 5,N.J., Essex College of Business.

ROBERT R. LACKEY, 275 Huguenot Ave, Union, N.J., Police Commissioner, Union, N.J.

J. EDMUND LAFFERTY, 627 Fairfield Ave, Kenilworth, N.J., Prin. Asst. Engr. Union County Park Commissioner.

JOSEPH L. GREGOR, 1563 Porter Rd, Union, N. J., Property Owner.

L. W. LANGER, 23 Cornell St, Irvington, N.J., Property Owner.

R. LANDES, 31 Cordier St, Irvington, N.J., Property Owner.

ROBERT LASKOWITZ, 32 Richard Terr, Union, N.J., Property Owner.

GEORGE O. LAGRITZ, 15 Grant Place, Irvington 11, N.J.,Property Owner.

GEORGE W. LAYNT, 1432 Crandell Terr, Union, N.J., Property Owner

PAUL LEBZELTER, 65 Lenox Ave, Property Owner.

GEORGE M. LELAND, 3 William St, Newark, N.J.,Partner-Edwards&Kelcey

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
HARRY UNGARSOHN, CERTIFIED STENOTYPE REPORTER AND STAFF

WILLIAM LENGEL, 202 Osborne Ter, Newark 12, N.J.,Property Owner

ERNEST LEUKKELLER, 1571 Porter Rd, Union, N.J.,Property Owner.

D. .A. LETTINI, 518 Monmouth Ave,Linden, N.J., Bldr. Contractor.

PETER J. LINDER, 33 W. State St., Trenton, N.J., Jr. Planner, State Planning Bureau,Dept of Conservation & Economics.

IRVING LESTER, 109 Webster St, Irvington, N.J., Property Owner.

ANNA LOGAN, 109 Melville Place, Irvington 11, N.J.

HAROLD S. LOGAN, 109 Melville Place, Irvington 11, N.J.

HUGO LOHDORF, 33 Dupont Pl, Irvington, N.J., Property Owner.

SOPHIE LOHDORF, 33 Dupont Pl, Irvington, N.J., Property Owner

HERT LOTTMAN, 1522 Elaine Ter, Union, N.J., Property Owner and President of Brook Civic Assn.

MRS. ETHEL LOTTMAN, 1522 Elaine Terr, Union, N.J., Property Owner.

TOM L. LOUCOPOLOS, 22 Fessenden Pl, Newark, N.J.,Property Owner.

MAJOR, WILLIAM H. LOVELL, Irvington, N. J.

CLINTON F. LOYD, 2804-41st Ave, Long Island City,N.Y.

CHARLES J. LUKAS, 2015 Myrtle Ave, Union, N.J., Property Owner

STEPHEN J. LUKOS, 2015 Myrtle St, Union, N.J.,Property Owner.

THOMAS M. TULLY, 41 Wolf Place, Irvington, N.J. Property Owner.

GEORGE F. McBRIDE, JR. 614-2nd St, Hoboken, N.J.,Essex Business College.

PAUL McCLINTOCK, 2262 Fern Terr, Union, N.J.,Property Owner.

FRANCIS P. McCORMICK, Essex County Engr. 900 Bloomfield Ave, Verona, New Jersey.

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
HARRY UNGARSOHN, CERTIFIED STENOTYPE REPORTER AND STAFF

C. A. McLEOD, 90 Northfield Ave, East Orange, N.J.,Property Owner

M. J. MADIGAN, 2 East 78th St, N.Y.City.

KARL MAKLER, 2015 Edison Ter, Union, N.J.

DON MALAFRONTE, Newark Star-Ledger, Newark, N.J.

CHARLES MANGRENT, 7 Essex St, Irvington, N.J.

MRS. P. MANZ, 597 Belmont Ave, Newark, N.J., Property Owner

MRS. S. MARCUS, 22 Linden Ave, Irvington 11, N.J.,Property Owner.

JOHN R. MARTIN, Irvington, N.J., Director

MRS. WALTER MARX, 21 Hazel Place, Property Owner.

E. MARYSCHEK, 116 Claremont Ave, Irvington, N.J.,Property Owner.

RONALD M. MASCARINI, 1084 Grove St, Irvington, N.J., Property Owner.

MARY MATEYKA, 21 Van Ness Terrace, Maplewood, N.J.,Property Owner.

JOSEPH MATO, 35 Orchard Place, Irvington, N.J.

MICHAEL MATUSZEWSKYI, 38 Union Place, Irvington, N.J.,Property Owner.

THOMAS MELILLO, 420 Monroe St, Hoboken, N.J.,Property Owner.

WILLIAM MERCER, 311 Johnson Ave, Newark, N.J.,Property Owner.

ERCE MERCURIO, 1A Leventhal Ave, Irvington, N.J., Property Owner.

SOLOMON METRICK, 62 Woolsey St, Irvington, N.J.,Property Owner.

RUDOLPH METZGER, 1585 Van Ness St, Union, N.J.,Property Owner.

RICHARD MEYER, 15 Hill St, Newark, N.J.,Property Owner.

C. R. MYERS, 645 Glenwood Ave, Hillside, N.J., Property Owner.

COMM. VITO A. MIELE,Town Hall,Irvington, N.J. Dir. Dept of Parks

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
HARRY UNGARSOHN, CERTIFIED STENOTYPE REPORTER AND STAFF

MICHAEL MIKTUS, 1518 Elaine Terrace, Union, N.J., Property Owner

MRS. A. MIKULAK, 305 Nesbit Ter, Irvington 11, N.J.,Property Owner

ANDREW MILLE, 209 Nesbit Ter, Irvington, N.J.,Property Owner.

L. J. MILLER, 58 Mill Rd, Irvington, N.J., Property Owner.

THOMAS H. MILLER, 1617 Edmund Terr, Union, N.J.,Property Owner.

WILLIAM MILLER, 14 Union Place, Irvington, N.J.,Property Owner.

MRS. E.H. MILTNER, 1584 Hillcrest Terr, Union, N.J.,Property Owner.

E. H. MILTNER, 1584 Hillcrest Ter, Union, N.J., Property Owner

JOSEPH MIRZWA, 104 Union Ave, Union, N.J., Property Owner.

MRS. F. MISTRETTA, 20 Van Ness Terr, Maplewood,N.J. Property Owner and Parkview Civic Org.

PHILIP J. MISTRETTA, 20 Van Ness Ter, Maplewood, N.J., Property Owner; Board of Governors-Parkview Civic Org.

H. A. MEKER, 1034 Salem Rd, Union Township, N.J, Asst.Town Engr.

MRS. H. MORLOCK, 10 Leslie Place, Irvington, N.J.,Property Owner

MRS. JAMES MAHAN, 1672 Edward Ter, Union, N.J., Property Owner.

HAROLD MOORE, 17 Grant Ave, Jersey City, N.J.

MRS. M. MORGAN, 50 Spruce St, Newark, N.J.

SAMUEL S. MORRIS, 238 Schley St, Newark, N.J., Property Owner.

H. F. MORSBACH, 117 E. Clay Ave, Roselle Park, N.J., Asst. Engr. Township of Millburn.

ALAN S. MOSCOWITZ, 350 Frelinghuysen Ave, Newark, N.J., Property Owner.

SAM MOSKOWITZ, 4 Sager Pl, Irvington, N.J.

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
HARRY UNGARSOHN, CERTIFIED STENOTYPE REPORTER AND STAFF

ROCCO RUSSOMANNO, 43 Berkshire Place, Irvington 11, N.J., Property Owner.

MRS. RITA SADOWSKI, 10 Temple Place, Irvington, N.J., Property Owner.

ELMORE W. SANDERSON, 174 Jacob St,Maplewood, N.J.,Property Owner.

WILLIAM SANTAY, 70 Glenrieux St,Irvington, N.J., Property Owner.

GERARD A. SASSONE, 321 Park Ave, Newark, N.J., Essex County Dist.Council of Carpenters, Business Repr.

MRS. GRANVILLE SAUNDERS, 262 Seymour Ave, Property Owner.

M. SAWAKIL, 24 Chestnut Ave, Irvington, N.J.

W. H. SAVAGE, 126 Passaic St, Newark, N.J., Esso Std Oil Co.

BENJAMIN SCHARF, 1556 Elaine Terr, Union, N.J.,Property Owner.

MRS. L.E.WALKER, 2211 Summit Terrace, Linden, N.J.,Property Owner.

B. WALLACH, Property Owner.

JOSEPH WALSH, 1074 Grove St, Irvington, N.J.

MRS. MARIE WARD, 13 Sager Place, Irvington, N.J.,Property Owner.

MRS. C.T. WARRENDER, 75 Schley St, Newark 12, N.J., Property Owner

OTTO E. WEIGEL, 178 Paine Ave, Irvington, N.J., Property Owner.

GEORGE WEILER, 12 Burwell St, Union, N.J.,Property Owner.

JOHN WEILER, Exec. Secretary, Chamber of Commerce, 1007 Springfield Ave, Irvington, N.J.

ALVIN M. WELTER, 1554 Everett Circle, Union, N.J., Property Owner and Member Everett Estates Homeowners Assoc.

HARRY WERNICKE, 143 Lenox Terr, Englewood, N.J. Treas, Atlantic Lacquer Mfg. Co.

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
HARRY UNGARSOHN, CERTIFIED STENOTYPE REPORTER AND STAFF

WASHINGTON OFFICE
1311 G STREET, N. W.
WASHINGTON 5, D. C.
METROPOLITAN 8-0889

NEW YORK CITY OFFICE
145 NASSAU STREET
NEW YORK 38, N. Y.
WORTH 4-7589

LONG ISLAND OFFICE
199 MERRICK ROAD
LYNBROOK, N. Y.
LYNBROOK 3-9222

E. M. WETZEL, 1487 Elaine Ter, Union, N.J., Property Owner.

L. E. WETZEL, 1487 Elaine Ter, Union, N.J., Property Owner.

CHARLES F. WHARTON, 486 Nye Ave, Irvington, N.J.,Property Owner.

MRS. LOUISE WHARTON, 486 Nye Ave, Irvington 11, N.J.,Property Owner.

LOUISE M. WHITE, 323 Cort St, Irvington, N.J.,Property Owner.

MELVYN W. WHITE, Main St. Spring Valley, N.Y.

ALBERT WIGLER, 310 Seymour Ave, Newark, N.J., Property Owner.

A. L. WILLIAMS, 32 Elberth Rd, Maplewood, N.J., Property Owner.

JAMES J. WILLIAMSON, Veness Terr, Union, N.J., Property Owner.

MAX WINICK, 106 Coolidge St, Irvington, N.J., Property Owner.

STANLEY B. WINTERS, 26 Stanley Ave, Newark 8, N.J., Property Owner and President of Clinton Hill Neighborhood Council..

ROLAND WOERNER, 14 Norwood Ave, Irvington, N.J., Property Owner.

MRS. ANNA WOLF, 278 Nesbit Terr, Irvington, N.J., Property Owner

MAX. WOLLER, 1579 Porter Rd, Union, N.J., Property Owner.

MRS. IRMA WORKA, 270-40th St, Irvington 11, N.J.

MRS. MARY WOROBETZ, 109 Melville Pl, Irvington, N.J., Property Owner.

MRS. L. WINDER, 1554 Edmund Terr, Union, N.J.,Property Owner.

RUDOLF WUSSLER, 1564 Andrew St, Union, N.J., Property Owner.

HARRY WIDZEDMAK, 63-38th St, Irvington 11,N.J., Property Owner.

WILLIE WYNN, 145 Shaw Ave,Jersey City, N.J.

REV. REG. A. YAKE, 53 Cummings St, Irvington, N.J. Pastor-Irvington Assembly of God Church.

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
HARRY UNGARSOHN, CERTIFIED STENOTYPE REPORTER AND STAFF

HAROLD D. YERNICK, 176 Oakland Rd, Maplewood, N.J.,Property Owner.

MRS. F.J. YETTER, 154 Franklin Terrace,Irvington, N.J.,

REV. F. J. YETTER, 154 Franklin Ter, Irvington, N.J., Pastor Methodist Church in Irvington.

EDWIN ZAHN, 14 Russell St, Union, N.J., Property Owner.

MR. FRED ZAWORSKI, 46 Van Ness Ter, Maplewood, N.J., Property Owner and Board of Governors- Parkview Civic Org.

CHARLES ZENGLEIN, 23 Lowenthal Ave, Irvington, N.J.

JOHN A. ZENGLEIN, JR, 23 Lowenthal Ave, Irvington, N.J., Property Owner.

MRS. HELEN ZIESSLER, 1 Newton Pl, Irvington, N.J.,Property Owner

MAX SCHLEIFFER, 1455 Highland Ave, Hillside, N.J., Township Commissioner.

MRS. M. SCHLOSSHAUER, 1671 Andrew St, Union, N.J., Property Owner.

JOSEPH SCHNEIDER, 50 Skene Ave, Newark, N.J., Property Owner.

MRS. MARTHA SCHMITT, 2710 Vauxhall Rd, Union, N.J.,Property Owner.

FORREST V. SCHNOVER, 1007 Springfield Ave, Irvington, N.J., Property Owner.

MRS. A.SCHOENBERGER, 152 Paine Ave, Irvington, N.J.,Property Owner.

RALPH SCHNEBELI, 147 Schley St,Newark, N.J.,Property Owner.

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
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NEW YORK 38, N. Y.
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LONG ISLAND OFFICE
199 MERRICK ROAD
LYNBROOK, N. Y.
LYNBROOK 3-9222

WILLIAM P. SCHROECK, 21 Olympic Terr, Irvington, N.J., Property Owner.

MRS. VIRGINIA SCHWEIZER, 19 Victor Pl, Irvington 11,N.J., Property Owner.

MRS. JOS. SCRUPSKI, 26 Richard Terrace, Union, N.J., Property Owner.

JOSEPH F. SCRUPSKI, 26 Richard Terr, Union, N.J.,Property Owner.

JOSEPH A. SEFACK, 1563 Hillcrest Terr, Union, N.J.,Property Owner.

MABEL SEFACK, 1563 Hillcrest Terr, Union,N.J., Property Owner.

MRS. MARTIN SELIG, 19 Normandy Place, Irvington, N.J., Property Owner.

B. SELIGMAN, 349 Summit Rd, Mountainside, N.J.,Property Owner.

JOHN R. SERIVAN, 431 Lyons Ave, Newark 12, N.J.,Property Owner.

TONY SHERMETO, 75 Prospect Ave, Irvington 11,N.J.,Property Owner

G. SHUSTER, 636 Lyons Ave, Irvington, N.J.,Property Owner.

RALPH SHUSTER, 636 Lyons Ave,Irvington, N.J.,Property Owner.

COLETTE SIAND, 864 Sanford Ave, Irvington, N.J.(Property Owner.

SAMUEL SIMON, 41 Norwood Ave, Irvington, N.J. Tenant

EDWARD SIMANDI, 108 Fabyan Place, Newark, N.J. Veterans Org.

PHILIP SINGALEWITCH, 30 Chestnut Ave, Irvington, N.J., Property Owner.

MRS. FREDERICK STURIFF, 1614 Andrew St, Union, N.J.,Property Owner.

A. SMITH, 11 Rich St,Irvington,N.J.,Property Owner

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
HARRY UNGARSOHN, CERTIFIED STENOTYPE REPORTER AND STAFF

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WORTH 4-7589

LONG ISLAND OFFICE
199 MERRICK ROAD
LYNBROOK, N. Y.
LYNBROOK 3-9222

ELLIS SMITH, Box 55, Roselle, N.J., Property Owner.

HENRY SUCHSMITH, Roselle, N.J., Property Owner.

M. P. SMITH, 1435 Clinton Ave, Irvington, N.J.,Property Owner.

JOHN SMAGO, 2018 Edison Terr,Union, N.J.

SANDRA SOMERS, 609 Kingston Ave, Kenilworth, N.J. Secretary-Dept.Research & Field Survey, N.J.Council of Churches.

MRS. M. SONNER, 1632 Kenneth Ave, Union, N.J., Property Owner.

RICHARD SPARKS, 70 Kew Drive, Springfield, N.J., Property Owner.

MR & MRS. HENRY J. SREDNICKI, 49 Van Ness Terr,Maplewood, N.J., Property Owner.

GEORGE STAMKAN, 1124 Orchard Terr, Union, N.J.,Property Owner.

MRS. FRED J. STEIL, 577 Stuyvesant Ave, Irvington, N.J., Property Owner.

MRS. A. STEIN, 69 Dewey St, Newark 12, N.J.

FRANK J. STEIN, 577 Stuyvesant Ave, Irvington, N.J.,Property Owner.

GEORGE STEINBACKER, 82 Benrinone Pl, Irvington,N.J.

W. H. STEPHENS, 62 Woolsey St, Irvington, N.J., Secretary, Textex Finishes Inc.

W. E. STERNECKERT, 1720 Kenneth Ave, Union, N.J., Property Owner.

DORA & FRANK STERNLER, 71 Van Ness Terr., Maplewood, N.J., Property Owner.

A. STOCKEL, 86 Stecher St, Newark, N.J., Property Owner.

HERMAN P. STOCKINGER, 382 Boyden Ave,Maplewood, N.J.,Property Owner.

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
HARRY UNGARSOHN, CERTIFIED STENOTYPE REPORTER AND STAFF

T. O. STOER, 25 Chapman Place, Irvington, N.J., Inspector.

THERESA STOKES, 25 Chapman Place, Irvington 11, N.J., Property Owner.

CHAS. STOKER, 98 Florence Ave, Irvington, N.J.

MARTIN STOLZENBERGER, 21 Allen St, Irvington, N.J., Property Owner

MRS. WM. STROBEL, 18 Berkeley St, Maplewood, N.J., Property Owner

FRED J. STRYCHEWICZ, 83 Coolidge St, Irvington, N.J., Property Owner.

K. G. SULZIAN, 18 Fielding Rd, Short Hills, N.J., Property Owner and Pres of Cummins Diesel Metro. Inc.

ABRAHAM C. SUSSER, 136 Vesser Ave, Newark, N.J., Property Owner.

DAVID TABB, 1464 Maple Ave, Hillside, N.J.

DAVID J. TEICHMAN, 17 MartinPlace, Irvington, N.J., Property Owner.

E. E. THOMAS, 113 Astor St, Newark, N.J., Asst. Secy, Englehard Industries Inc.

WILLIAM THOMAS, 366 Chadwick Ave, Newark 12, N.J., Property Owner

PAUL TODARO, 2174 Morris Ave, Union, N.J.

FRANK TROVIA, 153 Carolina Ave, Irvington, N.J., Property Owner

HERTA B. TULLY, 14 Leslie Place, Irvington, N.J., Property Owner

CHARLES T. TURBETT, 24 Paine Ave, Irvington, N.J., Property Owner

MRS. ALEX UHER, 1557 Andrene St, Union, N.J., Property Owner.

PETER ULESKY, 124 Nesbit Ter, Irvington, N.J., Property Owner.

JACK UNTERMEYER, 1041 Clinton Ave, Irvington, N.J., Property Owner.

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
HARRY UNGARSOHN, CERTIFIED STENOTYPE REPORTER AND STAFF

GEORGE VACCARO, 1112 Sheridan Ave, Roselle, N.J.

MRS. PHILIP VAIL, 45 Norwood Ave, Irvington, N.J.,Property Owner

A. J. VARONE' 1547 Elaine Terrace, Union, N.J.,Property Owner.

ALBERT VASARROVEY, 13 Burwell St, Union, N.J.,Property Owner.

L. J. VOLPE, Box 275, Elizabeth, N.J., Union Co.Park Comm.

F. C. VONHOF, 744 Broad St, Newark 2, N.J., Property Owner.

S. S. VOORHEES & SONS INC. Burnett Ave & Stanley Ter. Union, New Jersey, Property Owner.

ANTHONY ZINKIEWITCZ, 1425 Arsdale Ter. Union, N.J., Property Owner.

MRS. SOPHIE ZINKIEWITZ, 1425 Arsdale Terr, Union, N.J., Property Owner.

RALPH ZINN, 170 Schuyler Ave, Newark 12, N.J., Property Owner.

ANTHONY V. ZIRPOLI, 2291 Fern Ter. Union, N.J., Property Owner.

NEAL ZUCKER, 721 Chancellor Ave, Irvington, N.J.,Property Owner.

SAMUEL J. ZUCKER, 65 Webster St, Irvington, N.J., Property Owner

EUGENE OSIEJA, 62 Hardgrove Ter. Irvington 11, N.J.,Property Owner.

ROBERT P OSTREITER, Township Official, Township Committee, Union, N.J.

MRS. E. PAJUNAS, 15 Paine Ave, Irvington, N.J.,Property Owner.

H. PALMER, 100 Park Ave, N.Y.C., Genl. Mgr.Engr.American Can Co.

FRANK S. PALUMBO, Jr. 231 Condert Pl, South Orange, N.J., Property Owner.

DANIEL PAPP,1493 Warwick Ct,Union, N.J., Property Owner.

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
HARRY UNGARSOHN, CERTIFIED STENOTYPE REPORTER AND STAFF

JOSEPH E. PARTENHEIMER, Maplewood, N.J., Township Committee

CLAIRE PEDDIE, 16 Porter Rd, Maplewood, N.J., Property Owner.

LOUIS GEDDIE, 16 Porter Rd, Maplewood, N.J., Property Owner.

ANTHONY PETRUCELLI, 14 Lindsley Place, East Orange, N.J., Property Owner.

ALFRED PFLUGER, 15 Naden Ave, Irvington, N.J.

EUGENE PHILLIPS, 51 Naden Ave, Irvington, N.J., Property Owner.

W. ROY PHILLIPS, 19 Cutler Place, Clark, N.J.

RICHARD RIPKEN, 901 Broad St, Newark, N.J.

MRS. HARRIET C. PITMAN, 199 Hillside Terr, Irvington 11, N.J. Property Owner.

WALTER PODGURSKI, 2213 Alpine Ave, Union, N.J.,Property Owner.

POLISH BUSINESS & PROF. ASSOC.415-16th Ave, Irvington, N.J., Property Owner.

SAMUEL POLLACK, 28 Yates Ave, Newark 12, N.J., Property Owner

W. E. PONTIEN, 3 William St, Newark, N.J., Proj Engr. Edwards and Kelcy Inc.

MR & MRS. T. J. POWELL, 21 Richard Terrace, Union, N.J., Property Owner.

NORA ROSSMAN, 1082 Sanford Ave, Irvington, N.J., Property Owner.

MRS. RUTH RUFFER, 71 Osborne Place, Irvington, N.J., Property Owner.

WALTER RUBINCKE, 20 Marshall St, Apt 6W,Irvington, N.J.

MR. TADEUSZ ROGOWSKI, 1528 Everett Circle, Union, N.J., Property Owner.

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
HARRY UNGARSOHN, CERTIFIED STENOTYPE REPORTER AND STAFF

WM. G. ROEHM, 146 Park Place, Irvington, N.J., Property Owner.

GERTRUDE ROHDE, 76 Lindsley Ave, Irvington, N.J.

ELIAS ROMANOWICZ, 9 Dupont Place,Irvington, N.J.,Property Owner.

STEPHEN Y. ROMNIE, Maplewood, N.J., Township Clerk

W. L. RIEMANN, 103 Coolidge St, Irvington, N.J.,Property Owner.

ANTHONY B ROBAK, 1989 Myrtle St, Union, N.J., Property Owner.

STANLEY J. ROLIN, 421 Chancellor Ave, Newark, N.J.,Property Owner

REV. L.B. ROBINSON, 377 Clinton Ave, Newark 8, N.J., Pastor Central Presbyterian Church.

MRS. WM. MIECKE, 2001 Myrtle St, Union, N.J.,Property Owner.

ALBERT J. MULLER, Elaine Ter, Union, N.J., Property Owner.

L. MULLER, 1427 Elaine Terr, Union, N.J.,Property Owner.

VIRGINIA T. MURPHY, 1062 Wormley Ave, Union, N.J., Property Owner.

MRS. CHARLES I. NADEL, 986 Sanford Ave, Irvington, N.J., Property Owner.

MIODRAG NAIDANOVICH, 949 Jackson Ave, Elizabeth, N.J.

J. ROSENBERG, Newark News, Newark, N.J.

MRS. THOMAS REID, 42 Norwood Ave, Irvington 11, N.J.,Property Owner.

MRS. M. REIDEL, 76 Lindsley Ave, Irvington, N.J.,Property Owner.

HANS REINAUER, 1557 Hillcrest Ter, Union, N.J., Property Owner.

LOUIS G. REISS, 164 Montgomery Ave, Irvington, N.J.,Property Owner

WILLIAM P. REISS, 500 Broad St, Newark 2, N.J., Attorney for American Can Co.

MRS. JOHN RENNER,25 VanNess Terr, Maplewood,N.J.,Property Owner.

NATION-WIDE REPORTING COVERAGE
STENOTYPE REPORTING SPECIALISTS
HARRY UNGARSOHN, CERTIFIED STENOTYPE REPORTER AND STAFF

MARVIN RICH, Oakland Terr, Irvington, N.J.,Property Owner.

MRS. EDITH POZNANSKI, 830 Stuyvesant Ave, Irvington, N.J., Property Owner.

R. PRINCE, 100 Park Ave, N.Y.City, Property Owner.

WILLIAM REBOLI, 1567 Porter Rd,Union, N.J., Property Owner.

STEPHEN RECKER, 165 Watson Ave, Newark, N.J.,Property Owner.

MRS. STEPHEN RECKER, 165 Watson Ave, Newark, N.J.,Property Owner.

MRS. WM. H. REEVES, 18 Vanness Ave, Maplewood, N.J.,Property Owner.

MICHAEL REGIN, 2176Alpine Ave, Union, N.J.,Property Owner.

MARTIN REICHENBECHER, 704 Parker St, Newark, N.J.

JOHN W. REICHL, 30 Hughes St, Maplewood, N.J.,Property Owner.

THOMAS REID, 42 Norwood Ave, Irvington, N.J.,Property Owner.

FRANK RICHARDSON, 291 Hillside Av, Newark, N.J.,Property Owner.

GEORGE PARACHINIAK, 2095 Melrose Pl, Union, N.J.,Property Owner.

EDWARD G. MROZEK, 901 Sanford Ave, Irvington 11, N.J., Property Owner.

THOMAS R. ROHRIE, 261 No. Broad St, Elizabeth, N.J.,Property Owner.

MRS. BARBARA ROSS, 158 Paine Ave, Irvington 11, N.J.,Property Owner.

ROMEO ROSSI, 2183 Alpine Ave, Union, N.J.,Property Owner.

CHARLES B. NELSON,1362 Liberty Ave, Union, N.J., Property Owner.

MRS. MILTON NESS, 584 Lyons Ave, Irvington, N.J.,Property Owner.

U. N. BRIOLL, Newark,News, Newark, N.J.

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MRS. C. K. NILSSON, 31 Dupont Place, Irvington, N.J., Property Owner.

ELFRIEDE NOTARO, 19 Lafayette Place, Irvington, N.J., Property Owner.

G. OBERLANDER, City Hall, Newark, N.J. City Planning Officer, City of Newark, N.J.

ABE OLSHAN, 172 Hobson St, Newark, N.J., Property Owner.

MRS. A. OLSHAN, 172 Hobson St, Newark, N.J., Property Owner.

MR. & MRS. L. ORBACH, 1558 Everett Circle, Union, N.J., Property Owners.

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PROCEEDINGS

MR. ENGLISHMAN: As you folks know, this meeting was called for 10:30, so if all the folks who are in the front would take their seats I will get started.

It is now 10:31 and the purpose of today's meeting is a public hearing for the portion of an Interstate road known as I-78.

The portion under discussion today is that portion from Springfield to the Newark airport. All of you can see the display on the stage and on your left is the Springfield beginning or limit of hearing, on your right is the easterly end of the hearing which is at the Newark airport.

The purpose of today's meeting is to conduct a hearing for the alignment of this route.

For a little history of our project today, Route 78 is a part of the Interstate system which is composed of some 40,000 miles throughout the country. Route 78 is that roadway or freeway type of road which runs from the Newark airport to Phillipsburg. The portion of that route under discussion today is approximately 7.6 miles long.

The reason why we are here today, obviously everyone wants to see the alignment, they want to express their views about the alignment, but there is another reason why we are all here, this is a requirement of law.

Under the Federal Act of 1956, any project must be

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displayed to the public so that we are here basically as a requirement of law.

I have here set forth an agenda so as to make it easy for all of us, I wish that we all follow quite diligently. I also hope that all of us conduct ourselves with dignity. This agenda which I have set forth is something along this nature; first I will give the floor to the -- first let me start over again, after I am through with my introductory remarks our engineer will outline the various maps and charts which is in front of you. There is one thing I forgot, I forgot to tell you who I am. My name is Herbert Englishman, I am a District Engineer for North Jersey of the State Highway Department. If anyone thinks you haven't seen me before, and probably some of you haven't, in the last month I've done two of such hearings as this one this morning, and maybe you have seen the newspapers and know that I have conducted other hearings besides this one this morning.

So, into our agenda which I would like to follow very diligently, first we will have our engineer display or describe our display in the charts, following that I would like to call on people of our national family, meaning our Congressmen, our Senators on the National level, then our similar people on the State level, then our people of the County level and then our people of the Municipal level, and those people are the ones who are in our official families. Subsequently, I would like

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to go through the same procedure with organized groups and then the public-at-large.

There are a few other things to make it easy for all of us which are necessary, there are several microphones out in the audience, there is one up in the front here, it is labeled Mike #2, there is one in the rear here which is mike #3, and one in the corner which is mike #1.

Now, when any of you folks wish to speak, there will be someone to hand you the mike and we must identify each mike so that it can be carried properly through the public address system, etc.

Also, in doing so, we are making a transcript of this particular hearing. This is a practice in all our hearings. The reason for that is this; we must upon completion of the hearing and completion of the transcript, transmit the transcript to the Bureau of Public Roads for their review and comment, and approval. So that every bit of the testimony is gotten into the tape, we must identify because of technical reasons each microphone as the person speaks into it.

I think with those few introductory remarks I'll turn the meeting over to our engineer of the consulting firm of Madigan & Hyland. The man who will describe the alignment in charts is Mr. Ed. Passerelli.

MR. PASSERELLI: The beginning of the hearing route of the easterly end is at the location of the toll plaza

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of the Jersey Turnpike which would extend this facility all the way through easterly to the Holland tunnel and in a North-South direction on the Jersey Turnpike proper.

Beginning at the toll booths, we have this broad red line which goes west of it is approximately a 300 foot wide band of right-of-way, within which the facility would be contained in.

Now, these circles which in some cases are split into two are intended to indicate the tentative location of interchange points, where one can pass from the Interstate Route in any direction depending on the location and connect with local roads and other state highways, such as here is represented, Route U.S. 1 and here the intention clearly is to be able to interchange from U.S. 1 to Route 78, in most any direction and also to connect with Newark Airport, the Port of Newark over in here.

Now, in this area, this is necessarily confined between the railroad yards and the Newark Airport. What you see here, is a general location within a slightly broader area and these interchanges in diagramatic form will actually when studies are completed, occupy most of this area with various roads and ramps.

As you get beyond the interchange the route passes underneath present open spans of the Route 21 viaduct and then will rise in elevation and pass over the Pennsylvania Railroad tracks from here, and be adjacent to the Route 22 Viaduct

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ground here. Now, just to make sure that you understand some of the other features, that you can appreciate as I go along, I will explain that here we have what is called a profile of the proposed interstate route.

We have shown this more or less uneven line which represents the existing surface of the ground. Now, because those irregularities must be smoothed out and that is to make the highway to more suitable grades and meet those conditions and so forth, this has been as you know through the collapse here is Lodi 1, and it is necessary to raise the elevation of that.

It is also necessary to vary the elevation of the road in order to create clearance for overpasses and underpasses.

Now, we have indicated in this orange color all the places where fill will have to be placed in order to adjust the profile of the highway to its proper level.

On the other hand, when we go into the green color, that indicates as you might be able to see from your seats that the existing grounds is somewhat above the proposed highway.

Therefore, when you see the green, the highway would be somewhat below the existing ~~circles~~ GROUNDS, to the extension, and where you see the orange it will be above the existing ~~circles~~ GROUNDS.

Now to go on with the location of the route from adjacent to existing U.S.22 viaduct, the route in proceeding westerly would pass over Frelinghuysen Avenue and find its way between some of the industrial plants here of American Can Company,

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Mazur Corporation to mention a few of them, some of them of course, will have to be displaced in order to pass through this right-of-way.

Proceeding easterly, the route would pass over Elizabeth Avenue and come to the Norfolk connector which would be an interchange point with the proposed route that would run northerly into Newark. Going on westerly the route is located here Chestnut & Rafton Avenue and south of Hawthorne Avenue which is up here, and it would pass under Bergen Street and proceeding westerly would pass under Osborne Terrace and under Clinton Place and we come to this later which explains that in this reach, which extends from Garden State Parkway that I will come to, back to the Norfolk Connector, the proposed highway would be ten lanes wide. There would be five lanes in each direction. Each of the five lanes would be sub-divided as shown on these cross-sections which I will come to later on.

To go on, we come to a point where we end the route, the portion of the route that is common to the entire scheme, that is to say that from this point on there are three alternative locations which will be considered.

To take the northern location first, and then passing on to the others, that one would proceed in a westerly direction and pass underneath Lyons Avenue, then it would go under the Lehigh Valley RR Irvington Branch here, and it would pass underneath Hoyt Street and the Interchange may be of a split

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coming from this direction to accomodate traffic, to Lyons Avenue northwesterly and possibly traffic from Lyons Avenue coming northwesterly would connect in here.

The other portions of the Interchange ramps from this direction for those movements would be placed on Coit Street. That of course, would relieve the accumulation of traffic from one local street which may not have the capacity to take that.

Going on westerly, this line #1 would pass underneath Mt.Vernon Avenue and it would pass over Chancellor Avenue here and over North Union Avenue, and then we would come to an Interchange location with the Garden State Parkway. Proceeding westerly, this route would pass over Stuyvesant Avenue at this place and over 40th Street, then turning slightly south but still in a westerly direction, it would pass underneath Rutgers er Field Rd, and under the Rahway Valley Railroad at this point where we have sort of a three runner affair, and also under - when I say a three runner affair, I mean a three level structure, so that the Interstate Route would pass underneath both the railway and Steinway Terrace and then proceeding in a more direct westerly direction, we come to an Interchange location with Burnet Avenue and westerly there is an underpassing of Vaux Hall Rd.

Then proceeding westerly through the territory generally of the Elizabethtown Water Company an undeveloped area, we

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would come to an interchange at the terminus of this hearing limit, near Springfield Avenue and at the Union-Essex line, and also the line between Springfield and Union Township.

Now to go back to this brown line, when this was under the process of study, meetings were held with local officials and at a meeting of officials of Union Township,came a suggestion that perhaps this location instead of this one would be less damaging to the town. For that, we have indicated to you that I am sure later discussion will bring out more detail about the comparison of this and this, I myself will cover some of them in a few minutes.

Starting back here at the common point which is known as ~~Sarier~~ Shaw Avenue which is located here, we've labeled our comparisons that way and I will explain how the maps and the charts are constructed for your better understanding of them.

We now come to this blue line which is the second alternative possibility for locating this Interstate Route and describing that, this Interchange split between Lyons Avenue and Chancellor Avenue in this location would apply to that as well as to this route.

This blue line which is known as line #2 or the middle route would pass under Lyons Avenue and it would also pass under Chancellor Avenue, under the Lehigh Valley Railroad, Irvington Branch and under Coit Street. It would go on westerly to the Interchange at this location with the Garden State Parkway

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and then turn slightly to the south and still westerly, it would pass over Bradford Avenue where it would merge and become common with the third location possibility near the Hollywood Cemetery. Therefore to take this logically, we'll step back again to Shaw Avenue and cover this portion of the southerly route of line #3. It would pass under Lyons Avenue and under Chancellor Avenue swinging in a more southerly direction in order to avoid some of the industrial plants that occupy this area along the railroad.

Then swinging more westerly it would pass under Chestnut Avenue and there would be another bridge here to eliminate the crossing with branch railroad tracks that serve these industries and pass under these tracks and then again over some spur tracks serving American Can Company here and then an Interchange at this location with the Garden State Parkway.

Then swining more northerly and still westerly, it would pass over this road, it is not named here, it is a continuation and leading over to Union Avenue and then over Myrtle Avenue and over Stuyvesant Place and over the Rahway Valley Railroad to an Interchange with Burnet Avenue and then merging with the other routes at this point that has already been described, to the terminal, kind of disappearing at the Union-Springfield ground.

Now, here we have tried to illustrate the types of construction that are involved in this area that has been covered.

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We have here at the top a cross-section view which shows in this what the proposed improvement would be like. This is the 10 lane section, this is a composite picture.

The center line of the improvement is about there. This being the common median strip dividing the two opposing directions of traffic on the Interstate route. Because this is a 10 lane section the five lanes in each direction are again subdivided into two roadways on each side.

The center roadway here carries two lanes and a shoulder for disabled vehicles and then there is a mountable separator which is sort of a side median, keeping that traffic apart from the balance of the five lanes which is the freeway-roadway with a shoulder for disabled vehicles. That is duplicated for traffic in the other direction in this portion of the section.

Now, here for illustrated purposes, we have indicated that a retaining wall would be employed to separate the difference in elevation between what would be a frontage road as shown here to serve for a local outpost for existing buildings or proposed buildings that would be developed along that road.

And the reason why a retaining wall might be employed in such a location would be to save some important buildings that might come too close to allowfor a slope which is shown on this side again for illustrative purposes. And therefore we would employ slopes with proper landscaping in places where there's sufficient room and where it did not needlessly destroy

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existing buildings and that is illustrated on this line.

Now of course, in many places there will be a slope on both sides and in some places there will be a retaining wall on both sides, depending on the restrictions and the nature of the area through which it passes.

So we have shown the same thing here for the 8 lane depressed section, the only difference being two lanes, this being a 10, this being an 8. Now, the sides are the same as I just explained, it is also a composite picture but the center Interstate route would have four lanes undivided in each direction.

The roadways in opposite traffic direction would be divided by a median shown by this green. Now, a four lane roadway would have a disabled vehicle shoulder on each side of each roadway, so that a vehicle being disabled on the left side would not have to pass three other lanes to get out of the way of traffic and vice versa.

On this section, we have an eight lane section which is in fill or elevated above the existing level of the ground not shown throughout but indicated here next to existing or proposed buildings might occur along the path of the route.

Now, here again we have made this a composite picture for lack of space and we have shown here where the right-of-way is unrestricted and it would not destroy existing buildings, then the development of the ways highway would be flanked by slopes,

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that would be landscaped. Whereas,on this side we have shown the condition where there is not sufficient room for the full width of a slope and here we would have part landscaped slope and the balance of the height would be taken up by a retaining wall,in some cases the wall might be full height and in other cases it would be partial height.

The side roads of course, the frontage roads which permit access to and from the buildings that front on it and also connections to local streets.

Now, the profiles are raised in the order that the plan indicates the routes, they are also keyed by color. Route #1, this profile applies to it, Route #2, in the same order as you see them here and route #3 for this one is down here.

All of them have in common the green for cut or excavation and the orange for embankment.

Now, we have here some of the pertinent figures that would permit a comparison of the three routes and that is done in this portion of the chart from here over to this point.

This part of the chart extends from Shier Avenue in Newark the beginning of various routes at this point and extends all the way to the Union-Springfield line.

The balance of the route, here we have added to a chart in order to add to each of the three possible locations, the common portion of the route which extends easterly from SHAW Avenue to the terminal point at the toll booths, and then we

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have added this to show a grand total of the entire length of over 7-1/2 to 7.9 miles.

It might be proper to start with the totals here and then go back and analyze what makes up these totals in the various townships as shown on this chart.

For Route #1, which is the northern-most route and all the way through from between limits of hearing, the length of the route along that line is 7.63 miles. The right-of-way required for it will take 362 acres and it will displace 1260 buildings.

In order to eliminate the grades all the way through on that, the grades and make it a free-flow type of highway traffic, it will be necessary to construct fifty bridges. Those fifty bridges are estimated to cost some $36,250,000, and there will be construction costs for the building, paving and drainage of the roadways aside from the bridges of $29,350,000. The total construction cost of the bridges and the building paving and draining will be $65,600,000.

The right-of-way has been estimated to cost $31,246.000, making a total of right-of-way and construction cost for that route of $96,846,000.

When the blue route is substituted for the upper yellow one and added to the common red route on each side and we have seen #2, which has a total length of 7.79 miles and it would take 362 acres of right-of-way, it would require demolition

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of 1,228 buildings, it would also need fifty bridges estimated to cost $33,450,000. The roadway and other constructions costs would be $29,650.000 for a total construction cost of roadway and bridges $63,100,000. A right-of-way cost of $26,801.000 and a total cost of right-of-way and construction of $89,901,000.

The southerly route which is red all the way would be 7.93 miles long and would require 363 acres of right-of-way, it would also require in that right-of-way 1,106 buildings, it would require fifty bridges costing $33,200,000, and roadway drainage, and costs of grading of $29,300,000 for a total construction cost of $62,500,000. A right-of-way cost of $26,786,000 and a total cost of construction and right-of-way of $89,286,000.

Now, those totals have been made up by estimates which proceeded through each community and that is covered by the bulk of these figures. Here the comparison is only between Shrier Avenue and the Township of Springfield.

On the North route we have in Newark a length of 2/10 of a mile, that is because it starts here and soon come to the Irvington-Newark line. It would require 11 acres in that distance, passing through Irvington that's upper north route would be 1/44 miles long and require 63 acres of ground. It skirts Hillside above it and leaves that space blank.

To Maplewood it would take 4,600 for the mile and 22 acres. Through Union it would pass through 1.91 miles of Union and

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take 93 acres. The total length of that route would be 4.01 miles. The total acreage would be 189, and it would require within that length 640 buildings, it would require 17 bridges costing $9,950,000, roadway construction cost of $11,350,000, total construction cost of $21,300,000, right-of-way costs of $19,206,000 and total for right-of-way and construction of $40,506,000.

That compares with the middle route or route #2, the blue, which passes through Newark for 31/100 of a mile, requiring 15 acres for the right-of-way. Through Irvington .76 of a mile or 76/100 of a mile, requiring 13 acres. 32/100 of a mile through Hillside, 31 acres. None through Maplewood and 2.78 miles through Union with 130 acres for the right-of-way. A total mileage of 4/17 and total acres of 189.

It would displace 608 buildings. It would require 17 bridges costing $7,150,000, it would have a roadway construction cost of $11,650.000, for a total construction cost for right-of-way and bridges of $18,800,000. A right-of-way cost of $14,761,000, and a total cost of construction and right-of-way of $33,561,000.

The southerly route shown in red as route #3 would have 47 hundreds of a mile through Newark, 19 acres required for the right-of-way, 21 hundreds of a mile through Irvington, 8 acres required, .94 of a mile through Hillside, 28 acres required, no effect on Maplewood, 2/69 miles through Union

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requiring 125 acres for a total length of 4.31 miles and total numbers of acres of 190. Total number of buildings 486. Number of bridges 17. The cost $6,900,000. Roadway construction cost $11,300,000. Total construction costs $13,200,000. Right-of-way Costs $14,746,000. Total for right-of-way and construction, $32,946,000.

Now, here we give some other comparative data of the three routes in each of Irvington, Newark, Hillside, Maplewood, Union.

Being the assessed valuation of Route #1, 241.4 million dollars. The middle route, assessed valuation- 573.9 and the southerly route $1,093,200.

The buildings given for a total are broken down into commercial and residential buildings. For the northerly route the 52 buildings in Newark are divided into 12 commercial and 40 residential. Still in Newark for the middle route there are 3 commercial buildings and 100 residential for a total of 103, and for the southerly route 10 commercial buildings and 160 residential for a total of 170.

Passing on to Irvington, the assessed valuation of the routes in the order in which you see them, the north route $2,795,450, the middle route, $1,595,000 and the southerly route 262.4 thousand dollars.

The 350 buildings involved in Irvington are divided into 40 commercial and 310 residential. On the middle route 185

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is made up of 20 commercial and 165 residential and for Route #3, the southerly,there are 3 buildings required from Irvington, all of them being commercial.

From Hillside, the northerly route does not pass through Hillside, the middle route requires 232,000 or 800 of assessed valuation and the southerly route 446,090 dollars of assessed valuation.

The buildings for the middle route are all residential being 40. And for the southerly route there are 10 and are commercial. In Maplewood only the northerly route passes through it and requires $524,000 worth of assessed valuation, and it would displace 83 residential total buildings.

Passing on to Linden, the north route would require 749,410 dollars worth of assessed valuation. The middle route 818,250 and the southerly route 1,046,250 dollars.

In buildings 155 buildings involved for the North route consist of;13 commercial and 142 residential. For the middle route the 280 buildings consist of; 10 commercial and 270 residential; and for the south route, route #3, the 303 buildings required consist of; 8 commercial and 295 residential.

So that the totals then for the North route, assessed valuation amounts to $4,305,200. The middle route $3,214,950. And for the south route $2,847,940. 65 Commercial buildings are required for the north route and 575 residential. For the middle route, 33 commercial, 575 residential. For the south

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route 41 commercial, 455 are residential.

In making up this study we made numerous field inspections and we used up-to-date aerial maps, one of which is shown here. In order to pick out some of the obstacles in the way which accounts for some of the twisting and turning of these routes.

Closer inspection of the map here indicates that as I mentioned before, we had to find the most economical spaces through which to pass to avoid costly destruction of existing buildings both industrial ad residential.

We have also shown on this map, picked out some of the schools, churches and other public and semi-public buildings and they are these brown spots that you see which explains some of the reasons why the route turns from one direction to the other. Here you hit the larger industrial area and we have identified the important large land-marks which is Westinghouse, Lionel, American Can Ideal Dairy and so on.

Here, we were confined to a narrow passage-way between the Hollywood Cemetery and the Hollywood Memorial Park and where the right-of-way was so restricted that there wasn't sufficient room for the slopes indicated, and up in here there are several of the larger industries shown from underneath the routes to indicate what would be taken on each of the routes, so that one can locate the size and guide their comments accordingly.

I believe that's the complete description that I have of

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the display.

MR. ENGLISHMAN: Thank you Mr. Passerelli. Before we go on with our agenda that I mentioned before, and probably I didn't outline the agenda in total, but I would like to do it now. I said before we would go into the official families, what I should have said along with that is that I would like to follow this procedure in the way of our municipalities; Newark first, Irvington second, Hillside following, Maplewood and then Union Township.

There is one other thing that I would like to say, obviously there is an awful lot of detail, there is a lot of detail questions that could be asked, but I would like to say this; it must be emphasized that details are not available on individual properties, which may finally or partially be within the right-of-way.

Such information, it must be stated cannot be determined at this time, until a final set of plans are put together. I want to make that clear that up to this time, we have not prepared final construction plans or final right-of-way plans, the plans which are used for acquisition purposes. We are not permitted to do that until after a hearing, after an alignment is approved. This is a prequisite of what the Bureau of Public Roads sets forth, so that although we've made all these detail studies, if the question is posed about an individual property, I will not be able to answer it because we do not have those

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kind of details. I would like then to go into listening to our various people, their thoughts, their criticisms, their testimony, and as I stated in the beginning that I would first ask if there was any one here on the national level. Is there any of our Congressmen here today? Are there no members of the Congress here today? Well then, let us go to our State family. I know Senator Fox is here, Senator Fox would you care to speak?

I don't think you heard me in the beginning, Senator, so that we get your thoughts into the tape, you must go to one of our microphones, would you please?

(Senator Fox moving up forward to a portable floor mike)

SENATOR FOX: Mr. Chairman and Ladies and Gentlemen of the various municipalities from the various counties represented here, I would like to say at the very outset that I'm here more in the nature of an observatory attitude than anything else, and you can readily understand it, the properties that are in the confines of my own particular county of Essex, which under no circumstances implies that I do not also have an interest in those municipalities of the neighboring county of Union.

I am conscious of the importance of a project such as this to the traveling public. I am also conscious of the expense involved in connection with the construction of a highway such as this from the acquisition of the land and

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the disruption that it brings to the municipalities and while I am fully cognizant of these various features, and also of the importance that a highway such as this may bring to the traveling public, I have always very definitely held and still do, to the philosophy that all of these elements must of necessity be subservient to the effect that a highway such as this is going to bring upon the residents of the municipalities involved, by the standpoint of residency itself and the economic conditions that are going to flow from the standpoint of the elimination of ratables, and the expense that will be entailed upon the citizens of those municipalities after that highway has been constructed.

And so it is for this reason, that in the interest of my people from Essex County and the municipalities involved, that I am here this morning, and I would request of you Mr.Chairman, and through you of your departmental head, Commissioner Palmer, that I be supplied at the conclusion of this hearing, with a transcript of the testimony taken, and may I suggest to you, that a photographic copy of this map as utilized at this hearing be provided to the public officials and then county officials of the municipalities involved, as well as to those representatives of the State legislature here this morning.

I am not going to take up any more of your time but I am certainly going to observe the processes that go on here with a great deal of interest. Thank you very much.

(Applause)

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MR. ENGLISHMAN: Now is there any one of our Essex delegations in the assembly? None of our assembly men or women of Essex here today?

(No response)

If not, I would then like to go to the same category in Union and I have a telegram that I just received from Senator Crane who has been unable to appear due to other circumstances. I will not take the time to read it but he points out that Union Township will speak in quite some detail about the feelings of the alignment in their area. This however, will be put into the testimony and will be a part of the transcript.

Now is there anyone of the assembly delegation of Union Township that is here today?

(No response)

If not, let us go to the Board of Freeholders and I think I've seen Madam Director, Mrs. ~~Jean Morse~~ Jeanne Moss of Essex County, Madam Director would you care to speak?

(Mrs. ~~Morse~~ Moss coming forward to a microphone)

MRS. ~~MORSE~~ MOSS: Mr. Chairman, Ladies and Gentlemen, I should like to present for the record a certified copy of a resolution adopted by the Essex County Board of Freeholders, July 14, 1960.

RESOLVED, that the Board of Chosen Freeholders of the County of Essex endorse alternate #3 of the State Highway

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Department's alignment of Interstate Route 78 and Union Counties as being in the best interest of Essex County of any of the three proposed routes. This board also endorses the position of the City of Newark, in asking that the entire question as to the alignment of Route 78 in Essex and Union County be held in abeyance until the pending transportation study by the State Highway Department is completed".

[Applause]

We think that the resolution speaks for itself and we respectfully request that every consideration be given to the citizens of Essex County. Thank you.

[Applause]

MR. ENGLISHMAN: Madam Director, is there any other person of your board who cares to speak?

Now, I would like to go to the Board of Freeholders of Union and I think the director is Mr. Dezell, is he here this morning? You will have to come to one of the mikes, Sir, so that we will get it into the tape, please.

FREEHOLDER DONOHUE of Union County. We heartily endorse the viewpoint expressed by Mrs. ~~Horse~~ Moss of Essex County.

[Applause]

MR. ENGLISHMAN: You beat me to the punch, I was going to call on you next, but thank you any way. Is there anyone else of the Union Freeholder Board that is here today?

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[No response]

If not, is there anyone of the Essex County Board, the County Engineer, The County Planning Board or the County Park Commissioner, any of those agencies, are there any spokesmen for those groups today. Mr. McCormack, would you come to the mike please?

MR. McCORMACK: I am Frank McCormack, Essex County Engineer. I have nothing further to add to the resolution that Mrs. ~~Morse~~ Moss, the Director of the Board has already presented. It expresses the opinion of the County Engineering Staff as outlined in the resolution. I thank you.

[Applause]

MR. ENGLISHMAN: Is there any other spokesmen of any of the other boards of Essex County?

[No response]

Then I would like to delve into Union County, Union County Engineer Bureau or Chairman of Planning Board, Chairman of Park Commission.

[No response]

If not, we will then go into municipal groups and the first one as I mentioned before is Newark. I haven't been able to look over anyone in the audience, I wonder if Mayor Carlin is here? Would you come to the mike please?

[Gentlemen moving to the microphone]

My name is George Oberlander, I am a city

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planning officer of the City of Newark and I am representing Mayor Carlin here this morning.

The City of Newark is pleased with the opportunity to express its present position regarding the location and design of the proposed Interstate Route 78, within the city limits.

In the absence of Mayor Leo P. Carlin, I have been authorized by the acting Mayor Rinaldi to place into the record the position of the city administration.

We wish to emphasize at the outset that the city is urgently in need of this highway improvement under discussion here this morning, and that it is very much in favor that such a major improvement be a limited access roadway as proposed, and constructed in a depressed fashion where feasible with regard to topography and engineering.

Much of our traffic congestion occurring in the city is due to the fact that automobile traffic, either from the east or the west which does not have Newark as its destination is now forced to use city streets.

A daily movement of persons and goods in Newark has become one of the most complex and difficult problems facing public officials today. The urgent need for traffic relief in the Newark metropolitan area has long been apparent and is evidenced daily by congestion in the central business district as well as the long connecting roads radiating from Newark.

There is no doubt in our minds as to the need of this

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freeway, and that when constructed it would materially alleviate the continuous rising tide of traffic congestion, delay, confusion and accidents threatening the economic health of our city.

However, the specific location and type of construction of the freeway is extremely important. Freeways through built-up areas can create serious and injurious effects, such as; splitting unified areas into seperate parts; closing important streets and disrupting activities formerly taken place in and near the new right-of-way.

These injurious effects however, can be limited greatly to careful planning and some readjustment of local activities, as well as through the proper and adequate type of freeway construction.

Experience has proved conclusively that controlled access highways provide great benefits to the general public and to the areas along such routes in the form of improved land-use, industrial and commercial development and new housing.

Newark's freeway system of which Route 78 should be the southern route, must be designed primarily to meet the needs of our community and also the metropolitan area rather than to act as a by-pass route from the West to New York City and vice versa.

The chief objectives should be to build freeways in and through areas where they would best serve the community.

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Towards this end and to make sound and practical decisions the City of Newark, requests that the State Highway Department should undertake urgently needed studies and analysis to develop a comprehensive transportation plan for Newark which would begin to solve the number one problem in our technological industrial exchange economy.

After much discussion, the State Highway Department in cooperation with the Federal Bureau of Public Roads, have agreed to undertake such a study and it is now underway.

Two consulting firms are presently engaged in studies and have been for the past three months. It is anticipated that they will complete their work in the next few months.

The cost of this study is approximately $160,000 and has six specific objectives, these are; (1) to pin down as closely as possible the locations and general characteristics of the proposed freeways and interchange connections; (2) to plan improvement and changes in the city streets systems, to accomodate altered and increased flow of traffic to and from freeways, service roads and interchanges; (3) to insure the changes in the city street system included in the several urban new proposals presently before us, are appropriate and compatible with the overall transportation plan and needs; (4) to plan other city improvements which will facilitate the overall flow of traffic and compliment the future land use plan; (5) to plan improvements in mass transit and appropriate terminal

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facilities and (6) to develop a balanced plan for convenient parking at appropriate rates.

Since the recommendations from these studies should be available soon, the position of the City of Newark at this time is to respectfully request that we be permitted to make our views felt at a later date.

Once we have obtained and reviewed all the up-to-date data and recommendations now being compiled for the Newark transportation study, we feel it would be a considerable waste of money if we did not wait for the conclusion and recommendations of the current study, particularly since they will include recommendations concerning proposed freeways, including this one this morning and will be available very shortly.

We therefore, are not in a position today, to intelligently and adequately express our opinion of the proposal before this public hearing because we lack current information.

Route 78 should be studied as part of a system of freeways in this metropolitan area and not as a single route.

All we can say at this time is to reiterate the position taken by Mayor Carlin sometime ago, that we are opposed to a roadway which goes through one of the best sections of our city and which will be of relatively little aid to our central business district, and which will not adequately form part of the loop system around the core of our city.

This loop system would be formed on the north by a

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section of the east-west freeway, on the east by an improved and realigned McCARTER highway, on the west by the proposed midtown freeway or connector and on the south by a new east-west roadway in the vicinity of Lincoln Park in Newark.

It has been our opinion that route 78 in Newark should have a more northerly alignment in order to preserve the majority of the good ~~west ward~~ WEEQUAHIC residential neighborhood.

A northerly route would remove more blighted and deteriorated structures and would serve not only as a southern portion of the proposed loop around the central business district but would also serve as a neighborhood container or boundary.

However, since much of the detail design are yet unavailable and we are waiting the results of the Newark Transportation study now underway, we request delay of any decision regarding route 78 as it effects Newark, until after the results of this study are known, then the City of Newark will be in a definite position to decide as to which alternative is most suitable.

We hope that this request can be granted and will not cause any undue difficulty.

Thank you very much.

SENATOR FORD: May I ask a question? Will the study with respect to the city of Newark in conjunction with the State Highway Commission and the Federal Government, also embrace in that study, the effects, If I may use that term that this route will also have with respect to the municipalities

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of Maplewood and Irvington as well as Newark.

In other words, will this be taken as a consolidated all as far as the study is concerned relative to route 78.

MR. OBERLANDER: That is correct. The roadway system is part of this transportation study will be studied outside of Newark as well. We cannot study a road and just stop at the municipal boundaries. The team of consultants are going to study the route some way out.

SENATOR FOX: Thank you very much. I thought that was of considerable importance.

[Applause]

MR. ENGLISHMAN: Is there any other person of the Newark Bureau who would care to speak, the City Engineer or similar persons?

[No response]

VOICE: Mr. Chairman prior to something I said before --

MR. ENGLISHMAN: Would you please put your name into the record?

FREEHOLD McDONNELL of Union County. What I endorsed that Mrs. Morse had advocated was continued study, not Route 3 which would play havoc in Union County and I want to make that point clear. We want to do whatever is best for the townships of Springfield, Union and Hillside and we do not feel that Route 3 would be beneficial to those areas and

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that is why I endorsed her remarks about the continued study.

MR. ENGLISHMAN: Can I go back to our City of Newark? Is there any one of the bureau heads that are here today to speak? If not, next on our agenda then is, our Mayor of Irvington or his representative? Is Mr. Lovell here this morning?

MR. LOVELL: Mr. Chairman, before I begin I think it only fair to point out to you and to the folks here, that the report from Irvington will take about an hour and fifteen minutes of solid explanation. I say that, because I want it understood to begin with that we in Irvington have rather exhaustive comments, criticism, etc., regarding the proposal. Now with that understanding sir, I shall begin.

MR. ENGLISHMAN: As I understand it sir, you wish to take an hours time.

MR. LOVELL: What I am looking for is a standing mike. Is there one available, this man's right arm is going to be broken if he is going to hold this for an hour and a half.

MR. ENGLISHMAN: You are Mr. Lovell, aren't you sir?

MR. LOVELL: That's right.

MR. ENGLISHMAN: Well, would you come up to the platform please, you can use the mike right up here.

[Applause]

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[Mr. Lovell coming forward to the platform]

MR. LOVELL: Mr. Chairman, representatives of the Highway Department, fellow public officials, honored guests Senator Donald Fox, representatives of the government of the town of Irvington, and its 62,000 people and the people from Irvington here and friends:

I rise as spokesman for the 62,000 people of Irvington and its government and its officials and our official family, I might add at this point is here in this hall this morning.

All of the Board of Commissioners have come here in recognition of the importance of this route to us and our citizens. I call that to the attention of the record to begin with.

We are concerned with the impact in effect that schemes 1,2 and 3 of route 78 as will effect the town of Irvington and its people.

One report or part of it which will follow me, I hope will be from Mr. John Wyler, our executive secretary of the Chamber of Commerce who will discuss the economic impact from the commercial and industrial sense.

The report I am about to give is a result of an exhaustive study of this subject made by the Mayor's Committee for the study of route 78 which will be hereinafter referred to as the Committee, which has already reported its findings to the people of our community.

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The Committee report which is in substance will be embodied here, is the result of the cooperative study made by the engineering department of our municipality under Mr. Harold Frederichs. The Building Department Commissioner V.O. Nearley and Mr. Edward Norosick, Police and Fire Department Commissioner J.Elmer Houseman and Chief John Evans, Deputy Chief, Howard McPike and Chief of [illegible] Hallcrum of the Fire Dept.

Health Department under the direction of Mr. Tallischer, Shade tree, playground, recreation department and planning board and particularly under the direction of J. Elmer Houseman the Revenue and Finance department which has provided data which would seem to me this morning well needed to supplement this diagram, as well as information from the Superintendent of Schools.

All of this has been compiled by the study committee, and it should be of importance that the background and work of this committee should at least be touched on.

Upon the advent of the initial news, about three years ago, that our community was to be affected by this highway, the then Mayor of Irvington, Mayor McKenna appointed a study committee. Now this committee was made up of exemplary citizens, headed by Mr. Philip Deutsch one of our most outstanding businessmen, who was ably assisted by such persons as the President of Lionel Corporation, The President of Irvington Varnish, Forster Chain, Golden Eberhardt and people

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of that economic strata.

The mission of that committee was, as its name implied, a study committee working entirely objectively, with a singular goal of determining what effect such a highway would have upon our community.

It might be added here, parenthetically that much of the work of this fine body was aborted in the sense that the committee had from time to time requested Mr. Palmer of the Highway Department an opportunity for conference and consultation. It is felt today that much of this data that will be presented to you, if discussed with the Highway Department, long before this hearing, many of the problems of schemes 1 and 2 would have been obviated.

In correspondence with Mr. Palmer, the expression that came from him"that there was the intention to work with the City of Irvington through the Mayor's Committee", and yet that intention never came to fruition, therefore, and I say so apologetically this report must of necessity be exhaustive.

Now, there's one other point as an aside that I want to talk about a moment before we get too deeply involved from the factual standpoint. I remind, for the record, the Highway Department and the officials of this county that this public hearing was initially suggested for the 5th of June. We anticipated that about that date a hearing would be called.

Now, it may be of significance that the hearing was

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delayed until the mid-summer on a Friday beginning a week-end on a hot day, although that of course, could not have been controlled, when it is expected that most of the people hurry to the shores and lake areas for week-end recreation.

We protest to begin with that this hearing, in order that all of the citizenry and we have incidentally hundreds just from Irvington alone, who wish to be heard, should have been scheduled as was suggested initially, so that full opportunity could be given to people to speak who are obviously not here today.

The result of the study committee was a resolution adopted by the Board of Commissions of the town of Irvington, recommending that if route 78 is to touch Irvington it do so by scheme 3 as dilineated by the Highway Department.

Now, this decision was not arrived at as a result of hysteria or emotionalism but as the result of an objective analysis of the relative damage of each of the schemes.

The damage referred to embraces the effect on individuals, on their lives, property and pocketbook. Individuals caught in the path of a highway and other individuals who of necessity must bear the brunt of living about and around the pathway in the community in which it exists.

Now, our first prior concern therefore, is with people as individuals. Individuals who will lose their home certainly should be our first concern and should be the first concern of

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the Highway Department and the first concern of the United States Government.

If a highway can be developed without disrupting a great number of people and without additional expense in so doing, such route should be preferable.

Now, let us see what numbers of people would be disrupted by the schemes proposed. According to the analysis provided by the Highway Department and I refer to it up here on the board, which analysis was published about two months ago, if scheme 1 is adopted, Irvington would lose 310 residential buildings. You can see the 310 up there.

This is the first great error in the analysis of the Highway Department. Scheme #1 actually involves 593 residential buildings, containing 841 family units which at the ratio of 3.4 persons a family as our national average, total 2,859 people.

In our sister city of Maplewood it is estimated that 282 more people are affected by scheme #1, which totals over three thousand people, individuals and souls who are to be affected by scheme #1 if adopted.

Now, scheme #2 is not without error. According to the analysis of the Highway Department, Irvington would lose 165 residential buildings. This is another error. There are 190 residential buildings containing 295 families which at this same ratio involves just about one thousand people.

The displacement of persons by itself might not alarm

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Highway authorities and were Irvington in a different geographic position, we too might not be alarmed.

Assuming the rest of our community was pasture land or it contained homes widely disbursed, then the displacement in itself would probably not be of great concern. However, there are factors that now must be considered, geographically and sociologically.

Irvington contains 3.05 square miles or 1,952 acres. An aerial photograph will show it is and has been fully developed. In fact, it is one of the most densely populated areas in New Jersey.

Seven years ago, we had visited upon us the intrusion of the Garden State Parkway, which brought about the then removal of 200 residential buildings. Of these 200 buildings, only 77 could be moved to locations outside the right-of-way on vacant land and available. Since then, on the remaining land squeezed out in our community, from the few larger sized plots, since the Garden State Parkway now to-date, there have been filled 566 new residential buildings constructed, many of which are of the multi-family type dwelling.

The net result of which is that there are no more adequate parcels of land upon which residential buildings in the path of this scheme #1 and #2, could be placed.

In addition to this, many of the residential buildings in the path of scheme #1 and #2, are multi-family dwellings,

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that is in scheme #1 there are three six-family homes, one seven family, two 12 family and six apartment houses containing 26,31,28,65,52 and 52 family units respectively.

Scheme 2 embraces three apartments of 12,14,and 18 units respectively.

Now obviously, the multi-family dwelling cannot be moved in any event and it should be noted here that all our apartments in the path of both schemes 1 and 2, are older type construction carrying a rental considerably less than the brand new apartments constructed since World War II.

Economically, it should be noted that there exists a great dearth of lower cost apartments in the entire metropolitan area to the extent that we in Irvington have a low-cost project provided for by the participation of Federal funds.

So we are faced with this tragic picture, the occupant of a one family home in either scheme 1 or 2, cannot remove to a site within our community and he must necessarily look for housing elsewhere.

The apartment dweller is also struck. His search for comparable accomodations in this community, in fact in the entire area could well be futile. So the house-owner not only is lost to Irvington but is singularly pinched because of another factor.

Homes in the area of schemes 1 and 2, with few exceptions are of very moderate price range. They are occupied to a

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large extent, our survey has revealed, by persons of middle age and beyond. That, in a typical instance a man and wife in the early fifties, owning their own modest little home, might conceivably receive nine to thirteen thousand dollars for it. To duplicate this home, or to obtain a home comparable, they may be required to locate as much as forty or fifty miles away.

It was our experience in the Garden State Parkway situation that a high proportion of the folk displaced were flung like buckshot to a myriad of developments in and below the Raritan Valley and that was seven years ago. Our people are now seven years older.

Their opportunities have been reduced and the pressure of daily travel are greater than some can bear. Again I reiterate there are 2,859 people under scheme #1, 1000 people under scheme #2 who must bear this brunt.

I do not like to become emotional on the point but in our time, we have seen over and over again in other lands the great tragedy of the displaced person.

Are our little people to be consigned to an economic D.P. camp because of these schemes. It might be thought at this posture that the highway must of necessity displace someone, and the plight of Irvingtonians is no different than the plight of others in the past. Such however, is not the case.

Our good neighbors to the south, the township which

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scheme #3 would pass experiences a different problem and while we are sympathetic to the plight of each municipality that must suffer to some degree at the intrusion of super-highways, the effects do not have the connotation comparable to those in Irvington.

That community is 9.4 square miles. It is made up of relatively new and to some degree, expensive type homes. The home-owners there have an opportunity to move these single family homes to the ample land which abound, or providing that they are adequately reimbursed, there is the full opportunity to acquire comparably valued homes in the surrounding area.

Yes, they will be inconvenienced and that is true, but inconvenience and life-time tragedy are not the same. Hence, from a human standpoint scheme #1 does incalculable damage, scheme #2 which displaces 295 families in Irvington, and assuming the Highway figures are correct for our sister municipalities, would displace at least 40 families in Hillside, bring the total for scheme #2 comparable to that of scheme #1, when the residents of our sister Township of Union are added.

Thus, the destructive effect from Irvington, Hillside, Maplewood and Union in total is far greater for scheme #1 and #2, than for scheme #3, as far as people are concerned.

We have purposefully not touched upon the Highway Department figure pertaining to residential losses in the City of Newark, since the problem facing Newark cannot be ameliorated

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substantially by the different selections among the schemes 1,2 and 3.

When we have spoken of people above we have focused our attention particularly on adults and their plight. We do not minimize however, the effect of these schemes on our children and particularly, their education.

It should be pointed out that in scheme 1, will displace 450 pupils and present additional travel hazard to 1,650 other school children in the public school system. An indeterminate number of parochial school children will experience the same additional hazard.

Scheme #2 will displace some 225 additional pupils and subject 200 more public school children to an increased hazard. Again, an indeterminate number of parochial school children will be similarly affected.

In this connection, it should be borne in mind that Irvington children face daily, a far greater hazard than the children in the less urbanized areas. We must also take cognizance that certain extra-curricular activities in the High School today, represent a vital part of secondary education. An increased hazard particularly in the short days of the Fall and Winter months will materially reduce that student participation to their detriment.

The cost factors in the school system will be discussed later.

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A highway carries vehicles which must reach it. It is indicated that the proposed route 78 in each scheme will be a limited access facility having no general entrances or exits within our boundary.

The known design maps prepared by the Highway Department show generally that in each scheme the width will be about 300 feet. I think that has been varied this morning by what the engineer said that indicated, I think, that it would be 360 feet.

These maps and the maps I am referring to are similar to those that we received in Irvington are not too clear in delineating service roads, which in some instances appear to parallel the facilities and in other instances it would appear the service roads are to be made up of existing streets, and in some places no service roads appear at all.

At some points, the service roads are to be on one side of the highway, on the other, the other side.

Now scheme #1 provides an artery which might be called a chinese wall with a gate at its juncture, The Garden State Parkway. It would appear that as a limited access highway, the points of ingress and egress give rise to a high volume of traffic on local avenues leading to it. An interchange with the Garden State Parkway will unquestionably create an intolerable situation. Without giving a breakdown at this point the result of the chaos created by The Garden State Parkway through

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our already crowded streets, suffice to say that the adoption of scheme #1 would play impossible havoc. Let us concentrate then, only on scheme #2 as to the traffic damage.

Scheme #2 will enter Irvington from Newark in our heavy industrial district and run southwesterly through a residential area to the Garden State Parkway. Traffic in this area can be classified as intermediate. It consists of passenger vehicles and light commercial vehicles in the main. 11% of these however, are the heavy vehicles, the classified one ton trucks with half of these in three axle class. Coit Street is a funnel street which has these vehicles on it as well as two bus lines and it is thirty feet wide. It cannot conceivably be widened.

An auxiliary street which is presently Chestnut Street would be eliminated by the highway and Coit Street would then have to carry the load of both. The traffic volume on Coit Street is already beyond the critical stage and the problem of diversion of vehicular flow conservatively estimated would be an engineering problem even greater at this point than the erection of the highway overhead to that street itself.

At this point, I should like to reserve the privilege of submitting with this report our traffic flow sketches and studies, a perusal of which will demonstrate far better than any words of mine the enormity of the problem.

Although the present traffic difficulties posed by

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scheme #1 and 2 are enormous, it is more than likely that when the Highway Department is able to furnish a more detailed plan of the recommended scheme, complete with service roads, interchange descriptions, addender to our traffic survey will then be required. Writers therefore, reserve for the further opportunity to present additional data which will be compiled when the service road and interchanges are more properly delineated.

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So far we have commented about human values and physical activity and difficulty. No mention has been made thus far of the cost.

Firstly, let us emphasize the cost appraisal as furnished by the Highway Department analysis.

Scheme #1, cost about forty million dollars.

Scheme #2 and scheme #3 each about thirty-three million dollars.

Figures of the Highway Department will of course be revised when more detailed studies are made, but for purposes of argument however, let us assume the same proportions will exist, which at the present time indicates that scheme #1 will cost about seven million dollars more than 2 or 3.

Now in light of the mammoth size of the national highway program, perhaps seven million dollars might seem insignificant. However, cognizance should be taken that the public everywhere expects our Government to operate as economically and

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you on this board indicates an assessed valuation for scheme #2 of $1,590,000. Again the figure today is in error. The loss of assessment should actually be $1,807,400 and the figures should be corrected.

This represents an annual loss to the people of Irvington in excess of $150,013.20 or an additional seventeen taxed points. This is an direct and immediate loss of potential revenue, from revenue now. Hand in hand with this however, goes a direct loss by additional cost attributed to the highway. Let us see what these costs are.

An analysis of the change to our fire protection on the adoption of scheme 2, reveals that upon construction of the highway, our municipality will need an immediate fire station, a new thousand gallon pumper, a booster pump with water tank, and about five thousand feet of additional hose. It will be necessary to install a new grid system for water mains in order to eliminate the dead-end mains that will be required, to install in addition to these new and relocation of alarm boxes.

The new fire station will require additional personnel, so that Irvington will find itself faced with an immediate potential expense as follows:

Building without land - $130,000 estimated.

Operatus and hose- $35,400.

Peronnel- $105,600., which incidentally is accumulative amount.

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Strengthen water system- $175,00.

Relocate alarm system- $83,861.

The net result of this is; people of Irvington will have to expend the sum if scheme 2 is taken of approximately $529,861.00.

We asked our Fire Chief to prepare the details as to scheme #2 rather than scheme #1, but at this point I can assure you that the damage in scheme 1 is even greater but we will not amplify on the point.

Besides this $529,000 dollar immediate cause, we must not lose sight of the fact that each year Irvington's citizens will have to pay an additional $105,600 representing the cost of additional personnel.

Besides all this, we shall have to secure land and it is ironic that the location for a new fire facility, fire fighting facility would be Union Avenue and Middle Rd, in the very area where available land will be of such premium if it exists.

Now skeptics of the necessity of this new facility should be reminded that the Garden State Parkway increased fire runs to 13% in 1959, and of course, as you all know the Garden State Parkway carries no commercial vehicles, so that this figure might be even exceeded on route 78, which route does carry commercial vehicles.

As the problem arises for fire protection, so does it

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also arise for police protection. We have mentioned very briefly of course, the problem of traffic movement. It would appear that new traffic signals will have to be installed in the area of a minum of four intersections. The cost of each together with engineering that will be required at each intersection estimated at the rate of $12,500, will cost the people of the town of Irvington $50,000.

Earlier we mentioned the problem to our educational system, no mention was made then of additional cost. Our school system is one of the best in the State and we believe the country, we aim to keep it that way. Our faculty is on a recognized implement schedule. Now if the loss of ratables, the attendent of the costs, it is obvious that even more than other municipal services, the school system would suffer. The amount, however, is incalculable at the present time, but one of which we must not lose sight.

It might be pointed out here, along with the education aspect, scheme #1 would require a relocation of three present playground facilities. Since we have indicated however, the utter impossibility of scheme #1, these changes and the reasons therefore will not now be specified.

Thus, the municipal cost and losses maybe viewed as follows insofar as scheme #2 is concerned. Immediately upon construction of the highway, the citizens of Irvington will have to raise the sum of $729,874.20, and our tax rate would

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then jump 82 points.

It might well be to point out here, that less than a year ago the citizens were asked if they could afford a well needed, yes, urgently needed public library building advocated for forty years at a minimum cost of $750,000 and the voters in substantial majority determined that they could not afford such expenditure.

Now then, could they afford a like amount without any substantial benefit whatever. We must not lose sight of the increased annual cost which is $255,610 or 28 tax points that scheme 2 will cause the taxpayer. It is therefore readily apparent that Scheme #1 is catastrophic, scheme #2 is financially damaging far beyond our ability to absorb.

It should be noted at this point that the analysis of the Highway Department indicates no such comparable assessment loss to our sister communities. Assuming scheme 3 were adopted we would lose ratables on scheme 3 this is, of about $342,856.40, about one and a half million dollars less than scheme 2.

Specifics of comparable ratable loss to us and our sister communities should be examined very carefully by the Highway Department before any route determination is made and at this point, I wish to reserve the right to analyze assessment data from our sister communities and later submit, if necessary, such data as an addenda to this report.

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As further consideration of the economic impact of schemes 1 and 2 to our community, reference is again made to our geography. It has been cited here that our land use approaches maximum potential. This would indicate, say, for increase of gross national product or economic variables, national level, the assessment potential of Irvington approaches its peak.

There may be in the future some high rise building but this would merely offset the deterioration of our industrial community and the general ageing of existing structures.

On that I anticipate Mr. Weilermay comment, and may I ask at this juncture is Mr.Weiler in the room?

Hence, the margin of future growth to this community is necessarily limited. Additionally it should be noted that our population has reached a plateau. While we dispute the national totals of our recent census, we cannot argue that the population of our community has reached a reasonable leveling stage.

Our sister communities however, are younger than we, and are still enjoying an expansion experience. The recent census figures will bear this out. Their fortunate growth position enables them to absorb far more ratable loss than we, thus schemes 1 and 2, are far more severe to us than to the communities on our southern border affected by scheme 3. Nothing thus far has been said about the economic impact not of a

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direct municipal nature. A glance at the map of scheme 2, will reveal an area of roughly six square blocks, immediately south of the southern line of the highway scheme 2, of the highway.

The people resident there living on Hofen, McAllister, Ends Place, Chestnut, Paine and Coit Street will be effectively cut off for all practical purposes, with the remainder of the community and particularly the business community located along Chancellor Avenue and also at its juncture with Union Avenue.

Now, that business center which I believe, Mr. Weiler may correct me in a few moments, second in volume only to the Irvington shopping area, will be negatively affected by the loss of the displaced persons as well as the persons separated from them by the Highway.

To determine the economic impact of this singular commercial community would be extremely difficult at this time. Suffice to say however, that logic tells us a loss of buying power of 25 percent perhaps could well reduce many of the commercial houses in this area to ruin.

Scheme 3 would eliminate this partially, without giving rise to a similar economic impact in any of our sister communities.

Comments should be made at this time about the physical highway itself. The analysis of the Highway Department indicates that on an acreage basis at least, each scheme is about

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the same,189 to 190 acres. The length of each scheme varies slightly and this slight difference has alleged to be one of the factors.

Scheme 1 is 4.01 miles long, scheme 2; 4.17 miles long and scheme 3; 4.31 miles long.

Now it is inconceivable to us in Irvington that the Highway Department, the Federal Bureau of Roads or any other same group of men could possibly spend seven million dollars in order to have a distance saving of 3/10 of a mile or a distance of 1584 feet. The mathematical minds of engineers are often intrigued by the multiplication of a given distance by the number of motor vehicles per hour on that distance. They enjoy this computation when multiplied by a given course per mile per vehicle. The figures they often obtain are sometimes astronomical but the public being totally unaware of this wizardry go blithely on their way to shopping areas miles away from home in order to save three minutes hunting for a parking space.

The giant highway shopping centers illustrates the point. And we are further sure that no transcontinental shipper would debate an alternative route for his truck in order to save one thousand five hundred and eighty four feet. For at this distance the argument becomes ridiculous

Now you have all been very patient and I am sure you realize that the law pertaining to public hearing requires an

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exhaustive statement if possible. And although we believe we have covered the subject as well at this time will permit, I have and do reserve the right to furnish further data, not of course at this time.

We have in this hall many hundreds of Irvington citizens many of whom wish to be heard, so I ask the Highway Department, should they be unable to do so at the conclusion of this State hearing, to continue the hearing at some other date so that these citizens here, whose patience may be at the breaking point after all of the official comments are in, may be extended an opportunity to come back and expound with the same vim and vigor they had on entry to this hall this morning.

In summary, I must say that if scheme 1 is adopted, and knowing how urgent the search of the Port of New York Authority for a Jet Port is, they might as well buy Irvington and put it there.

[Applause]

If scheme 2 is adopted the tax payers of Irvington may well consider filing a wholesale petition in bankruptcy. While we are human enough to wish the Highway Department to stay in its beautiful headquarters in Trenton, if route 78 must come at all, please let it be scheme 3.

[Applause]

MR. ENGLISHMAN: And now the Mayor has another speaker in the stand of Irvington. Mr. Weiler I think it is?

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MR. WEILER: My name is John Weiler, I am the Executive Secretary of the Chamber of Commerce of Irvington, New Jersey Incorporated.

I am here today both as a spokesman for our membership of more than 500 as authorized by our Board of Directors and representing a portion of the Irvington citizenry that respects the concerted opinions of the Chamber of Commerce leaders.

We in the Irvington Chamber have kept a constant vigil over street, road and highway developments that affects us since our organization was formed. We are concerned not only with the effects of a highway within the bounds of Irvington, but throughout the State and Nation. However, we concentrate our studies of highway development more strongly on an area or regional basis.

This was proven with the Garden State Parkway and is currently proven through our association with the Essex County Citizens Highway Committee which has been promoting highway improvements within and near Essex County for years.

Today's hearing concerns itself with two major highway routes. Relocation of 22 and 24. We have been alerted to the possibility of a new 24 bisecting Irvington as early as 1948.

We have learned of the relocation plans for route 22 as a new Interstate route called 78 much more recently. Although we have been spurned frequently in attempting to get detailed information from the the New Jersey Highway Department on route

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78, we can understand why such information could not be made public, for the orderly processes of planning the highway.

However, bits of information were pieced together to get a clear picture of what to anticipate relative to alignments. A little more than a year ago, on March 17, 1959, the Board of Directors of our Chamber resolved approval of the so-called southern alignment of route 78, through and near Irvington.

At that time, there was no public knowledge of the northern or middle alignment. The southern alignment was disclosed in the newspapers following a conference between Commissioner Dwight Palmer and the Mayor of Newark, Leo Carlin, several days before our Chamber approved that route.

The Chamber's position on the southern route was disclosed to Commissioner Palmer, at that time by letter. A reply was received from Commissioner Palmer acknowledging receipt of that letter. Irvington is only three square miles in area, a congested community of 60,000 population. It was a hardship for Irvington to accept passage of the Garden State Parkway through Irvington due to a loss of ratables.

That highway has been helpful in the movement of vehicles in Northerly and Southerly directions. However, it must be admitted that serious local traffic problems resulted, some of which have not yet been corrected.

Irvington is not so large that it can absorb another highway which would quarter the community after it has once

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been halved. Yet, we will accept 78, a combination of routes 22 and 24 as proposed in the southerly alignment as the most logical solution.

This alignment appears to be the least costly, designed to pass through the least congested areas, displacing the fewest people, dislocating a minimum of buildings and following the line which topographically appears to be the more feasible.

Now as aside from this statement, when I mentioned these few facts, this does not relate only to Irvington, when I say the least this and the least that, I mean in the entire general area concerning the three routes.

It is logical to assume that a complete interchange will be necessary at the juncture of 78 and the Garden State Parkway. The southerly route of 78 appears to cross the Parkway in an area near the Hillside toll station. This location is the only one among the three alignments of 78 that has sufficient land area for a complete interchange. This location too, appears to be engineeringly and topographically sounder for an interchange than the junctures of the highway crossings at the middle and northern alignments.

It is assumed that ingress and egress will be provided at the interchange with the Garden State Parkway since these two highways are of major significance.

The southern alignment of the Garden State Parkway appears most logical for ingress and egress to local arteries

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fanning traffic and a dispersal in all directions thereby avoiding traffic congestion, as compared with similar crossings of the other two routes particularly the northern route.

Major streets in Irvington are already overburdened with traffic congested to a saturation point, especially during peak traffic periods.

It is true that the southern alignment of 78 would disrupt a minor segment of industry in Irvington. The middle and northern routes of 78 would be extremely harmful to industry in Irvington causing economic distress. Within the past few years Irvington has suffered a loss with the exodus of several major industries. Some of these plants may be transformed into other types of use. For example; the Minnesota Mining and Manufacturing Company plant, one of the largest in Irvington, is still on the market and may very likely become a housing development.

Industry in Irvington serves as a tax source to ease the burden of residential taxpayers.With the exodus of industry plus the dislocation of additional plants caused by highway development, little will be left of the originally limited industrial section of the community.

Geographically, Irvington is so situated that the middle and northern routes of 78 would disturb school districts or zones, fire-fighting services, police patrolling and similar services. These two routes will also cause to be developed

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a series of dead-end streets to add to the many such streets resulting from the development of the Garden State Parkway and the flow of the Elizabeth River.

I have something here that I have added to this, after getting additional knowledge only two days ago, I intended to do a more detailed job. It was rather difficult but I am pretty sure that what I have to offer now as testimony is a very, very excellent fair estimate, and I'll continue.

I would like now to relate the economic distress which would come to Irvington if scheme #1 or the Northern route would be adopted.

Scheme #1 would destroy and eliminate four commercial garages, five gasoline service stations, 6 commercial establishments, 63 retail stores and 21 industrial plants.

Total employees who would lose their jobs in these industrial plants would be 634 persons. Combined number of employees to lose their jobs in the other business categories mentioned other than the industrial, in scheme #1, would be approximately 200. A fair estimate of lost jobs by Irvingtonians and other employees in the area would reach a total if scheme #1 were adopted of 834 people. This can be interpreted economically as a lost payroll of nearly four million dollars.

Loss of value added by manufacturer and services would reach seven million dollars. While there would be a loss of retail sales estimated to reach five million dollars.

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It is again a fair estimate in the development of scheme #2, that Irvington would suffer hardship economically based on these figures. An even greater number of employees would lose their jobs if this central route would be adopted. The total here is 842, who would be employed in 24 industrial plants.

However, only three stores and one gasoline service station would be taken with this alignment. The total number of lost jobs would be greater than in scheme #1 however. Loss of payroll would total more than four million dollars. Loss of value added by manufacture would again approximate about seven million dollars.

In scheme #2 retail sale losses would be negligible by the larger number of industrial plants and employees, would create an economic hazard almost identically equal to that in scheme #1.

In summary then, we firmly believe that the southern alignment of 78 is the most logical, most economic, most feasible, most serviceable, and best for all communities lying in the area concerned with this hearing. Thank you.

[Applause]

MR. ENGLISHMAN: Mayor Lovell, do you have anyone else of your community, of your official family rather/

MAYOR LOVELL: We Have Commissioner Healy, Commissioner Mark, Commissioner Hauser who are here. I do not know if they desire to speak except for Mr. Healy who would

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like to say a few words.

MR. ENGLISHMAN: Would you come to one of the mikes please?

COMMISSIONER HEALY: My name is Commissioner V.O.A. Healy, Department of Parks and Public Property, Town of Irvington.

Mr. Chairman, Ladies and Gentlemen, particularly the Ladies and Gentlemen and folks of our community, I wish to say that I am 100% with the Mayor, the words that Mr. Weiler has stated, the comments that perhaps will be made and the hard work of Mr. Deutsch and his men in formulating some of these arguments in behalf of our community.

You people, all of you who were at our meeting last week, know of our problem in Irvington. You heard what I said at that meeting and I wish to more or less repeat them. And that is the facts, that it is inconceivable to me that the Federal Highway Department in planning a road, one that we subscribe to, the southerly route and only the southerly route, if it is necessary to go through Irvington, if this road is cheaper to construct, if it displaces the least number of people, if it disrupts the least amount of industry, if it causes the loss of the least amount of ratables and effects valuation, and if it costs less to construct, it is inconceivable to me why there is any doubt as to what road to select.

Why they have to put a choice of three roads in Irvington,

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to cut us up three ways, I just don't know.

And I wish to state to the State Highway Commission and the Federal Authorities that the people of Irvington, all 62,000 of us cannot afford to assume the additional tax burden for any route other than the southerly route through Irvington would cost.

If the route must be built, Irvington can only subscribe to the southerly route or you will have a bankrupt town of 60,000 people. Thank you.

[Applause]

MR. ENGLISHMAN: Mayor Lovell, is there any other speaker of your official group?

MAYOR LOVELL: As far as I know, that completes our official comments.

MR. ENGLISHMAN: Now, is there Hillside people here? Is Mayor Kemp of Maplewood here today? Yes.

[Applause]

Would you care to use the platform or -- Mayor please!

[Mayor Kemp coming forward to the podium]

MAYOR KEMP: Mr. Chairman, Distinguished Officials, Ladies and Gentlemen:

I am sure that the State Highway Commissioner has heard over and over again the statement; we agree that the new highway is needed but don't bring it through our municipality.

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In this case however, we in Maplewood are firmly of the belief that there are valid and sufficient reasons for selecting the middle or the south route other than our desire to save 83 residences of our citizens with an assessed value of $524,000 from destruction.

Firstly; the estimated cost of the north route is approximately seven million dollars, more than the middle route which in turn would cost approximately six hundred thousand dollars more than the south route.

Second; the total assessed valuation of property to be taken if the north route is adopted is approximately $1,200,000 more than if the middle route is adopted, and approximately $1,500,000 more than if the south route is taken.

Third: The north route would involve the destruction of 65 commercials and 575 residential buildings. The middle route 33 commercials and about the same number of residences, while the south route would only entail 31 commercials and reduce the amount to 455 residential buildings.

Fourth: A highway following the north route would bar access by our fire, police and other municipal departments to a triangular portion of our township, south of the new highway which would be cut off by the highway.

While we are more than sympathetic to the situation in which the selection of either the middle or south route places our neighbors, we can see no justification for selection of the

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north route which involves considerably more cost, effects more ratables and displaces more people than either of the alternate routes.

If we continue this philosophy by the same token we must conclude that the south route would be the desirable route to be chosen if this highway is to be built.

Now, before I close I would like to correct as Irvington did some of the figures which we have had a chance to study a bit.

In Maplewood, in the original data prepared by the Highway Commission, there were 83 residences with a total value of $524,000 which were affected. Our studies show that this is somewhat in error. Actually there about 104 buildings with 128 families affected, in addition to which we have 3 apartment houses in one cluster, with 88 families to a total of 216 families which would be displaced.

Also, as against the assessed valuation of approximately 1/2 million dollars, we find that these properties to which I have just referred would have a total assessed valuation of $1,117,000, so actually we have almost $600,000 more in ratables in just this little triangular piece in Maplewood which is involved than the department figures show and I would put that in the record, if I may.

We in Maplewood, think that if this is to be built the only route that can be justified is route #3 or the Southern

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route. Thank you very much.

[Applause]

MR. ENGLISHMAN: Mayor Kemp, is there any other persons in your official body that will speak today?

MAYOR KEMP: No, but we have several members of the governing body here.

MR. ENGLISHMAN: Have the Hillside people gotten back to the hall?

VOICE: They haven't arrived back yet.

MR. ENGLISHMAN: Can we go to Union Township. Is Mayor ~~Baertemple~~ BIERTUEMPFEL of Union Township here?

GUSTAVE ~~KIRE~~ KLEIN JR: My name is Gustave ~~Kine~~ KLEIN, Jr., I am the municipal attorney in Union Township. Unfortunately Mayor ~~Baertemple~~ BIERTUEMPFEL who has lived with this problem for the past three years and is well versed in all the factual subject matter is confined and has been confined since Tuesday with a severe attack of the virus and is in bed and will not be able to appear here today. That's regrettable because I think that his remarks would have been well received by the audience, however, he did ask me to read to the group here and to place into the record his factual summary of this problem and with your permission I will now do so.

In April 1957, the public was served with notice that the New Jersey State Highway Department had submitted a plan to the Federal Bureau of Public Roads for a freeway, leading from

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Newark airport to Phillipsburg which had to be located generally parallel to existing U.S. route 22 and throughout Union County from one to two miles North of it.

The alignment of this freeway was published in all local newspapers, the plan then was called the cost estimate route. I take that to mean just what the title indicates, a plan prepared for the purpose of estimating cost to a company application for Federal Aid.

We must presume that when a cost estimate for a project of this magnitude and effect is presented, careful preliminary surveys and studies have been made to determine such cost.

We in Union have a high regard for the State Highway Department's engineers, their accomplishments and reputation. In the case of the cost estimate route their suggested alignment consisted of practically a straight line from Shore Avenue in Newark to the Springfield line.

Although we were informed that the cost estimate plan was of a preliminary nature and might be shifted somewhat one way or another, we were never given the slightest hint over a period of three years that there would be any likelihood of a burrows two-thirds of a mile southerly into the recently highly developed residential sections of Union Township.

The only route anyone knew about and could contend with, between April, 1957 and March 28, 1960, better than three years was the cost estimate route. Therefore, our problem was to

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study this plan to the effect on Union Township within its own boundaries.

Our engineer, Henry ~~Gray~~ KREH, Jr., was authorized to make studies for the purpose of working out an alternate route which might minimize the impact upon the welfare on the Township and its people. We felt that his knowledge and experience acquired over 47 years of practice and his services as a consultant to the State Highway Department, and The New Jersey State Highway Authority would command serious consideration.

After months of study, he submitted a comprehensive report with maps, charts and tabulations of an alternate route through Union Township which indicated a better alignment, at lesser cost and reduction of local property and neighborhood damage. A copy was forwarded to the State Highway Commissioner in July, 1958, and on the map there, on the extreme left and it has only been preliminarily touched upon, you will see in brown projected between the orange route 1 or scheme 1 of the Highway Department and route 3, the so-called ~~Gray~~ KREH alternate that I've just referred to.

Naturally our efforts in studies was confined to the Freeway projection across Union Township only. The survey had no bearing or made any reference to the alignment in Maplewood, Irvington and Newark. We have no quarrel and no controversy with these municipalities, and made no suggestions or recommendation pertaining to the alignment in Essex County. Since

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March, 1928 we have been confronted with a possible choice of three different proposals. After the meeting in Trenton, consulting engineers furnished Union Township with certain maps plans, profiles, typical sections, an analysis for route studies for schemes 1,2 and 3, known respectively as north, middle and south routes.

Our preliminary studies of this data indicates the following: First; the maps that are used for study are outdated. The maps and the plans and the profiles for schemes 1,2 and 3 are dated 1957 or 1958. We are now in July, 1960. The maps and the plans are incomplete.

Several subdivision developments and large industrial or commercial buildings worth millions of dollars was built in Union since 1957 along the middle and south routes are not shown on the consultant's study maps and accordingly not included in the study and evaluation of the routes.

For instance; I noticed here today that immediately to the south of the Hollywood Cemetery in Union the map that is on the board shows vacant land. This is not so because in 1959 there were two streets constructed there, Edwards Circle and Dehart Place and may now accomodate some 25 or 30 homes having valuation of approximately $30,000 each which are not indicated on that map in any manner whatsoever, and yet are affected by the so-called route 3 alignment.

And I likewise make reference to the statement of the

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consultant, earlier in this hearing of the Highway Department when he was pointing out the data on this board and he walked over and pointed to the aerial view and said that this is a recent aerial view and I have information to support my statement that this aerial view was made in 1956 and is not a recent aerial view and if I am wrong, I stand to be corrected.

[Applause]

Certainly an analysis of the cost are inaccurate and misleading. A comparison of the assessed valuation of the north and middle routes in Union Township as listed in the consultant's analysis route studies sets up a difference of only $68,840 for 124 houses, whereas the actual assessed value of these houses is $1,024.00.

The figure for assessed valuation in Union of the south route should be increased by $1,118.00. In the light of these contentions we must conclude that the analysis presented is apparently outdated, incomplete and inaccurate, and cannot serve as a basis for a public hearing in the present time of 1960 and even less for deciding which route is to be chosen.

[Applause]

We in Union feel that all of these analysis and maps should be thrown out and we should be given something definite on which to figure on.

[Applause]

In my opinion, the State's Consulting Engineers have

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already made their decision (somebody just said night, and I believe him) because the cost analysis statement worked out by them shows a difference of approximately five million dollars and the estimated rights-of-way cost between the north and south routes, which proven correct would be the important factor in the final determination of a route to be taken insofar as they are concerned.

We most emphatically challenge the accuracy of these figures and the misleading manner in which they are set up. I know of no other section along the entire course of the freeway where three alternates, especially such widely divergent ones have been presented at a public hearing by the State Highway Department itself, without any suggestions by them as to their preference.

In this manner, one community is set against another and in Union Township, one section against another. We can't understand why the three route smoke-screen. Why weren't we informed long ago? Why were we left hanging in the air for three long years? And why the authorities stood by while many new houses were allowed to be built in the path of the middle and south route? Why did they stand by while new people bought these homes, established their families here, register their children in our schools and were very happy with their situation.

I am informed by our engineering department that the

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south route obliterates 355 residences and 13 commercial establishments in Union, whereas the alternate route proposed by Union Township, supported by actual survey and factual data indicates removal of only 99 residences and three commercial establishments within its boundaries. However, the trouble with Union's alternate route which has not been denied or ruled out by either the consultants or the State Engineers, is that it holds only if the northerly route is adopted.

If the middle or south routes are chosen, this alternate goes out of the picture because it is too far removed from them at Union's northeasterly boundary line.

Unions situation and problems at this time are as follows: First; at least two more miles of State Highway are to be added to Unions present road of 11-1/2 miles, including U.S. Route 22 and the Garden State Parkway. It is also threatened with another thruway being planned by the State across the westerly section of the Township.

(2) Instead of having the thruway located near the township's northerly border as originally proposed by the State Highway Engineering Department, it now cuts off a large part of the northerly section by a Chinese wall, which in some places will need more than twenty feet above the surface level.

(3) Most of the Essex County traffic must come through Union via Springfield Avenue, Bernard Avenue, Stuyvesant Avenue,

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and Stanley Terrace to get on or off the thruway.

This creates a traffic control problem impairing local circulation both vehicular and pedestrian and adding materially to the annual budget appropriation for the police department.

Also, it will probably mean early need for widening Stuyvesant Avenue and Stanley Terrace, projects which will run into considerable money.

(4) The production of the south route, which more or less isolates the northerly section will necessitate the building of a new fire-house and a new elementary school.

(5) One hundred and forty more of the newer homes will have to be demolished within Union Township if the south route is adopted.

(6) The flooring of three different proposals on a ballot-out boys attitude at this public hearing, has placed a 512 families of this town in a state of high tension, anxiety and uncertainly as to where this freeway is going to be located, depending upon the ultimate final announcement of the decision to be made by the Highway Commissioner and his fellow Bureau of Public Roads.

Add to that the local conflicts and animosities created by having around three different proposals. Where else along the whole route has any municipality been given three different proposals to fight over.

(7) The south and middle routes are being presented on

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an engineering basis and conception with little, if any, regard for community planning which is one of the requisites of the Federal Enabling Act. The Union Township committee has endorsed the north route as now proposed or any reasonable deviation thereon. A northerly route located for the greater part near the division line between Essex and Union County would eliminate community disruption, traffic snarls along local approach roads and conform more generally to community principles and not slash any one municipality whether it be Irvington or Union.

If any northerly route is already doomed in favor of either the middle or south alternates, we request an opportunity for our engineer to present a plan which in spite of time limitations will probably be sufficiently developed within a short period of time.

It has been tentatively endorsed by one of the nation's outstanding city planning consultants and once studied by the consulting engineers of the Highway Department.

In any case, our engineer proposes to submit it to the State's Engineering Department and the Federal Bureau of Public Roads. The question of proper study and consideration is one of satisfied professional conscience. Naturally, we are battling as hard for the original State Highway Engineer's northerly route as Irvington and Maplewood are expected to battle for the south route. We can't blame them for that nor

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is our argument with them. What we ask is a more equitable distribution of the burden among the municipalities involved, providing such a route is substantiated in the best interests of the overall problem, conforms with the city planning and meets the standards and criteria set up by the Federal Bureau of Public Roads and the Federal Enabling Act.

Commissioner Palmer is fixed with a tremendous responsibility which we are all convinced he will carry out in a fair and equitable manner, consistent with the conditions imposed upon him by the Federal Enabling Act of 1956 which created the national system of Interstate and Defense Highways.

Now in that respect, Ladies and Gentlemen, and in all fairness, if this is classified as a defense highway, just examine that map and look at that so-called southerly route which you see there in red, to me it doesn't look like a defense highway if disaster struck somewhere on our eastern seaboard and you were in a hurry to go west, to me it looks like a roller-coaster. It might be allright if you want to take your family out on a Sunday afternoon --

[Applause]

And I think in all fairness whether there were boos in the audience or whether there weren't, if that is a defense highway as I said, rather than a roller-coaster, a place where you might want to take your family out for a ride on a Sunday afternoon and you weren't in a hurry to get my place, but if

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you were in a hurry to get anywhere, it would certainly appear to me that a straight line or a reasonably straight line would be the shortest pass between two points and not around in circles.

[Applause]

I would like to also, Mr. Chairman, introduce at this time a resume of all correspondence, reports, data and map portfolio pertaining to the projection of Freeway I-79 through Union Township for the purpose of filing it at the public hearing. I won't belabor the audience with reading it in detail as our neighboring municipality did, but I would ask that it be filed and that it become part of the record and be given proper consideration. Thank you very much.

[Applause]

MR. ENGLISHMAN: Counsellor, have you any other people who care to speak this morning for Union Township, of the official body.

MR. KLEIN: We have Commissioners here and the engineer but they also subscribe to the report that I have, and we feel that we have all our facts in the record.

MR. ENGLISHMAN: Get a hold of the mike. Are the Hillside people back? I hate to keep you out of order because we have gone along so very well so far. All of you people have sat here since 10:30, do you want to take a twenty minute break? Here is the situation, I will be back here on the platform at 1:30 P.M. and I want you all back here again.

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[Whereupon at 1:10 P.M. a twenty minute recess was taken]

[Whereupon hearing was resumed after a twenty minute recess]

MR. ENGLISHMAN: I said before we would take twenty minutes and I stretched that twenty minutes into almost forty minutes and I apologize for doing such, in my own personal experience, I don't know how time goes so fast, so let's get back to our meeting and I want to congratulate and thank every one of you for the hearing to this point, you have been very considerate of every speaker and very kind. I hope we continue that way until we finish.

Now Hillside bowed before, they needed a little time, they are now back here. Mayor DeBunno would you care to come up and present Hillside's part of the testimony today?

[Mayor DeBunno coming forward to the podium]

MAYOR DeBUNNO: Mr. Chairman, distinguished representatives from the various municipalities and Ladies and Gentlemen: I understand that Hillside was called upon before to present whatever it had to this hearing and we were not here. I would like to say for the record that we have been here from early this morning, in fact I drove up especially from the shore, it being my vacation, to be here because this is an important matter.

However, as the hearing continued the Hillside representatives took Mayor Lovell from Irvington literally that he was

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going to speak for one hour and fifteen minutes, so it got to be around lunch time and we went out to lunch. That is why we weren't here.

Seriously, I am sure that many of us here this morning came to this hearing with somewhat mixed emotions. Certainly, we can all appreciate that highways are very important, we need only to travel about them and we can see that they are heavily congested. Also, I am sure without doubt the Government rendering Federal Aid to these highways, highways have become very vital to our national defense.

However, as I say we do approach this with mixed emotions because we can appreciate the need for the highways. On the other hand, we know that they must be located somewhere and I think we can all come up with substantial arguments as to why the highways should go in someone else's backyard.

Well, I would like to say at the outset, that I can appreciate the arguments which have been propounded by the distinguished representatives from the other municipalities.

We, too, in Hillside feel that we have substantial arguments as to why the highway should not come through Hillside particularly the use of alternate 3, and I would like to present them, and of course it is going to become the weighty problem of the Highway Department for which I will have great sympathy and to try and honestly determine where the highway will thus be situated, where it will serve the best and cost

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the least and affect the least people and industry.

Hillside is an area of approximately two and three quarter square miles, relatively with the other communities affected in this program it is very small in area. We are already affected by the main line of the Lehigh Valley Railroad which cuts the municipality in half. We are affected by route 22, also the New Jersey State Parkway come through Hillside.

In this small area if we were to have alternate 3 come through Hillside, it would add to the great congestion which we already have in our municipality.

That argument be as it may, we have also, we believe, even a stronger argument against the route coming through Hillside. Our industrial area which aids the municipality substantially as far as taxes is concerned, is situated immediately in the area of the proposed alternate 3. They are substantial corporations.

Now, I would like to name some of them that are affected and I am sure you will agree by the name alone that they are large companies. Westinghouse, New Jersey Wholesale and Drug, Lionel, Green Iron Works and about ten other industries which are somewhat smaller. Our ratables would be substantially diminished, considered to the whole of which we have in the municipality.

There are other damages which would flow. These industries, incidentally, I do not want to mislead you or the

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record, would not be totally demolished, some buildings I understand may not even be touched but a great area about these buildings and some of the buildings in some of the industries would be diminished.

The expansion potential which there is not too much of, as it is, would be greatly diminished. It would greatly affect the industry itself, it would affect employees through the loss of employment, and of course the municipality very shortly would feel the effects of such a program, but I think there is still a stronger argument, and that is how would it affect the program in general. How would it affect Irvington, Newark and the other municipalities and the State in actual costs.

The total cost under alternate 3, I believe, is approximately $32,000,000, that is, for the assessed values affected in the transit of Hillside.

It is my contention, in my humble opinion and through the advice given me by some of our experts in our municipality, that this figure can be very, very, far off, it should be much more.

In condemnation, should alternate 3 be the route that would be taken the courts in condemnation, would consider not only the land or parts of the buildings affected, but also the consequential damages which would flow from the injuries caused directly to the industries involved.

And there are cases, and I am not going to go into them, and take your time, because you have been listening very

patiently all day, to give you specific cases where, (and I have them before me) a value is set, let us say at $10,000 and the courts would come out with an award of ten times as much.

Now, with the industries that I have named, with the potential that they have, and even considering the amount of business which they conduct today, I am certain that should alternate 3 be used, that the cost would be $64,000,000, rather than $32,000,000.

Now that is a factor I am sure which we must all consider. Now of course,I could be far wrong but I don't think too far wrong, and I would like to reserve the right this morning to have representatives from our industrial organizations in Hillside and also other officers to present to the Highway Department, reasons and more substantial data which would substantiate the fact that the $32,000,000 estimated assessment cost is far underestimated.

Those are my basic arguments, and I would like to summarize very briefly, one,that the municipality is small in area and we would be greatly affected, Hillside would become more congested. (2) There would be a tremendous loss of ratables to the municipality. (3) The cost of the entire project would be much more than estimated at this time. Thank you for your patience and listening to me and it was a pleasure being here. Thank you.

[Applause]

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MR. ENGLISHMAN: Now would any of the other persons of the official body of Hillside care to speak? The Township Engineer does he care to speak? (No response)

Is there any other member of the official body who cares to speak? (No response)

VOICE: I received a communication here which will be incorporated as part of the hearing today, of the hearing transcript. It is from American Can Company, which is in the Township of Hillside, and it is their points and their feelings about the alignment per se, and this will be included in the transcript.

MR. ENGLISHMAN: Is there no further thoughts on Hillside, Mayor?

MAYOR DeBUNNO: That is all sir.

MR. ENGLISHMAN: Thank you. I think that maybe you took my agenda when you picked up your papers. However, I have a gentlemen here that if you will bear with me, I promised him I would give him one minute and I'll give him two minutes. He is a representative of the Carpenter's Union.

REPRESENTATIVE CARPENTERS UNION: Thank you, Mr. Chairman. You may wonder what a representative of labor is doing here. I represent the Essex County District Council of Carpenters and I am also the Vice-President, Board of Business Agent of the Building Trades.

We are vitally interested in community projects too and

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these highways are of vital interest to us in the building trade.

We went to Washington and we lobbied for this Federal Highway Act. I am interested in what I call a creature conflict, the parts around the waist-line, I'm interested in bread and butter.

The previous speakers have been interested in their problems as it affects the community, I am interested in the problem as it affects the membership of the building trades, their wives and their children, and the opportunity to get the where-with-all to feed them.

On the part of this map, from which what I heard this morning is a massive mess of misinformation and mistakes. Half reencircled over here is an interchange that was first proposed and put on the drawing boards, as I am told, in 1954, in the State Highway Department. The question was raised as to who was going to pay for it.

The Turnpike Authority, The Newark Airport Authority and the Port Authority of New York and the State Highway Department, who was going to pay what share. After the passage of the Federal Highway Act in 1956, this seven million dollar project was suddenly dropped and has laid dormant ever since.

Also, I am interested in the fact that on this side of the first interchange, it connects directly to the Cloverleaf of the New Jersey Turnpike and also it still ends and goes pass the Newark Airport, which is operated by the Port Authority of

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New York. I think that that portion of this highway should be paid for by the Port Authority and the New Jersey Turnpike Authority.

To make it as brief as possible, the Interchanges at the Garden State Parkway should be paid from the tolls of the Garden State Parkway.

[Applause]

The burden should not be put on the communities which eventually is borne by the communities, taxes and The Federal Highway Funds which must be met by State funds.

On June the 3d and 4th, or June 4th, there was an article in the Newark News, figures on roads challenged by American Federation of Labor, and I would just like to quote a little bit of it.

"New Jersey's master plan for highway construction calls for the expenditure of between two and three quarter and three billion dollars for the next 12 to 15 years." I am now quoting Governor Meyner, "every available cent of State and Federal Funds is being committed to Highway construction and right-of-way acquisition as soon as received." And also, Commissioner Palmer, I will quote him now, he said, "we cannot spend money faster than we receive it in the form of State and Federal appropriations. Upon completion of highway projects on drawing boards the money is immediately put into construction."

This thing has been laying here since 1957, the areas,

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the dwellings and everything has been changed in three years and this comes out as something supposedly modern.

The money has never been immediately committed to where it was supposed to go. The money that is apportioned to the State of New Jersey is laying down in Washington. It is a fine thing to balance the budget, you can balance the budget by not putting up the matching funds necessary, to go down to Washington and pick up $152,000,000 that has been available there for the past couple of years as of May 31st, 1960, and I didn't make these figures up, it is the Bureau of Public Roads on their own paper, here it is -Bureau of Public Roads, and 74 or 76-1/2 million was just apportioned to New Jersey this past month, making a total of $228,000,000 laying down there.

Not being put to use, stalling off projects like this, creating confusion amongst communities, not putting the people to work, and we've had a depression in the building trades for the past three years. Our people have been walking the streets. Ironworkers, carpenters, laborers, plumbers, electricians, all of us, while this thing is being kicked around.

The East and West Freeway has been kicked around. The North-South Freeway has been kicked around. I could agree with the officials that have spoken here for their communities this morning and everything they have said, except that I must disagree in one thing. The tenor has been to wait and correct some of the things that are here. I say, let's not wait, let's

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get action, not only from the Highway Department, let's put the blame where it is, let's get this thing straightened out immediately, not wait five months or six months.

The people who build these highways and bridges, there is seventy-some-odd bridges are waiting to go to work. They have to eat. I object to the stalling and procrastination of the Highway Department insofar as it affects us in carrying the cost net, ten cents of the Federal government money has been spent in Essex County, the most densely populated, the largest automobile jungle in the State of New Jersey.

I passed a route last Sunday taking my boy to camp, it was a beautiful overpass - I'll be through in a second, if the people want me to sit down, I will sit down immediately -- There is a beautiful overpass up on the Highway in one of our northern counties, it starts on one side of the road and it ends on the other side of the road, it goes nowhere and it starts nowhere.

That money should have been spent down here. I asked Governor Meyner and some of my colleagues, we visited him in 1957 and '58 to start this project down at the Newark Airport, in the swamp lands where there are no buildings to tear down, where there are no ratables to be lost, to put our people to work, to get us out of this recession, which I feel was a depression of the past two years.

I protest the fact that none of the Highway Funds have

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been spent in Essex County, the delay and the procrastination. I think they should get off the drawing boards, it should be made satisfactory to all concerned and the Highway started immediately. Thank you.

[Applause]

MR. ENGLISHMAN: Now I think we'll go to -- I almost acted like a preacher that time, you know, waiting until after the prayer but I didn't mean to wait or anything.

Now, let us open up the meeting to the public-at-large, and let's go through our same procedure again. Are there any people from Newark, this is public-at-large now, that cares to speak.

Yes, now you must come to the mike and identify yourself.

[Gentlemen coming forward to floor microphone to speak]

I am Stanley Winters, I live in Newark, I am a taxpayer in Newark. I am President of Clinton Hill Neighborhood Council Community Organization in the South ward section of Newark which will be affected by the Highway.

I know very little about the facts, the technical details, of highway construction so I feel that I can speak with great authority. I am not against progress but I feel that under this slogan, "A destructive process to the dense urban section of North Jersey,"especially Essex County would be conducted.

First- in Newark rural property, taxable property will be taken by the Highway and according to the revenue and finance

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Director of the City, last November 55 percent of Newark's land is already tax-exempt. Eight thousand of its fifteen thousand acres. Putting the highway in, the route here, plus the north south connector would increase the tax-exempt land in the city of Newark and put additional burdens on small home owners and business.

I think the State Highway Program in the southern sections of Newark runs counter to State and Federal development plans for Newark. The State just voted to expand college facilities in the city. Rutgers Newark College of Engineering, plans to expand Seton Hall with Federal assistance in the center of the city and yet here we are additionally cutting ratables so that there is an expansion of land that would be tax-exempt.

The southern section of the city, where I live is already in crisis. For the past ten years there has been a great turnover in people living there. Houses have been sold, new people have moved in. By taking houses, there would be additional population pressure. Many of the people in the southern section are from minority groups who would not find housing out of town for various reasons. It would increase the doubling up and illegal usages in the southern section.

In other words, I just don't know how open the question is, but I feel that there is some possibility that should be explored for utilizing the existing roads and expanding them, modernizing them and not taking a new slough through the city.

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The possibility of a north-south connector from the east west down to the route 78 is very disturbing. Many people have just moved in there and bought homes and living in the central ward. The central ward was cleared by the Federal Government, now they'll have to move again, so all in all from the persons I've spoken to in the southern section are very disturbed by the highway prospect.

I just want to close with the point that I understand that modern theory on major arteries is to avoid urban centers, not to run them through, not to increase the smoke and congestion in the cities, but rather to bypass and I feel that not only Newark but all the region now is one vast openceter, is interrelated and that the highway should be -- that existing facilities should be expanded rather than cutting this new route through.

[Applause]

MR. ENGLISHMAN: Is there any other person from the City of Newark? Are you from Newark, sir? Is there anyone else from Newark? [No response]

Now the next town that was on our agenda was Irvington. Would you please go to the mike.

[Gentleman rising and going to the microphone]

My name is Charles Haney, I am a taxpayer in Irvington. The only point I want to touch on is the home life I am thirty five years a resident where I am now, and I remember

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when I moved to Irvington 35- 37 years ago rather, it was a nice family atmosphere town. Now, when they cut the Garden State Parkway through, I could before that time go through my street to my friends above the west line of the Garden State Parkway. Now I cannot go across there unless I go to the only crossing that they have.

It is my opinion that the home life in Irvington has been curtailed for that reason and I feel Irvington has paid a big price up to now for the comforts of the whole community or county or country. Now they have bisected Irvington in two by the Garden State Parkway. If the route 1 should materialize they would bisect it east and west again and turn it into four parts. It would not be a home life anymore. I think the Highway Authority do have a home life at their hearth. The man who spoke before me just now said that the.

I think that Irvington has paid a big price for the Garden State Parkway and the only way that they can survive and have some home life is to have the southern route. Thank you.

[Applause]

MR. ENGLISHMAN: Is there any other person from Irvington here to speak? This gentleman right here! You are from Irvington.

VOICE: Yes sir. Irvington taxpayer. If I recall the route it is very close to the Irvington Hospital, in fact that circle really takes up about half of the hospital

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ground, and we are also very close to the church and school, and I believe that if that route should finally be decided upon, which I hope it isn't from the part of Irvington, I think there should be a little more clearance given to both institutions.

Thank you. [Applause]

MR. ENGLISHMAN: Thank you. There were several other people that raised their hands. Yes sir, the gentleman back here with the white shirt.

My name is Kelly from Irvington, I have heard a couple of statements, one from the platform, one from the floor. How old is that map, the aerial map?

MR. ENGLISHMAN: On the right hand side here is a photograph,aerial photograph which was taken in the spring of 1957. It has been brough up-to-date by field inspections.

MR. KELLY: In other words, that map is not up-to-date.

MR. ENGLISHMAN: It is not up-to-date when you think of it as being a picture of yesterday. However, let me say this to you and to everyone else here about the dating of these maps. It is true that this map is a product of a flight of 1957. You could not turn around and take a flight of yesterday and use that for today. You couldn't use a flight that was taken a month ago and use it today, not if you were going to turn around and use it for some study purposes in trying to present some kind of facts as what we've been trying

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to do today. So you could not and would not be able to from a physical standpoint go into any kind of a meeting with a map that was, and I'll say less then six months old.

This one however, is 1957, the Spring of 1957 and it was brought up-to-date as a result of field investigations.

You go on from there.

MR. KELLY: Sir, are your evaluations 1957?

MR. ENGLISHMAN: I didn't hear you sir.

MR. KELLY: The evaluations, the cost, how much is it going to cost. Are they 1957 or are they 1960?

MR. ENGLISHMAN: Our ~~foreman~~ ENGINEER made two inspections of these alignments only recently, to check out again the impact on these numbers.

VOICE: Thank you.

MR. ENGLISHMAN: Now, there is another gentleman up there that wants to speak.

[Gentleman coming to microphone]

My name is David Taishman, I am a taxpayer in Irvington. I would like to discuss the alignment of the road as it pertains to its use as a defense highway.

Many of us here are veterans, I am sure, those of us who were ground troops know that we would, rather, I think, to walk along a route that was not quite so straight, where aircraft is involved.

As far as the alignment pertains to auto traffic, vehicular

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traffic, I think we are all aware of the fact that in our open meadow land through wooded area, the highway department has gone out of their way to put cars and things into the road so as they wouldn't be monotonous, cause drowsiness and keep us awake, so I think arguments along those lines are completely invalid.

As far as there being errors on the maps, the photographs and the drawings, it is true, there are errors. Every day a new house is being built, a new industry is being developed or being changed. Those of us who are connected directly or indirectly with the fear of physical growth, by that I mean structures, roads, homes, all sorts of things, know that there is no such thing as an up-to-date map, photograph or drawing. These things change. Yesterday's sewer is no longer counted, roads have changed so frequently that I think where reference is made to an out-of-date piece of equipment that is on display here, I think that is invalid.

I think also that an inference to completely throw out hundreds and thousands dollars worth of research and study as displayed here is also another waste of time. We have to build on some sort of foundation. This is what we have, will it be right or wrong, I don't know, but this is something we must build on, let's not throw it away and say Oh, let's start all over again on some other course. Here is the problem, let's take it, if we must fight it out, let's fight it out, come to

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an agreement and as we said, let us get the ball rolling. Thank you.

MR. ENGLISHMAN: I think there's another gentleman from Irvington that wishes to speak.

My name is Matthias J. Hersit,Sr, from 9-22nd St, Irvington. I also represent the Property Owners Protective Association, and we've been fighting the taxation. Also we are against this value state whereby it split and made us isolated from one section to another, in other words if I wanted to go to see Leo I would have to try to go over a highway or street, and if I wanted to go to an assembly at school I would have to go around a mile and a half to get there.

Now you are trying to put a highway through whereby it would not only form an artery but it would also isolate us and make us look like where we should turn around, take our turn and give it back to the Indians. That's what you are trying to do. You're doing it with all -- in fact Irvington is being hit real hard. With our evaluation and all, when my taxes used to be a certain amount, my home and all, I would have to sell because with the evaluation that they slapped on my back and as a worker I can just about pay it. Now with the new taxes that will go on, I might as well put it up for a junk yard.

Now, I would like to have this young fellow read a press release from the Protective Association since I do not have my reading glasses with me.

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VOICE: "On behalf of the hundreds of members of the Property Owners Protective Association, I as the President of this Organization would like to make it known for the record that we are against any lengthy highway cutting through the town of Irvington. As you already know the taxpayers in this town had a tremendous burden placed on them when the Garden State Highway cut the town in half. Many people had to move out and others had difficulty in meeting the additional taxes due to the loss in ratables. To quarter the town by another highway would practically ruin the town of Irvington and place a very heavy burden on the remaining taxpayers living here. I know that progress is a modern trend in this day and age and in order that this goal can be achieved many things must be sacrificed. Our contribution would be another highway through the town of Irvington, therefore Gentlemen, I ask you to give us your utmost consideration and sympathy when you are deciding this important step. You already learned from our officials the impact this will have on our citizens both financially and physically. If a highway must come through Irvington, Gentlemen, on behalf of our organization I would recommend that plan #3, the south route, should be the highway to go through the town of Irvington. I thank you for you cooperation and consideration- (SIGNED) John L. Osonowicz, President, Property Owners Protective Association".

I thank you Mr.Chairman.

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MR. ENGLISHMAN: Anybody want to comment, anybody who wants to be quiet and dignified, just a little comment. The boy who read the statement there is a State Highway Department employee and it's just another service rendered. Please don't be surprised when you see his picture in the paper.

Now is there anyone else from Irvington who cares to speak.

[Lady coming to the floor microphone]

My name is Mrs. Wolf, I live in Irvington. There have been people in my neighborhood who have been asking me, "when will we know if this highway does come through, how soon will we know", because people are trying to remodel their homes and they fear if they do that now that it will all be lost, so if they would tell us ahead of time when we have this road coming through, if it does come through, how soon will that be.

MR. ENGLISHMAN: Well, just from the testimony today, there has been several requests that a decision on the alignment be delayed until such things as, for instance; as the ~~Essex~~ NEWARK Transportation Survey is completed. In view of all these things, also the fact that no final plans can be prepared until an alignment is adopted, in other words a decision is reached, and then it would take at least a good year just to prepare plans. I think we are talking somewhere in

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at least two years from now.

Now there is one other thing that we do do, and we have made a practice of, that when we are approaching a time of acquisitions, this is after an alignment has been approved and made known that this is the alignment and final plans are in preparation. We then conduct, not a public hearing as required by law, like today, but we conduct what we call an informal meeting and we try and keep these for each little community.

These meetings are conducted by a person similar to myself but instead of being in the engineering department, he is from the right-of-way appraisals and negotiations bureau, and these gentlemen, a little team of them, will conduct this meeting and will try and demonstrate the actual details regarding each and every parcel.

Now, they used to do this at a night time meeting. It may be in a case of where the magnitude is so great in some of these cases, it will have to be a couple of nights, but this has been done in our work with the Bergen Expressway or Route 69, and it has been very favorable, I think, it makes the people feel better.

One of the things, for instance, that has been an outcome of this, that after such a meeting on one Saturday the negotiators went out in the field to negotiate, they had with them this group of negotiators, it was a small team of them, they had 60 agreements in their hand, and they split this up into a

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couple of groups and then they went about knocking on the door. This started around 10:30 in the morning and by 2:00 P.M., they had in effect agreements signed for 55 of that 60. Actually they had 35 of them totally completed.

As I said there was only five of them not in accord. Those five were people that didn't understand, they weren't satisfied and those people had to be talked to more completely and maybe even those five were cases that went to condemnation. But out of 60, 55 were in accord. Now this was a result of this kind of a meeting prior to the negotiator knocking on the door and we feel that this is very helpful. It also gives the person a little more time to do some planning. Does that help you any?

MRS. WOLF: Would you suggest then, that the people go ahead with their alterations? Would they be compensated?

MR. ENGLISHMAN: Well, if it increases the value of the property that will be a part of the appraisal. However, you can not turn around and take a 1931 Ford and make a 1955 Cadillac out of it.

Now, is there anyone else from Irvington who cares to speak?

[Gentlemen coming forward to microphone]

VOICE: I am from Irvington. I cannot make it too strongly the way Mayor Lovell of Irvington explained it.

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I believe that the Southern Route would eliminiate a lot of hardship and suffering from Irvington from the standpoint of the children going to school and running loose on the streets with all the extra traffic that will be dumped in Irvington. Thank you.

MR. ENGLISHMAN: Is there anyone else from Irvington who cares to speak?

I am a taxpayer from Irvington. My name is Raymond Ford and I would like to know something. I have children who go to school there. If they go ahead and build this what is going to happen to the children going to school, especially when they go to the Union Avenue School.

MR. ENGLISHMAN: Are you asking me a question sir?

MR. FORD: The Union Avenue School. It is going to affect that,am I right or wrong? So he's got to walk to school - he's got to walk to school every day, that means he's going to have to go all around to go to school.

MR. ENGLISHMAN: Again, from what you've just said, sir, that you think the length of travel of your school children, it would be longer. And I have just asked the engineer and he says that none of the streets will be cut off.

MR FORD: But you will have the traffic coming through there. If you put that highway through there you are going to have trucks coming off the highway and through the

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city.

MR. ENGLISHMAN: Maybe this will help you, this highway or anyone of its like nature is not like a local street, it is not like a local street in many respects, but in the respect of I think what you're concerned about, the children unless they do some act strictly of their own, and really try hard, they should not get in trouble with the traffic on this road because the roadway will be enclosed with a fence. It will be protected so that the children, unless they really try hard, should not be able to get on the roadway.

This is part of the policy to promote more safety. We are cognizant of safety just as much as every one of you folks are. We too have children and feel the same way, and so we feel very strongly that things should be done to protect the children. And one of the things that we feel strong about in an urban area, an area like Irvington, Newark, Hillside, Maplewood, there should be some protection, and adequate apropos protection for the children, and one of the ways of doing this is to construct adequate fencing along the roadway.

The roadway itself, I feel will be as safe as humanly possible to make it.

MR. FORD: The way I look at it, I don't think if you put it through Irvington all the taxes go up and I think it should be right out there where it is now, right by the airport there, they have plenty of room out there for that thing.

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MR. ENGLISHMAN: Is there anyone else from Irvington?

[No response]

Can we go to Hillside then. Hillside was out of turn last time, but are there any folks, public at large from Hillside? A gentleman in the back here has asked for the floor.

I am M. A. Baird of the Lehigh Valley Railroad Company, Assistant General and Tax Agent. In behalf of the Railroad I would like to object to the south route #3 as is shown there in red.

From the plans now available, it would seriously disrupt our service to the several industries in the Hillside Industrial area and where it would be an obstacle to their future expansion.

It would also apparently eliminate some of these industries entirely. It would entail relocation of our facilities at considerable expense and a loss of efficiency.

I request that our company be furnished with detailed plans, as this project affects us, and that we be given the opportunity to object to them before any decision is made. Thank you.

[Applause]

MR. ENGLISHMAN: Now before I give the floor to another person at Hillside, I received from some gentleman in the audience before, it is labeled a petition. I will read it,

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it is a short one.

"We the residents of Hillside Avenue are opposed to having a speedway coming through Belmont Avenue." And then there is the various peoples names. The resolution was adopted at the Hill Neighborhood Council held July 14, 1960, at the Hillside Avenue Home of Mrs. L. May Houses, I think it is. This will be a part of the record.

Now is there anyone else from Hillside, more people from Hillside who care to speak? No one else in Hillside?

[No response]

Then let us go to Maplewood. Is there any public at large from Maplewood?

[Gentleman coming forward]

That get's us down to Union. Are you from Union sir.

VOICE: Yes sir.

MR. ENGLISHMAN: You may have the floor.

My name is Clifford E. Clay, I am speaking on behalf of the Civic Association of Union. This is a communication we sent to Mr. Palmer but we want it on the record to go to the officials in Washington.

"On behalf of the home-owners, a large majority of which are veterans of World War #2 on or adjacent to Stanley Terrace, Everett Circle, Elaine Terrace, Richard Terrace, Arsdale Terrace, and Florence Drive in Union, who will be affected by the proposed change in route 78. We object to the middle and southern routes.

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We urge you to carefully consider not only the hardship to be endured by the home-owners in this area but the following practical points on which we base our objections. (1) Our understanding of the purpose of this east-west highway was to provide a direct, direct high speed route between Phillipsburg and Jersey City. The Federal Government is underwriting most of the cost because of the value of the road in military emergency, to evacuate the densely populated areas and transport troops and supplies.

We cannot understand why the original direct northerly route has recently been supplemented by two new proposed routes which will cause a sharp southerly bend and tie the road, possibly a half mile off the straight line with the resulting hazard to vehicles travelling at high speed.

This does not appear practical, in view of the purpose of this road as the southerly route would pass through sparsely populated areas removed from the main transportation arteries which would normally feed into such a route.

(2) While it is possible the original cost of constructing the Middle or Southern routes may be smaller, we feel the future upkeep and the actual purpose of the route must be heavily weighed to make certain future demands on the road can be filled. We do not feel that the middle or southern routes would prove advantageous in these respects.

(3) Surely the State Engineers who surveyed the terrain

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in our area prior to a first announcement of the path of the highway must have considered all the advantages and disadvantages and arrived at the northerly route only after careful calculations.

In view of this, what answer does the State Highway Department have for the additional two new proposed routes for this area. We feel it is unprecedented in any other part of the entire route, as far as we know; (4) We also understand our Township Engineer, Mr. Henry ~~Cray~~ KREH, Jr., proposed an altered northerly route in 1957, three years ago, which would be a more direct route and possibly even cost less than the state's original northern route, based upon the actual purpose of the highway and since Mr. ~~Cray~~ KREH presented his proposal, almost three years ago, we feel a definite explanation is due our Township as well as the residents in our area as to why Mr. Cray's route has not even been considered in the costs estimates, emphasized costs estimates because while the brown line is Mr. ~~Cray's~~ KREH'S route the costs estimates up there do not contain anything about it."

[Applause]

In closing my last point but by far not the least, there are many, many new homes in the southerly route. I believe it was mentioned before by one of the gentleman. While I know other gentleman, in other areas have said older homes would be taken, well here newer homes will be taken. Veterans homes in many instances. I have checked with the VA regarding my

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mortgage, a veteran's mortgage of course, and it is impossible to transfer a GI mortgage once you have had it, in other words you've had it. It is a 4 percent mortgage or a 4-1/2 percent mortgage. Now the right-of-way is 5-1/4 percent.

That means that every veteran who loses his home along that route will not be able to continue his mortgage, he will have to pay at least 3/4 percent more interest. Just think of that. Over a period of about 25 years, a $10,000 mortgage, that is $1,200 alone more interest.

That's one little point only. I still hope and we demand in other words, that the Highway Commissioner consider that all important point when arriving at the damages on the foreclosures and condemnation procedures.

We appeal to the Federal Government in charge of the Highway Commission here to carefully consider the points I have mentioned when making the final decision. Thank you.

[Applause]

MR. ENGLISHMAN: Sir, may I comment just once or twice on a few of your points. I said would you care if I comment. This is not a rebuttal. This is not argumentive either.

One of your thoughts was, that it was unprecedented, at least to your knowledge of showing various lines. This is not, that is not that at all. As early as two years ago, at one of the hearings, probably one of the biggest and as big as the

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one today, as many people there and so forth, it was on route 95, there were two alignments shown, very emphatically. However, in the same category as you say, we did not show any facts on the brown line, we did not in that case either for we had some facts on that alignment.

Now, the hearing on the 24th, about a month ago in Fern Park area for instance, we showed two alignments. This is not something new in showing several alignments. Two weeks ago in Morristown on route 287, we showed three lines which were highly involved, line A, line B, line C.

Now, one of the reasons this is done is for the very reason that the Bureau of Public Roads insists that we show various lines and not just come in with one line. If we came in with one line here today, I daresay the people would go home and say, this is pat, but it shows that we are open-minded in our thinking. I want you to think about that.

Now, if you care to rebut and I didn't mean to be argumentative, I will give you the floor once more.

MR. GRAY: KREH: Thank you. I appreciate your comments but what I was primarily concerned about was that three years ago the northerly route was proposed (more than three years ago) but just recently within this past year I believe we were told of the two southerly routes, the middle and the southern. It seems unfair that we do not have sufficient time, the Township here, to really do a job on analyzing the

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whole thing. We had three years on the northern route but only a few months on the southern.

MR. ENGLISHMAN: I think that earlier in the day, one of the spokesman said, and he requested as a part of the hearing that some more time be given.

Recently in one hearing such a request was made and our Commissioner, Commissioner Palmer set up a 45 day period after the date of the hearing which we would receive testimony. This would be by written form to be included as a part of the transcript to go to Washington.

Now, there's such a request by one of the spokesman before, also I personally will make comments to the Commissioner, the highlights of the hearing and I will point that out to him. He may make the same ruling again as he did in this other case, to hold the transcript open for some period of days as he did in this prior case.

Now, there is one other thing, I don't know whether all of you folks looked at the various pamphlets. There are various pamphlets which were being distributed out in the hall as you came in, and there is one that our prior speaker mentioned the word condemnation and this is what prompted me to bring this out. There is one pamphlet particularly which I recommend that all of you read and that particular one is entitled 'Right-of-Way', this will explain to you folks how we go about acquiring right-of-way, and I think it will answer a lot of your questions about

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right-of-way and about condemnation etc., now is there anyone else from Union that cares to speak?

Gentlemen of the State Highway Department, and members of the audience: My name is Oscar Geiger representing the Geiger Engineering and Manufacturing Company Inc, and its employees, located in the Township of Union.

We together with the Myron Fall Steel Company and The Voorhies Company are the chief victims of the Township's alternate partial realignment of the northern route of Highway 78, commonly called the Gray alternate. To our knowledge our firm would be the largest single industry to become completely displaced in any alignment, state or local.

I am here to state our case with the sympathy of our neighbors. The officials of the Township of Union have gone to great lengths and spent a good deal of time appealing to the emotions of the citizens of the areas involved, and based their entire approach to the problem on placing major emphasis on a number of homes that will be either destroyed or saved.

While we can understand this position, we doubt its validity. For example; if the concern is so great for the welfare of little people, how can they explain that the Gray alternate realignment slices a much larger part out of the Vauxhall class B residential section, a political minority than any other route either locally or state suggested. We believe the issue here before us far transcends any political

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motivations and must be considered purely from the standpoint of the common good and welfare of the entire community as a whole, and in fact upon the people and the community of the State of New Jersey.

Sometimes we hear statements about selfish interests, a favorite political punchline. Just what is this supposed to mean. Is not every home involved a most intense and personal kind of selfish interest, but compounded by the political self-interest the votes attached to each individual instance. We reject this approach. If the truth were known many of the home-owners affected would be better off after they are relocated than before.

We have known cases where the people were glad to get off the hook of their present home or neighborhood. Statistics prove that the people today do more buying and selling and moving around of their homes than of any time before in history.

The sanctity of the home business has more inuendo than substance having a purely emotional impact and used to the fullest by officials to further their political interests. We have no such motives. If the highway does wipe us out, values will be justly paid I assure you and so will every home-owner that is dislocated, but who is going to pay the rent and the grocery bill of the between 180 and 200 families whose bread-winner will be tossed out of a job because Geiger and Hamon Fall and Voorhies and perhaps others will be forced out of business.

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This is our great concern and should be that of the Township fathers, not some hurriedly assembled meaningless figures and high sounding phrases and oratory. This should be the concern of the other towns and cities also, not only homes but jobs. How many jobs are going to be gone forever? Although ratables are placed second, there is much talk about the loss of ratables in one case versus the loss of ratables in another.

These figures too can be made to seem what they are not. Every municipality in the State of New Jersey must in the near future reassess all its ratables on the basis of actual value, thus doing away with antiquated assessed valuations now on the tax books, which give a completely erroneous picture of so-called ratables existing today. This basis of actual value will reveal that figures now quoted are far removed from fact, and if at this moment any decision were made on the basis of ratables as they are being stated the impact on the economy of the municipality is likely to be entirely different after re-evaluation is made.

The only true picture can be derived by applying actual value to the properties which are to be eliminated in the various alternates and compering them on this basis.

The Township admits that it was given very little time to make a study of the proposals submitted by the State. We know in our own individual case that values could not have been taken into consideration because nowhere and at no time was

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STENOTYPE REPORTING SPECIALISTS
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our firm consulted about possible valuation of the combined properties occupied by Maxson Fall Steel Company and ourselves.

These properties are built of a unique type of construction on which we are the only true authority in the field, as our firm is the originator and only constructor of this type of building.

Many professional appraisers come to us for our judgment on buildings where this type of construction is involved, therefore how can the figures submitted by the Township be accepted as correct or even approaching actuality when by their own admission they did not have sufficient time to make a proper study.

We could go on for a considerable time along the same lines to indicate that perhaps the town should re-examine its position as this is a serious matter affecting the future of the township.

It is our conviction that the Gray alternate serves no good purpose from either the township's standpoint or the state's standpoint and should be discarded or rejected.

Accordingly, we would like to read the text of our letter to Commissioner Palmer of the State Highway Department which expresses our position clearly and reasonably as follows: This letter is dated April 26, although sometime has passed what it says is still valid.

"Recent publishment regarding the alignment of route 78

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through Union Township has produced an alternate suggestion to the northern route by Township Engineer, Henry Cray, Jr., proported to be more desirable for the good of the people of the Township. This route noted as 1A on the map of the area hanging in the basement of the municipal building and reproduced in part in the April 7, 1960 issue of the Union Leader Newspaper is based on the supposition that it causes the least displacement of residences. By inference the impression is that it should then follow that such a course should be cheaper and more beneficial to the people of the Township.

Actually such is not the case at all. The alternate alignment cuts through an area bounded by Stanley Terrace, Bernat Avenue, County Line and Raleigh Valley Railroad, on a diagonal course that makes the area practically useless for anything else.

This change affects a number of industrial buildings now occupied by several sizeable enterprises with a value of several million dollars through real estate improvements not to speak of business worth, plus another half million dollars worth of prime industrial land, plus another million and a half in lease hold industrial buildings to be known as Geiger Industrial Center now in the advanced planning stage, plus one addition at this moment under construction.

Add to this the cost of rebuilding elsewhere, relocating, loss of business and the inevitable loss of intangibles and

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unforseen contingencies and it will readily be seen that the cost of using the alternate route is formidable and from a taxpayers viewpoint intolerable.

As a matter of fact, several of these businesses might cease to exist because of the problems involved, and this should certainly be counted in terms of cost, in view of the lost revenue which could have been forthcoming with future growth.

It already becomes evident that the costs of minor residential dislocation saved by this realignment are insignificant by comparison. Now consider the losses to the town and employment of local people and the loss of business done by these firms with other local businesses. Further consider the fact that industrial tampayers pay the same rate as residential but do not demand services such as; garbage; streetcleaning etc., nor do they send children to school and the economic losses become staggering.

Not to mention such factors as the higher cost of bridging the railroad in the alternate route, the extra cost of piping, the major storm-sewage is now an open book and a number of other factors which all should be considered.

Most unfortunately all the factors involved do not appear to have been enough investigated before a position was taken and made public. It would seem that perhaps the time was too short and permitted only a cursory survey from outdated paper

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work, rather than an actual physical study.

We regret exceedingly to find it necessary to be in opposition to the town and its officials, for the first time in our 23 years of living there, but we have no choice as the town fathers have, so to speak, given us an eviction notice.

We hereby go on record that if this alternate route should be seriously considered, we shall fight and oppose it to the fullest extent with whatever resources we can muster, on the grounds that it is ill-considered and unrealistic, wasteful of ratables for the town, wasteful of money, waste of potential new industrial area of which there is precious little remaining and unreasonably confiscatory.

As such it is therefore detrimental to the interest of the people of the Township and to the people of the State of New Jersey whose revenue pays for a major share of the cost of the highway.

We might add just one more comment. We have no wish to offend or alienate the township fathers against us. We hope that they will reconsider and meet the issue fairly and squarely and thus recognize the validity of the foregoing statement. If so, we are prepared to join them in seeking an agreement on the alignment of route 78 as originally proposed by the State and now commonly called the northern route for the common good of all the people of the township and the future of the community.

We would also like to ask that this issue be settled as

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quickly as possible. Our firm is currently losing over two thousand dollars per month in rentals on vacant space available for rent with no takers because of this Gray alternate cloud hanging over us. Perhaps if the State cannot as yet decide on the main routes, they might soon express an opinion on the alternate in any event.

Thank you for this opportunity to be heard.

MR. ENGLISHMAN: Another speaker over here from Union?

Bob Maskowitz from Union. Mr. Chairman, I would like to ask you a question, why is it everytime somebody speaks about the southern route that you make a comment about it. All this time about the northern route, there is nothing said about it. And is it true that the red line there for the southern route-- I mean do you people already know which route you are taking? Or is it just a coincidence that that is all red?

MR. ENGLISHMAN: As far as my comments are concerned, it is very coincidental that I spoke about anything. I do not pick out one thing and favor that, I try to be very impartial so if I made a comment that appeared to you that I was favoring one particular thing, you can rest assured I was not doing that. My mind is as open as a book.

MR. MASKOWITZ: Well, it may have seemed that way. I have been sitting here for hours and I noticed that

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is in the northerly section - I mean we don't want to be enemies with Irvington. We like Irvington, we like Union, we like them all. We want to do this in a nice way and we'd like to even have it split right down the middle, we don't want to argue back and forth and I think that's what it is all coming to. And I just think every time a northern route man gets up its all right and when a southern route man gets up it was just a different story or you asked for comments or an objection.

MR. ENGLISHMAN: I am sorry you feel that way but that is not so. I am not making any comment about any specific line.

MR. MASKOWITZ: Well, will you answer me, why is that line red, why was it always a different color but at just this time red. Why is the follow-through from Newark all the way through and all the way down to Springfield line red and it wasn't that color on the other maps that we saw.

MR. ENGLISHMAN: Naturally, if you were on the official bodies that were in Trenton, if you know it or you don't know it, I will tell you, that there was a meeting of all the four groups concerned in Trenton, in Commissioner Palmer's office and the maps that were used were these right here, those were the ones that were used.

MR. MASKOWITZ: Well the maps that we saw, every one of them didn't have any red in it at all, and we had over 900 names signed on a petition against using the southern

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route. In fact, I think Mr. Palmer -- I am chairman for the committee for the Highway over in our section and we got over almost 1,000 names on the petitition. Each one signed by a home-owner and stating that they were against the southern route.

And today when we saw that red we figured that you people already know where the highway is going or where it isn't going.

MR. ENGLISHMAN: There was a comment made here earlier. This is the comment: "It says the engineer already has made up his mind", meaning the consulting engineer that prepared this display. He had nothing to do with it. There is only one man who makes up his mind and that's the Commissioner.

MR. MASKOWITZ: And we won't know until two years later which way it is going?

MR. ENGLISHMAN: It depends on how long it takes to review the transcript.

MR. MASKOWITZ: I mean but you had a statement before it would take two years --

MR. ENGLISHMAN: No, I didn't say it would take two years to make up our mind, no.

MR. MASKOWITZ: Not your mind?

MR. ENGLISHMAN: No, not mine.

MR. MASKOWITZ: I know.

MR. ENGLISHMAN: Despite the fact that you are making personal addresses to me, why you are really talking to the Highway Department, I think that's what you mean, you don't

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mean me personally.

MR. MASKOWITZ: No, I mean the Highway Department.

MR. ENGLISHMAN: You are talking to the Highway Department. When I said before it would take about two years. The person who asked that question was: "When will we know when our property is going to be taken?" I think that's what the question was.

MR. MASKOWITZ: And I think you said two years.

MR. ENGLISHMAN: Yes. And that is only a guess on my part.

MR. MASKOWITZ: In other words, this thing can go on for more than two years, and we can still be arguing for two years and next year and back petitions and everything else to find out what route we are taking.

MR. ENGLISHMAN: No, I think the issue will be made clear. After the testimony is reviewed by the Department, by the Bureau of Public Roads and there is 3 groups in the Bureau of Public Roads, one at the local level in Trenton, one in the Regional Office at Albany and one at the National Office in Washington. Each one of these groups will review and they will make their comments.

MR. MASKOWITZ: Can I ask you another thing. Why was this meeting held 10:30 A.M., when a lot of people are working and couldn't come down here. I mean, we could have crowded this place up and jammed it. [Applause]

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Why not 7 in the evening or 6 o'clock, something like that. I think it was a little not right to make it that way, I mean, I'm not the boss of this, but whoever did make the plans should have at least considered the people that work. We had a lot from Union and I guess from Irvington and Maplewood, etc., who took the day off just to come down here and spend the day to find out about their houses, whether they are going or not. And after we get down here today, we still ain't going to know what's going on. All we learned about today is back and forth arguments here.

(Applause)

MR. ENGLISHMAN: I think that you are missing a point. I said this in the beginning that details as to the individual house cannot be answered because we don't have any final plans made. They haven't even been started.

MR. MASKOWITZ: Why can't they have these in the evening. When they have this again, can I suggest that when you have this the next time, maybe another town, maybe the people that are involved, to have it in the evening so the husbands can get out and get this place jammed. This place could have been jammed all the way up to the roof and yet you notice there is only half a crowd here because many of the people aren't going to lose 25 or 30 dollars, to take the day off like we did. We have an interest in this thing. We are home-owners there and we want to see that the thing is straightened out, so we came down here, but there is a lot of people

that can't afford to take off and lose a days pay. Thank you very much. [Applause]

MR. ENGLISHMAN: Yes. Are you from Union?

Mr. Chairman, I am not going to be argumentative my name is Charles B. Nelson, 1562 Liberty Avenue in Union, N.J. There is one question I would like to ask, I don't understand it on the map. Is the section of Liberty Avenue in the vicinity of Vaux Hall Road to be vacated, filled in or is there going to be a bridge over Liberty Avenue? In other words, I want to know will Liberty Avenue be open from Morris Avenue to Vaux Hall Road?

MR. ENGLISHMAN: The gentleman on the stage right now is our engineer and he will try and answer that question.

MR. NELSON: Further down, this Vauxhall Rd up and down in front of you, that crosses the highway, there's a bridge there, now go to your left there is a diagonal line which is Liberty Avenue. Is Liberty Avenue going to be filled in.

MR. PASSERELLI: Liberty Avenue most likely if this location prevails, there will be consideration given to diverting Liberty Avenue over to Vaux Hall Rd.

MR. NELSON: No, that we wouldn't stand for. Liberty Road is my baby. If Mr. Kine here, he knows I almost went to jail several years ago fighting for Liberty Avenue,

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and I am still fighting for it. Now you can call who you want. Liberty Avenue runs from Vaux Hall Road to 22 and you come up to my house and you sit on my porch eight or ten hours and you will think you are in the Holland Tunnel. I want to know what they are going to do with those people. Wait a minute, I am not kicking about the traffic, these ladies and gentlemen have used that. They go to their jobs and go home and their lives depends on it, it is not a speedway, we are not picking on that.

But Liberty Avenue for its civil defense, for a national emergency must be kept open.

MR. PASSERELLI: Liberty Avenue will in that case --

MR. NELSON: Now, there's another thing, since when does ten cabanas in a swim club more valuable than six homes averaging $20,000 on Burwell Street, look at it.

[Applause]

I am not argumtative, I am not objecting to the swim club but I am not going to see six homes averaging $20,000 wrecked and a swim club, a dozen cabanas that is used 10 weeks and six houses that is used 365 days in the year. There are two neighbors up there living there 35 years, that section I know every inch of it and you are not going to destroy one fifth of it by some crazy ideology you've got there.

MR. PASSERELLI; Have I answered your question?

MR. NELSON: Yes sir

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MR. ENGLISHMAN: Thank you very kindly sir. Do we have someone else from Union who cares to speak?

Yes, now you come to the microphone please.

VOICE: My name is Howard Forrest, I live in Union. I am one of those creatures very concerned about the sanctity of the home. We like where we are living, we like our neighborhood, we like the idea that our children go to a fine school less than two blocks away.

Sociologists know that it is an emotional impact on children to be removed from their neighborhoods and from their schools. The instability of neighborhoods cause delinquency in part. Today we have heard from people who are very concerned about the fact that their homes will be destroyed.

Other people are very concerned that a roaring truck highway will be going to their back yard. The hundreds and thousands of families which border on this highway will become practically unsalable because of the proposed highway. But I do not have it in my heart to say to you, don't destroy my home, destroy my neighbors in Irvington.

I say that if the Highway Department wants to be of real service to the peoples of Berkeley Heights, Maplewood, Irvington, Union, Newark, Hillside, they will find a way to rebuild the present death highway 22.

[Applause]

Every day we read in our newspapers of death and property

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destruction on route 22. It is replete with engineering defects. A public service indeed, would result from the revitalization of that highway. I would like to see the State Highway Department show some imagination too in considering double-decker highways when heavily built-up populated areas are encountered.

I believe in a section of north Newark there is a double decker highway which Newark's Town Engineer Edward Gray is so very proud of.

I think too, there are homes located in the center island of route 22 and owned by people who would be very pleased to have their homes purchased by the State.

All in all, my primary remarks are directed to the preservation of homes in eight neighborhoods and not to the cost per mile. I understand that it was said to reconstruct route 22 would cost so many million more than it would cost to build a brand new highway to parallel route 22. I have read however, that the State during a period of four years spent in excess of eight million dollars just in engineering fees alone.

I don't accept the fact that the dollar is the important thing. It has been said to in objection to route 22, that there are engineering defects that cannot be overcome, but I believe that they are one person or two persons point of view, and the points of view of other specialists would differ. Thank you.

[Applause]

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MR. ENGLISHMAN: Are you from Union, yes.

VOICE: Mr. Chairman, my name is KREH, ~~Kline~~, I spoke earlier. I noticed that you made comment that reasonable time would be given to any municipality to submit further evidence or to document the record and I believe you indicted 45 days would not be unreasonable. At this time I want to officially request that the Township of Union be given a period of 45 days to further document or implement the record with such material or data that they may wish to file with your department.

MR. ENGLISHMAN: All I said before was this; that one of the earlier spokesman had made such a request, and then I pointed out that in a prior case, a case of two weeks ago, that the Commissioner did just that, he extended the time of receiving testimony by 45 days. Now you are the second person who has recommended this. I will take those thoughts back to the Commissioner and ask him to extend the time 45 days, it is his perogative.

MR. KREH: ~~Kline~~: Thank you very much and would you notify the Township of Union to that effect.

MR. ENGLISHMAN: Once a decision is reached, I'll see to it that you are notified.

Now is there anyone else from Union - Yes.

VOICE: Robert P. Ostectey, Taxpayer and Township official. As I have just heard here after Mr. Nelson's questions, that Liberty Avenue is going to be blockaded I now

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ask your engineers to add one more bridge to that 50 and make it 51, because the Fire House that we have in the area covers a tremendous amount of homes which you would block off and cause the equipment to go another five, six or seven minutes would greatly endanger the homes in question.

Therefore I ask you for 51 bridges and not 50.

[Applause]

MR. ENGLISHMAN: Thank you. Now is there anyone else from -- yes!

VOICE: My name is Robert R. Lackey, I am the Police Commissioner and Chairman of Traffic control in Union Township for many years. And everyone here is interested in this highway. I think we are all interested in it from the standpoint, that it is an absolute necessity for our growing metropolitan area.

As I know route 22 as it passes through Union and all the way up to Somerville it has become a definite business street and the highway traffic is so highway that it is very, very dangerous and many are killed. Many have been killed in Union on route 29 which is now route 22. I see in the layout of the new 78, the terrific radius or what we have commonly called that southern route in Union, the belly route as a slang expression.

I know that on route 29 before it became route 22, we had a real death valley there, where many a truck driver and many

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a pleasure rider was killed. Now I feel that all of us should bear some of the burden of this very necessary highway that will be with us maybe for the next 100 years.

If you will look at the map starting at the Springfield line in Union, you can see by the States original layout from there to the Essex county line where Union and Maplewood meet, Union is taking a share of this burden. For some reason I can't understand, maybe it can be explained but two alternate routes have been submitted and the one that seems to be given the most preference today by those who are in other municipalities is the #3 route, which for some reason has been pushed entirely out of Irvington down the north and Irvington line, over into a little bit of Hillside and then through Union, making Union take more of this new route than a lot of the other municipalities.

I don't think it is fair to the people of Union, when the route has been laid out which is a more direct route for the best that can be had in trucking and the peoples travelling from now on to posterity, because that route will be in existence for 100 years, why you have to put that belly in there, and make Union take a great deal more of the burden then the original route. I think the State Highway should do the same as they did when they laid out the Parkway in Union.

A lot of people protested, they didn't want it there, where the State's original layout was, so they bounced it around

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both sides of the town, they eventually laid it out where the state originally planned and they did the least amount of harm to anybody that they could do anywhere.

I'm for the state's plan to take that northern route right through, Union is taking enough of the burden as it is. Thank you.

[Applause]

MR. ENGLISHMAN: We have a speaker back here from Union.

VOICE: I'm Mr. Olfson, the first time I've talked in a microphone but I want to say this Mr.Chairman, it was about 1957 that I was first notified or I saw in the paper that there is a possibility of the highway now known as 78, going through my property. I tried to find out as much as I could at that time and I found out that it was made up by a Mrs. Dwyer and from that time on, I tried to find out a little more about it, until it appeared in the papers that it was misaligned, that it was way south and the paper showed another highway to the north. I found out it was the same highway.

From that time on I always assumed that it was the northern route that was going to be the route that was going to be taken by the Highway Commission, but all of a sudden we find out that there have been changes made. Now, I want to know this, if maps were submitted to you, they have a date, 1957, and that was only about three months ago, now in the meantime

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a lot of people have made a lot of improvements on their houses, somebody just mentioned it is a little more than three months, I guess it is, but it is a short while ago.

Why was not Union notified about these two other routes so that the people of Union would not have gone ahead and made a lot of improvements on their property. That is my question.

MR. ENGLISHMAN: I don't know the exact time limit, but I can assure you the officials of Union or at least a few people in the Union Township official family were acquainted with these various routes in March. They were acquainted in March, you mentioned March. Yes, that's right March 1960, I didn't say something else. His point was that there was no knowledge of this thing three months ago, which isn't so. The town officials were aware of these different alignments three months ago.

The town fathers not only of Union but of Maplewood, Hillside and Irvington were all in the Commissioner's office, three months ago with these maps right here.

I just wanted that gentleman right there to know his facts weren't quite straight, that's all. No argument.

Now, is there anyone else from Union that wants to speak? Yes!

VOICE: Stanley Esterson, 1557 Hillcrest Terrace, Union. Looking at this map, I must admit I am a little baffled. I am baffled at all the lines, the curves, the bends and I

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see the main road goes through a heavily populated area.

I do considerable travelling. Recently I was down in Florida, a few weeks ago I was out in Long Island, a few months ago I did quite a bit of travelling in New York and it has occurred to me that the Highway Department seemed to be using good common sense in these states.

All roads and all main arteries do not seem to go through heavily congested areas, industrial areas or residential areas. I refer to the Southern State Parkway which parallels the Idlewild Airport. Recently in Miami, I went along the southside Boulevard which is just along the coastline of Florida. And all these roads in all the other states, they seem to bypass these areas causing very little discomfort to the residents, not disturbing the ratables, building the roads at a cheaper cost than the State of New Jersey seems to be building.

True, I will admit, they use a lot of reclaimed material but the one thing that appears to me to be good common sense is that they do not disturb the citizenship. They don't take away homes, they don't destroy ratables and I ask myself this question: Why must the state of New Jersey always persist in going through towns, destroying industrial areas and homes? I would think, by sense of reasoning, that it would be better if we could reconsider a route that would bypass these areas.

Spend more money, make a dual road like Florida does and leave the communities intact as they are, not cut them up

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into pieces. I can recall years ago when 22 came through Hillside, it was then Albert Street. I look at it now and I say to myself if I go on there I don't know whether I am going to come off it alive.

Now I go to Florida, I was in Florida last week and I admired the width of the roads, the area in which the roads were built and none of them go through the hearts of the city. They all bypass it. And I am asking myself, why does the State Highway Department don't take a tip from the other states and build their main arteries and roads in the outlying areas or adjacent to the industrial areas.

MR. ENGLISHMAN: Are you asking me a question sir?

MR. ESTERAN: Yes, I am, I can't understand why-

MR. ENGLISHMAN: Do you want me to comment?

MR. ESTERAN: Yes, I wish you would.

MR. ENGLISHMAN: I'll try. I like what you said, however, how can we or anyone else as engineers, not necessarily the Highway Department but anybody engaged in the Highway field take care of the traffic needs in such a densely populated area as Northern New Jersey and not affect somebody. Now, the reverse of that for instance; are route locations that are in other parts of New Jersey don't have this impact, that you see here today. Now, why is that so? Well, the very reason is, that it may be in Northwest Jersey it may be in

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South Jersey, where these areas are still comparable to what you are speaking about in Florida. This thing moved in its western reaches, its western portions in a state, did not have the effect that you are outlined here. Now, why the difference?

The travelling in our state is from the easterly limits, the westerly limits or it is from the southwest limit, for instance, Trenton or Philadelphia to the metropolitan area. New Jersey happens to be unique in being a traffic corridor and because of that any roadway, whether the Highway Department lays it down, the county lays it down, is going to have a big impact because of the densely populated area which we are all living in. You just can't help yourself.

I hope that that is a humble expression of trying to explain to you a difference between what you have seen say, in California- in Florida rather, or what you are seeing right here today.

MR. ESTERAN: I was thinking that it might be advantageous to the State Department to increase or widen the present facilities and not go into all the expense and disturbance of making these alternate routes and freeways. Is there not land adjacent to the present roadways that can be widened to take some of this traffic burden off the local road so that we would not need a new road, just improve existing facilities?

MR. ENGLISHMAN: Should I try to answer that?

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MR. ESTERAN: If you would please.

MR. ENGLISHMAN: We have gone into that in various locations and if money is a perogative, there is one factor right away that is always an offset. It is more difficult to take an old road, an existing road and widen that to the necessity of that traffic corridor as opposed to having some other route in parallel.

Now, we have investigated this many times, and we have found that to be so, and there is a disruption contrary to what it may seem, that there is no disruption in widening the old route. All of the old routes that I know of, that we have widened, there has always been a disruption.

MR. ESTERAN: Well then, we could that if all these roads are not adequate for the amount of traffic, you people feel it is compulsory to go through the residential areas, you don't have area available to sidetrack these areas, is that what I understand to be correct?

MR. ENGLISHMAN: We are, to use a poor word, unfortunate that we don't have open areas in which these roadways, whether it us or county or even municipality, could come around and locate those roadways so that there would be a lesser amount of harm done. If you are around Sussex county or Warren county attempting to locate a new road, you and I as individuals wouldn't have any problems in locating that roadway for the very reason that it is an open area. There are factors

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though even in those cases, but generally there is no comparison between trying to locate a roadway in a rural area, let us say like Sussex or Upper Passaic County or Upper Bergen County, it is a different thing then trying to locate a road in such a densely populated metropolitan area as we are in right here.

MR. ESTERAN: Well, that's the next question I was going to ask you. Has any consideration been given to run the road up along the northern route, up and around Sussex, Warren county and bypass this area entirely and come down along say, the Hudson River shore or route 9, something like that into Newark.

MR. ENGLISHMAN: There is a route and you sort of stretched yourself a little bit then, but there is such a route which is a circumferential, a peripheral route around the metropolitan area and that's route to 87. There is such a route as that, but even that has had impacts.

MR. ESTERAN: Thank you.

MR. ENGLISHMAN: Now, is there someone else who cares to speak from Union?

VOICE: My name is Jack McDonnell, I am President of the Union Center National Bank. I would like to ask, if I understand correctly, the southern route will cost what is it, three million dollars less than the original proposal? Am I reading it correctly?

MR. ENGLISHMAN: Just what is shown on the

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chart here sir, on the extreme right hand end. If you consider the total length of the roadway or proposals, any combination of the proposals the cheapest proposal is the one which is shown in pink, which is seven million dollars cheaper --

MR. McDONNELL: Seven million dollars is what we're talking about.

MR. ENGLISHMAN: Then the combination of routes on the north.

MR. McDONNELL: Now, what is the anticipated traffic on this road, I assume you have some figures on that.

MR. ENGLISHMAN: Yes, I don't have the traffic volumes with me but if you will notice the display itself, you will see indicated eight lanes, ten lanes. Now, those number of lanes are based on the traffic volumes which have been determined by our traffic survey department.

MR. McDONNELL? Well, what will a ten lane highway total in the way of handling traffic?

MR. ENGLISHMAN: Well today in an urban area it is considered that one lane will handle 1,500 cars per hour, so that ten lanes could handle 15,000 cars per hour.

MR. McDONNELL: Now, if you handle 15,000 cars per hour, in a day you would handle something like 360,000 cars. In the absence of figures - now if you would have the figures I would be guided by them.

MR. ENGLISHMAN: Well, let me help you, the rule

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is this in this area, that if the hourly count is 1,000, the 24 hour count is ten times that.

Mr. McDONNELL: Allright, so what are we talking about them, about 15,000 cars per hour, 150,000 cars per day, is that correct? The point that I think should be considered by the State Highway Department is this; in the southern route, if I read the figures correctly, you are making the motorist drive an extra 3/10 of a mile, is that correct?

MR. ENGLISHMAN: That's correct.

Mr. McDONNELL: Now have you computed the cost of driving three tenths of a cent per mile for the 150,000 cars per day, for the days and the weeks and the years in which this highway will be operative and have you costed that extra cost and compared it with the saving of seven million dollars, that you are talking about in the southern route. If my rough figures would be correct, it wouldn't be much more than a year before the difference of seven million dollars would be dissipated.

Now, it doesn't make good sense to me as a resident of New Jersey with the cost of this route being borne 90 percent by the Federal Government, to penalize the taxpayers of New Jersey, who will be the ones using this route mostly by forcing them to drive this extra distance which is going to cost them money out of pocket to a much greater extent than route 1 against route 3. Now my question is; have you computed

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this and if you have computed it, what are the figures? Or if you haven't computed it, do you think it is a valid point?

MR. ENGLISHMAN: Do I think its a valid point. Yes. Because that sort of analysis, economic analysis, we call it the cost benefit ratio analysis, we do this. It is a part of our submission to the Bureau of Public Roads for instance.

MR. McDONNELL: Then I assume that the figures are available.

MR. ENGLISHMAN: I know, I have them with me sir.

Mr. McDONNELL: Well, aren't they pretty important.

MR. ENGLISHMAN: Yes, they are important.

Mr. McDONNELL: And isn't this a public hearing, a very important one. Now to me this is a very valid point, Now I would like to know what the figures are? It seems to me if the case is - let us assume for the sake of argument that it costs a nickel a mile to run a car and that your figures would indicate that it is going to cost seven million dollars more a year in gas and oil to travel the southern route, do you think it makes good economic sense then to select the southern route against the northern route to save seven million dollars in total, when for the life of the road the savings that would be involved for the motorist would be much greater.

MR. ENGLISHMAN: I will answer you this way;

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that there is more to the function of cost than the length. There is a cost in the function of grade for instance, and the length of grade.

MR. McDONNELL: I assume that we were talking about --

MR. ENGLISHMAN: It is possible for instance that a given route can be a mile longer than another one but can be the cheaper one to operate.

MR. McDONNELL: The only thing that I am concerned about that you agree about the validity of the point, I would like to know what the figures are and I think the people in Union would like to know because if you are going to make a case for the southern route on the basis of cost, then let us make it on the basis of complete cost, to the citizens of New Jersey.

(Applause)

MR. ENGLISHMAN: I can assure you this, that if we have such figures just the same way, traffic figures, you are welcome to see them. I don't have them with me today. And I can assure you this, there is nothing that I or anyone in the department will hold back from you. We are not in that kind of a business and I think your own people right in Union will tell you that.

Now is there anyone else from Union that cares to speak? There was a gentleman here. Yes!

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[Gentleman moving forward to speak into microphone]

Mr. Chairman, Ladies and Gentlemen, I am Jack Voorhies, representing S.S. Voorhies & Sons in Union. I didn't intend to get up here today and take up your valuable time but after listening to various expressions here, I thought it might interest you to know that I too am interested in somewhat of this progress.

For your information, I might say, that for over 60 years we have operated on Bernard Avenue, we have now 19 greenhouses split over 8 acres or better of land. I feel sorry for those who lose their homes but how about our business being practically taken away overnight. We have a problem.

I don't intend to lose any money on the deal, how your department has figured cost etc., but I don't think you have the faintest idea when you total up those figures what today's replacement value will be. We are going to fight this here alternate route, north route so-called, direct with the last bit of vitality we have. You have Mr. Chairman on file a letter that we wrote to the department in May, we also wrote to our Mayor. We have two replies and I thank you.

Now, what also riles me up today is to have one of the officials representing Union County, who won't suffer too much, I don't believe,personally, but to have all these folks here today have the shame to describe our highway as a roller-coaster. I don't think those are the right tactics, and I disagree with

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him, same as I do on their plan for a north route.

Thanks for listening and I hope you refer to my letters that we wrote to the State Department which expresses everything in detail. Thank you.

[Applause]

MR. ENGLISHMAN: Now do we have anyone else from Union who cares to speak.

VOICE: My name is Alexander Geigas, I am a taxpayer in Union. My question is in reference to the problem that was just submitted, in reference to the number of cars per hour going on the five lanes into Newark.

Now, let us assume that the highway carries the range of cars for a two hour period into Newark. How many cars would be able to be dispersed in that same two hours from the exit in Newark or from the highway 78? In other words, what dispersal of cars from those five lanes will be provided at the terminal point in Newark?

MR. ENGLISHMAN: The green areas that are indicated on the display are suggested interchange areas. These are the points that traffic can get to and from this particular roadway. These traffic counts which I mentioned, all the counts that are applicable to this particular road are in balance with all the other traffic counts on all the other routes. If that weren't so, which I think you are thinking, is that there would be a burring someplace, that if you have a sudden volume of cars

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coming to a sudden point, where do they disperse, where do they go? Well our traffic counts, that's what we have the traffic engineers for, to determine the overall picture, the counts that are apropos in this particular route are not only just been devised for the route but they are in harmony with the rest of the area and the rest of the routes, otherwise one particular route would be doing all the work and the other ones probably wouldn't be doing any, or wouldn't be doing their share of the work.

So, the net work of the roadways has to be in traffic balance and that is taken into consideration. It is a part of determining the traffic volumes for a given route.

MR. GEIGAS: Well the problem that I have in my mind is more local. For example; I can understand the four hundred thousand population of Newark to be moved out west, but most of the communities like from Union, Irvington and even Maplewood that are going into Newark, they are not going to go up 9W up to Newburgh or Albany, their intentions are mostly, would probably be to go into Newark and park their car there.

Now if you have 1,500 cars coming in there every hour, two hours that's all you need, where are they going to find parking space in Newark once you get off that highway.

As it is now, when you come down Central Avenue, Springfield Avenue, Clinton Avenue, after one hour on a shopping night, you can't find a parking lot that is open.

MR. ENGLISHMAN: I see your point, I think, may I --

MR. GEIGAS: That's what I am trying to find out. How is it going to tie in with that?

MR. ENGLISHMAN: I think you are asking, How does Newark handle the traffic load once it gets there.

MR. GEIGAS: That's right.

MR. ENGLISHMAN: In other words, the parking facilities, are they there? Newark is doing more and more about parking, all communities are, no matter what community you go in to.

MR. GEIGAS: Yes, but they can't handle, with the existing roads now, they can't handle the parking situation now and you are going to put a five lane road into Newark.

MR. ENGLISHMAN: Yes, but don't be misled by that. All the cars that are on that particular road aren't going shopping, some of them are going into the airport, some of them are going into Jersey City.

MR. GEIGAS: Those that are going down to the airport would probably go early in the morning or late at night.

MR. ENGLISHMAN: Well these 1,500 cars per hour doesn't run consistently, 1,500 per 24 hours. If you recall, I said that to get the average daily basis you would multiply by ten. Now if those 1,500 cars were running every hour for the 24 hours you would be multiplying that 1,500 by 24, and that

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isn't what I said.

MR. GEIGAS: Well, that's true but the time that I am speaking of will probably be triple that, because I am speaking of a time when the people are going down, like to see a show or to sale night, Woolworth is open, Kresge is open, and they are going to go down around six or seven o'clock in the evening. Those two hours the highway is going to be actually filled. In other words every lane will be filled going down there.

MR. ENGLISHMAN: Yes, those hours probably the lanes probably would approach the 1,500 cars per hours, yes, because that's the peak hour.

MR.GEIGAS: Yes.

MR. ENGLISHMAN: Yes, that's possible

MR. GEIGAS: Is there any provision going to be made to disperse those cars, so those cars don't have to be creeping off from a low gear from the exit of the highway.

MR. ENGLISHMAN: I don't think all of them, the 1,500 will be going into Newark.

MR. GEIGAS: Oh, I see, you believe in outer space then.

MR. ENGLISHMAN: No, they do have other places to go to besides Newark.

Is there anyone else. Now, as far as the area is concerned, I have covered everybody I think, I've tried to, who

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are pertinently involved with the hearing per se.

I know there is one other gentleman here who is desirous of speaking, I don't know what his material is. Mr. Smith. I trust Henry, and I call you Henry because I think I may, but Mr. Smith anyway, I will give you the floor but please don't take two hours. Do you want to come up here please?

MR. SMITH: Yes, I would like to.

[Mr. Smith going from the floor to the podium]

MR. HENRY SMITH: I am Henry Such Smith, I live in Roselle in Union County, my office is in the Woolworth Building, and I urge at this hearing in Newark, that Route 22 be immediately revitalized, eastward to Union and supplemented with a six lane viaduct to be built over the Lehigh Valley R.R.tracks, instead of the contemplated wasteful construction of Interstate 78 through Union and Essex Counties.

I reintroduce my vitalization proposal of March 19,1958, which has been ignored until now by the New Jersey State Highway Department and issue the following supplementary statement:

Now, before I issue my prepared statement, I would like to refer to some very good comment from Mr. Jack McDonnell of the Union Center National Bank. He with others established that at this official public hearing there is no information available on the traffic flows to be expected along the various segments of this highway. At this particular hearing, there is no information available on the benefit-cost ratio which is the

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essence of the economic justification for building a highway. The only reason for building a highway is to move people and their vehicles.

Now, a very good banker started this train of thought, many others have a deal with the bank. The whole proposal to do business with the road building interests have laid out on this grand display, is similar to the proposal to do business with a bank that has no paying teller window in it at all. It just receives your funds, receives and never pays back.

You see how many houses, how many ratables it will take, how much of your dollars it will cost. They are your dollars, you paid for them through the gas taxes. They are distributed through Washington but they are your dollars. The only way you can recover any part of this investment is by the use of the highway, driving over it, and that use is measured by the traffic volumes. That is the information which should be available here.

The benefit, if any, of building the highway on these locations with the fifty or fifty-one bridges, in comparison with revitalizing our existing rights-of-way, and hardly moving any people at all, can only be evaluated by comparing the benefit-cost ratios of the two proposals. That is impossible and this public hearing in the intent of the highway act of 1956 is non-existent where the benefit-cost ratio information is not available for consideration by the public.

So at this stage and without objection, I declare that

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this hearing has not been meaningful prepared in accordance with the Highway Act of1956 as amended by the Acts of 1958 and 1959.

Now, going a little further we find that all over the United States hearings are held where there is no traffic or benefit-cost ratios available. We have found that finally Congressmen and Senators who after all passed the Highway Act of 1956 are the people who can do something about this situation.

We are seeing on this small map a portion of the nation-wide proposal to needlessly extend the fatalities and injuries suffered by our driving public. To displace and weaken our nation with foreign powers drawing ever closer. They are in Cuba now, heaven knows where they are going to be shortly. There is reason to believe that they have spies that know by reading the papers just how low our moral fibre has sunk to practically any type of a proposal put forward by sufficiently big names, is examined or is pursued without question.

Now the Highway Act of 1956 is probably the most flagrant miscarriage of American interest known in the history of the country. I have here enlarged photostats of the message of the President of the United States, relevant to a national highway program in 1955. This is the 84th Congress, 1st session House Document #93 and I take from the President's own words, it shows first a statement of need; the President says that this study was made at the direction of the 83d Congress in the 1954 Federal Aid Highway Act and is the most comprehensive

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of its kind ever undertaken. These statements of need for ten years, parenthetically that has been stretched to thirteen years, Interstate needed 23 billion and the Federal Aid, primary, secondary and urban systems which are like our present route 22 or route 24 or route 82, needed 45 billion.

Ladies and Gentlemen; without any explanation whatsoever, the President's dvisory Committee headed by General Clay recommended a proposal to yield 27.8 billion to the Interstate system which is slightly more but only 12 billion for the primary, secondary and urban systems, which is around a quarter of the stated need of 45 billion.

And as was testified before the United States House Committee on Public Works this Spring, we are driving 48 percent of our vehicle miles on the Federal primary, secondary and urban systems, so that we will never get any where in improving our safety or our traffic as long as we under-build and under-revitalize our present roads and over-build on our Interstate system.

Now, we all know that motor vehicle travel is going up very rapidly. I have here a statement put out by the Journal of American Insurance, 1960. It is the May issue, Vol.36, #5- page 10 and 11, which shows more people, cars and miles, how many billions in claims. These facts, all running from 1931 to 1976 show that they expect a population increase in these 45 years of 90 percent, in motor vehicles a registered increase

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of 350%, a vehicle miles travelled increase of 500% and auto insurance losses paid which is an index of how many of you and your families are injured and killed, 3,000%.

This document has been shown to members of Congress and we now have about 45 Congressmen on both sides of the aisle, gathered all over the country that are going in to this outrageous situation.

Some of you have wondered who the Clay committee is, and why we speak of the Clay Advisory Committee. Now, the President set up the Clay Committee on September 7,1954, there were just five of them, Lucius B. Clay, Chairman of the Board- Continental Can Company's Chairman. Steven D. Bechtel of San Francisco, California, President of the Bechtel Corporation, David Beck of Seattle, Washington, President- International Brotherhood of Teamsters. S. Sloane Cole of New York, President- Bankers Trust Company and William A Roberts of Milwaukee, President of Allis-Chalmers Manufacturing Company.

Now the five on this committee had hearings within one month of the formation of the committee and they only had two days of hearings and the total list, 22 of the people from whom they received testimony, since it was the testimony that resulted in these roads to take your homes, not to give downtown Newark any benefit, not to give full traffic from the west to New York any benefit, not to give commuting traffic from Plainfield to Newark any benefit, but a big deal.

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Here are the people, the organizations represented in many cases by the paid staffs, executive directors and so forth; The American Railway Association; The American Trucking Associations; Automobile Manufacturers Association; Chamber of Commerce of the United States; Truck Drivers Manufacturers Association; American Road Builders Association; National Association of County Officials; American Automobile Association; National Association of Township Officials; Associated General Contractors in America; National Association of Motor Bus Operators; American Petroleum Institute; National Council of Private Motor Truck Owners Inc; National Association of State Highway Officials; National Grange, American Farm Bureau; American Municipal Association; Automotive Safety Foundation; Conference of Mayors of the United States; National Highway Users Conference; Independent Advisory Committee to the Trucking Industry; National Parking Association.

Now here you've lasted about five hours, even here five hours gets us pretty tired and that was ten hours of hearing for 22 people with an average of a little less than half an hour for people to testify for each one of those associations within one month of the formation of the President's Advisory Committee. And it is easy to see that in many cases, there was not even time for an association meeting to find out whether or not these spokesmen even spoke for the interests of the associations that they were purported to represent.

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Now this would not be so bad as such if we start out with the proposal to pay all the primary, secondry and urban road programs (this is the recommendation in 1955) at the same level as heretofore, for short it is sometimes called the ABC system.

Now, they use the figures that total highway construction expenditures have been running about three billion, seven hundred million a year. They propose to add 2-1/2 billion a year and that should total 6.2 billion but without any explanation they added 10.1 billion for each year from 1955 through 1964.

So we have a plain misstatement of the logical results to be expected from a program. Now where it ties in, is that the insurance interests say probably the most difficult task is reorienting the thinking of the driving public.

Full time accident consciousness by most drivers says one traffic official is the essential weapon against that 6 billion dollar projected loss figure.

Now, we notice that the National Safety Council just this summer after Memorial Day said, there is only one way to meet this, by every one exerting extra effort to prevent accidents the council said. The importance of the comment which I am making here is that within every other field of human endeavor where humans have had trouble with machines, human beings have investigated the machine.

For instance; The Lockheed Electra Airplane; it took

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them two months to find that the motor mount and the wing fastening was defective.

In the case of Highway building we have found that for thirty years we have been told to drive safely. The road is just as much a part of the highway travel pattern as the automobile.

We cannot get semi-freeways put in in quantity in the State. New Jersey is the only state within the union that has any semi-freeways, we have much to commend our Highway Department for, yet when they put a jug-handle on to route #1 instead of an overpass, at New Brunswick and Rydens Lane, you may recall that 12 people were killed in one crash by having the drivers go into a slight dip out in open country where the slow driver would least expect trouble.

I apologize parenthetically here for talking so long, about this, it seems rather complicated but chess is a rather complicated game that has been able to interest and occupy the minds of many people for many hundreds of years. The whole program of the highway muddle in this country is far less complicated than a game of chess, yet when we vacillate with less than 100 people in United States control, whether we can get a pedestrian overpass swung into place with a crane at route 22 at New Providence, we'll say within six weeks as to the need if determined or whether we will wait a year. Whether we do it with $16,000 or whether we are going to make the budget for

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$50,000. These decisions are controlled by less than 100 people in the whole United States so that up to now we find that many of the people in the Highway Department are doing the best they can.

In the New Jersey Highway Department, we have some of the finest advanced thinkers in the country, yet without your aid to consolidate your efforts, check the facts, put some thought into the road along with that new automobile.

It is very easy to take what the advertiser recommends on the automobile and know that any automobile runs and it is a pity to be stopped every morning for a long period at that little light, westbound and I think it is Union Avenue and Springfield in the Town of Union, at the divided portion of Route 22, when all we need is a little one-way overpass to make the turn southbound off Union east to route 22, that would be only 18 feet wide and probably if made by modern methods not over $150,000.

There is no reason at all for condemning a right-of-way and building a new thing of this nature. We talk about capacity, we talk about adding six lanes to the four we have on route 22 from Union to Newark, that gives us ten lanes.

Nobody forgets we destroy route 22 if we are adding ten lanes, that means we have 14 lanes. Has anybody questioned that if we've gotten along this far on four lanes which is the bottleneck capacity of route 22 through Hillside. That

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it is in the public interest to make a leap to ten lanes. If we have one crowded school that will hold 1,000 pupils, to rebuild the next school in addition to it at 2,500 or do we add a little bit to the capacity of the school.

Now, I speak here entirely with the kindest personal feelings for everybody involved because I don't think there's a person in the country that will willingly injure and put people to death by poor planning or greed for high insurance profit. Once he senses the inexorable relation between what he does and the evil effects upon the public, and I think as people become aroused, we will find more support from the Highway Department itself.

Now the record I officially want to say, its short enough and I think it belongs in the record. The time has come to declare the proposed Interstate 78 plan that comes through Springfield, Union, Maplewood, Irvington and Newark is probably the worst and most unnecessary catastrophe that could befall the North Jersey area.

East-West 280 Freeway is also unnecessary. Our proposal is to make existing Route 22 a semi-freeway eastward to Union. Build a new limited access freeway eastward in the undeveloped upper Elizabeth River Valley; and build a viaduct over the Lehigh Valley Railroad mainline to form a junction with Routes 1,9, and the New Jersey Turnpike at Newark Airport.

If you notice we deliberately leave out Route 21 because

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we will take so much pressure off the existing Route 22, that it will be easy to use that into Route 21, so that those vehicles wishing to go from the Union area to Newark. Local traffic and both Newark-bound traffic can best be handled by (a) Revitalization of Meisel and Mountain Avenues in Springfield.

Now those are streets which without tearing down a house or a tree or even moving back the curb can be made one way, and we have trucks on those streets, they can without undue hardship on the people involved,(b) make a direct route into Newark from the main built-up flat lands of Jersey in Westfield, Plainfield, Somerville and other towns like that.

The route providing some predominately underground grade separations at Springfield Center. We don't need the type of Interchange to build those. Practically you can put most of them underground, they only have to be 18 feet wide to take care of single lanes of traffic, to take care of the turning movements far into the future.

We are only involved with one narrow overpass, it has no turning movements, it cuts straight across from Meisel Avenue in Springfield for traffic going into Newark.

(c) Semi-Freeway revitalization of Springfield Avenue into Newark.

Here we have a straight road, six lanes wide, that goes right from Springfield to the core of Newark, not to Newark Airport, not to Route 22 - down 21, I correct myself, down by

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the airport where you still have to fight to get to Newark, but right through Newark and where you don't have to so much as move back the curb except on about 13 blocks from Morris Avenue, Newark down to the Hall of Records section on the north side only, the south side is allright.

(d) semi-freeway revitalization of parts of Route 24, and 82, which is Morris Avenue running down toward the town of Union Center.

(e) Semi-freeway revitalization of Central, Park, and Bloomfield Avenues.

Central Avenue is good for six lanes, Park avenue is good for four lanes, Bloomfield Avenue is good for six lanes.

Semi-freeways show that they can carry about the lane hour of vehicular capacity of full freeways. That means that we, in effect would directly to Newark if six lanes on Springfield Avenue, six on Central is 12 lanes, 4 more on Park Avenue, 16 lanes and six more on Bloomfield is 22 lanes, but they would be spread around like a fan all over the area and the jobs can be done for somewhere under a million dollars a mile, instead of the 11-1/2 million dollars a mile for the least expensive of the three alternatives.

The reason Gentlemen, there's no use concentrating 150,000 vehicles or 50 a day or 15,000 an hour on a freeway here or in California, because the necessary relative proportion

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of turning movements out of such a traffic stream immediately saturates the adjacent local streets with the Interchanges so that the system is unworkable.

Some of you have noticed occasional line tie-up even from six lanes on the Garden State Parkway where it enters the Central Avenue section.

VOICE: Mr. Chairman, I cannot hear what this gentleman is talking about, can he take the pebbles out of his mouth.

MR. SMITH: Is this better. Thank you for telling me.

This proposal will satisfy all local and long-distance traffic requirements for capacity, safety, comfort and speed even to 1980 with a great saving of money and human sacrifice.

These combinations of vitalization proposals make use of existing rights-of-way, relocate less people, provide more high-speed, high capacity arteries and place the arterial highway improvements in better locations to give more motorists shorter and quicker trips with less interchange congestion to be thrown onto the existing street systems, than do the Interstate proposals.

The President's Clay Advisory Committee Report of 1955 and the Federal Highway Act of 1956 resulting from it fail to set forth a Highway Program in conformity with the stated needs of the American public for a long-term highway construction program.

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Even today, we are spending only about 30% of the money required for our vast Federal primary, secondary, and urban systems on which we drive 48% of all our vehicle miles.

On the other hand, we are over-spending for the Interstate Program.

The "stated needs" above referred to were determined by a Congressionally-ordered U.S. Bureau of Public Roads study aided by the various State highway departments. Of this, President Eisenhower said: "This study...is the most comprehensive of its kind ever undertaken."

Boston's record 15.4% population drop despite a tremendous and nearly completed freeway building program shows that the wrongly directed bulldozer is not the panacea.

New Jersey can be the state to lead a national return to common sense in road construction.

Under existing law, the above recommended revitalization program is so much less expensive that, with only 50% Federal aid, it will still cost the people of New Jersey less than would their 10% share of the rejected Interstate 78 and 280 projects.

The New Jersey State Highway Department should now act with complete candor on this issue.

So far, the New Jersey State Highway Department has not adopted the revitalization program officially urged upon it by the Union County Board of Chosen Freeholders, October 23,1958,

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nor even considered the proposal.

The Highway Department's so-called "Study and Report for the Rehabilitation of U.S. Route 22," prepared by Madigan-Hyland, and submitted to the New Jersey Legislature, January 7, 1959. That is the firm that prepared this proposal, merely reports on the inadviseability of building a limited access freeway along the Route 22 alignment...which was not the proposal.

In other words, the New Jersey State Highway Department saw fit to set up a "straw-man" and then cause Madigan-Hyland to destroy him.

Citizens of New Jersey...UNITE.

* * *

Now, I am submitting and Mr. Englishman, may this be made a part of the record by presentation to you, the original release of March 19, 1958, which was presented at the Somerville hearing for revitalization New Jersey Route 22, all the way from the west at Clinton into Newark, to the same point, we come to the same point. And on the back is printed which I officially introduce in the record, the resolution by the Union County Board of Freeholders, 23d day of October, 1958, which among other sentences includes these paragraphs.

NOW, THEREFORE, Be it Resolved, that the Board of Chosen Freeholders of the County of Union, hereby support the proposal as outlined in the revitalization program and urge that the New Jersey State Highway adopt the revitalization program in

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lieu of relocating said Route 22 under its present program, designated New Jersey State Highway No. 102. That is now called Interstate 78.

FURTHER RESOLVED, that a copy of this resolution certified to by the Clerk of this Board, be forwarded to the New Jersey State Highway Department, the Governor of the State, the New Jersey State Senator from Union County and the Assembly delegation from the County of Union.

And also, I would like to introduce and make a part of the record a reprint from two pages of the Congressional Record- A5536- A5537, June 28, 1960, in which Congressman Baring calls for an immediate resumption of Highway Probe Hearing and I am honored that he caused to be printed in the Congressional Record, a letter which I wrote to Chairman John A. Blatnik of the Special Sub-Committee on the Federal-Aid Highway Program, House of Representatives, Washington, D.C.

And also by reference without objection, Mr. Englishman, I wish to include as part of the record the "Readers Digest" articles, July 19,1960, starting at page 45, that's about seven pages and it tells about similar irregularities taking place all over the United States.

Now the way to get support on this whole situation is to write to your Congressman on either side of the aisle, as many people as you can, get in touch with one another, make your wishes known to the Highway Commissioner Palmer, to the

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Highway Engineer of Northern New Jersey and to Mayor's Engineers Planning Commission, heads of your local communities and co-operate with the other people living in other communities, scattered along Route 22 from Newark all the way out to Phillipsburg because among them they have now put 32,000 signatures on petitions recommending the revitalization of Route 22, instead of the building of the new Interstate 78.

Thank you Gentlemen.

[Applause]

MR. ENGLISHMAN: Well, we've gone down to quite a small number of people and I think everybody has had a chance. As a matter of fact I think we started out with about 650 people I don't know how many we are down to, but it is now -- my watch says 4:30, is that correct? I now declare that the hearing is closed and I thank all of you for your kind indulgence and your courtesy to me and to everyone else. Thank you.

[Whereupon at 4:30 P.M. the hearing was closed]

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