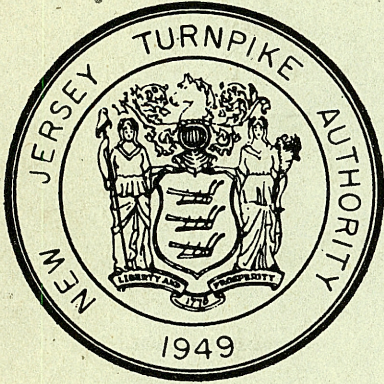


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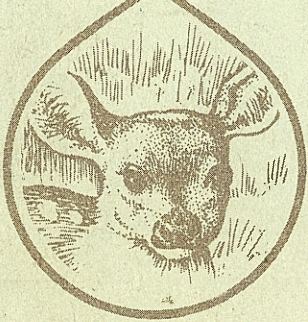
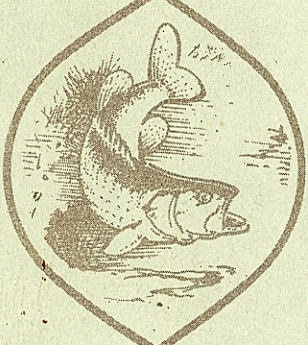
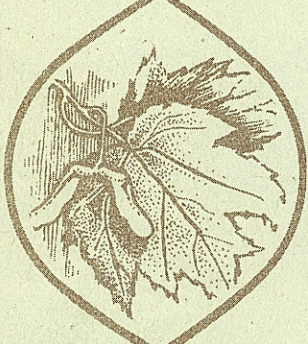
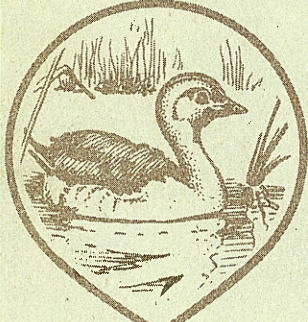
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# Governor Alfred E. Driscoll Expressway

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TRENTON, NEW JERSEY

## SUMMARY and RECOMMENDATIONS



# Environmental Impact Statement

NEW JERSEY TURNPIKE AUTHORITY

JANUARY 1973

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New Jersey State Library





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## NEW JERSEY TURNPIKE AUTHORITY

(201)247-0900

NEW BRUNSWICK, N. J. 08903

January 23, 1973

The Honorable William T. Cahill  
Governor  
State House  
Trenton, New Jersey

Re: Governor Alfred E. Driscoll Expressway

Dear Governor Cahill:

In May, 1972 the citizens of New Jersey, by formal action of their elected representatives, authorized the New Jersey Turnpike Authority to proceed with the planning, design and construction of a limited access highway through Ocean, Monmouth and Middlesex Counties. They required the preparation of an Environmental Impact Statement and the holding of a public hearing prior to the acquisition of right-of-way or the commencement of construction.

The attached report describes the alignment recommended to you by the Authority. Its adoption resulted from a genuine response to public opinion expressed at the hearings and from the Authority's concern to protect the environment. Enclosed with the report are copies of the Environmental Impact Statement, a Supplementary Impact Statement and a transcript of the three hearings.

The Authority has made every effort to provide ample opportunity for everyone to become familiar with and to discuss the proposed Expressway. It is evident that the recommended alignment responds to the majority of the issues raised at the three public hearings. The following improvements have been incorporated into this recommended alignment which had not been included in the original proposal:

1. In Freehold Township, the Expressway has been shifted 1,000 feet further west and away from a large group of homes situated west of Iron Bridge Road in the area between Elton-Adelphia Road (Route 524) and Freehold-Smithburg Road (Route 527).
2. The Expressway has been shifted west of the Monmouth Battlefield Park. This permits the Expressway to interchange directly with the existing four-lane divided segment of Route 33. This will give the motoring public equally good access to either Route 33 or the Route 33 Freeway.

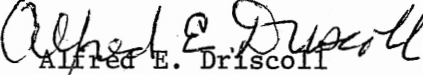
3. The shifting of the Expressway from the easterly portion of Manalapan Township to the west of Englishtown Borough now removes the Expressway from its previous proximity to four schools in this Township and avoids crossing a number of flood-prone tributaries of the Machaponix Brook.
4. The new alignment of the Expressway will be adjacent to the Jersey Central Power & Light power line for approximately 6,000 feet in Monmouth and Middlesex Counties and will thus provide a larger buffer zone between the properties on one side of the Expressway.
5. An Expressway crossing of the Matchaponix River will no longer be required.
6. Thanks to the cooperation of the Commissioner of the Department of Institutions and Agencies, the recommended alignment proposed to pass through the state-owned property of the Jamesburg State Home for Boys will reduce the amount of taxable property required for the roadway by approximately 50 acres.
7. The interchange just north of the Jamesburg State Home for Boys will be connected to Spotswood-Englishtown Road, Old Bridge-Englishtown Road (Route 527) and further east with Texas Road (Route 527) by a new connector road. This should provide the by-pass for Routes 9 and 18 and yet discourage traffic through any local housing developments.
8. This recommended alignment will avoid the Monroe Township sanitary landfill, the "private bird sanctuary" and the Borough of Helmetta.
9. The alignment is adjacent to the existing gas line right-of-way through Jamesburg Park and takes somewhat less of the forested portions.
10. The connection with the existing Turnpike is at a point where it avoids an area being considered by the Township of East Brunswick for a reservoir.

The Authority has discussed the Expressway's connection to the joint Parkway-Route 9 section at Toms River with representatives of the New Jersey Highway Authority and the Department of Transportation. We have received verbal concurrence and have requested written concurrence of the proposed connection.

Governor William T. Cahill  
Page 3

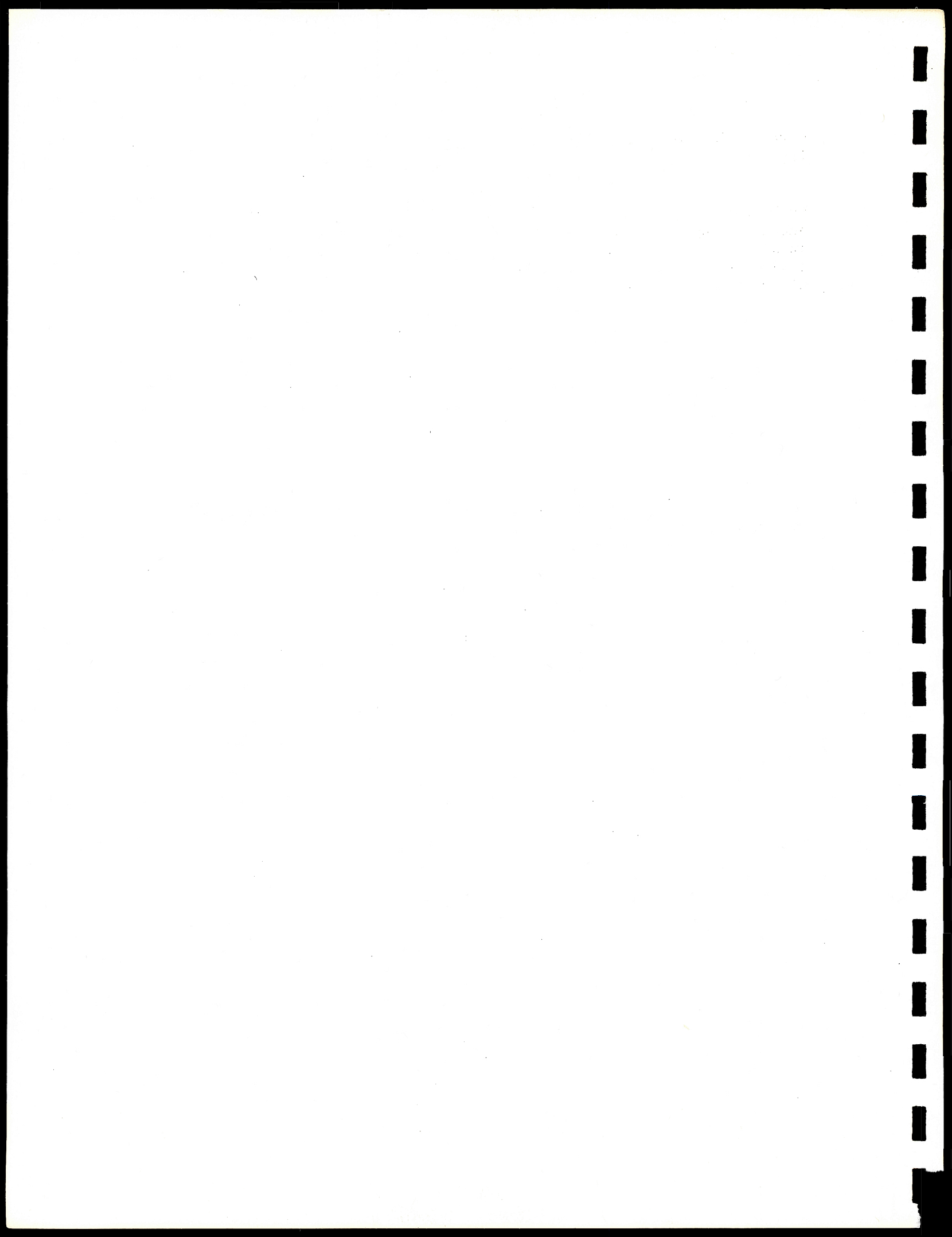
We believe that study of the Impact Statements, the transcript and accompanying exhibits will confirm that the Authority has recommended an alignment which provides for the minimization of any adverse environmental impact and that the project will be in the best interests of the people of the State of New Jersey.

Very truly yours,

  
Alfred E. Driscoll  
Chairman

Enclosures

Copy to:  
Commissioner Richard J. Sullivan



# Governor Alfred E. Driscoll Expressway

## NEW JERSEY TURNPIKE AUTHORITY

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ROBERT J. CITRINO, JR. .... *Vice Chairman*

ANGUS M. HARRIS ..... *Treasurer*

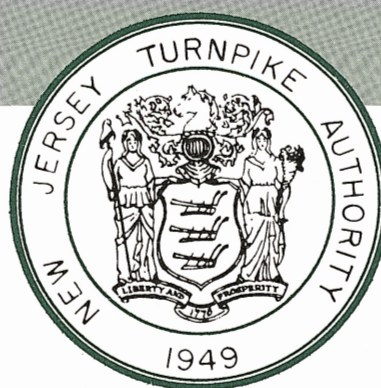
WILLIAM F. TAGGART ..... *Commissioner*

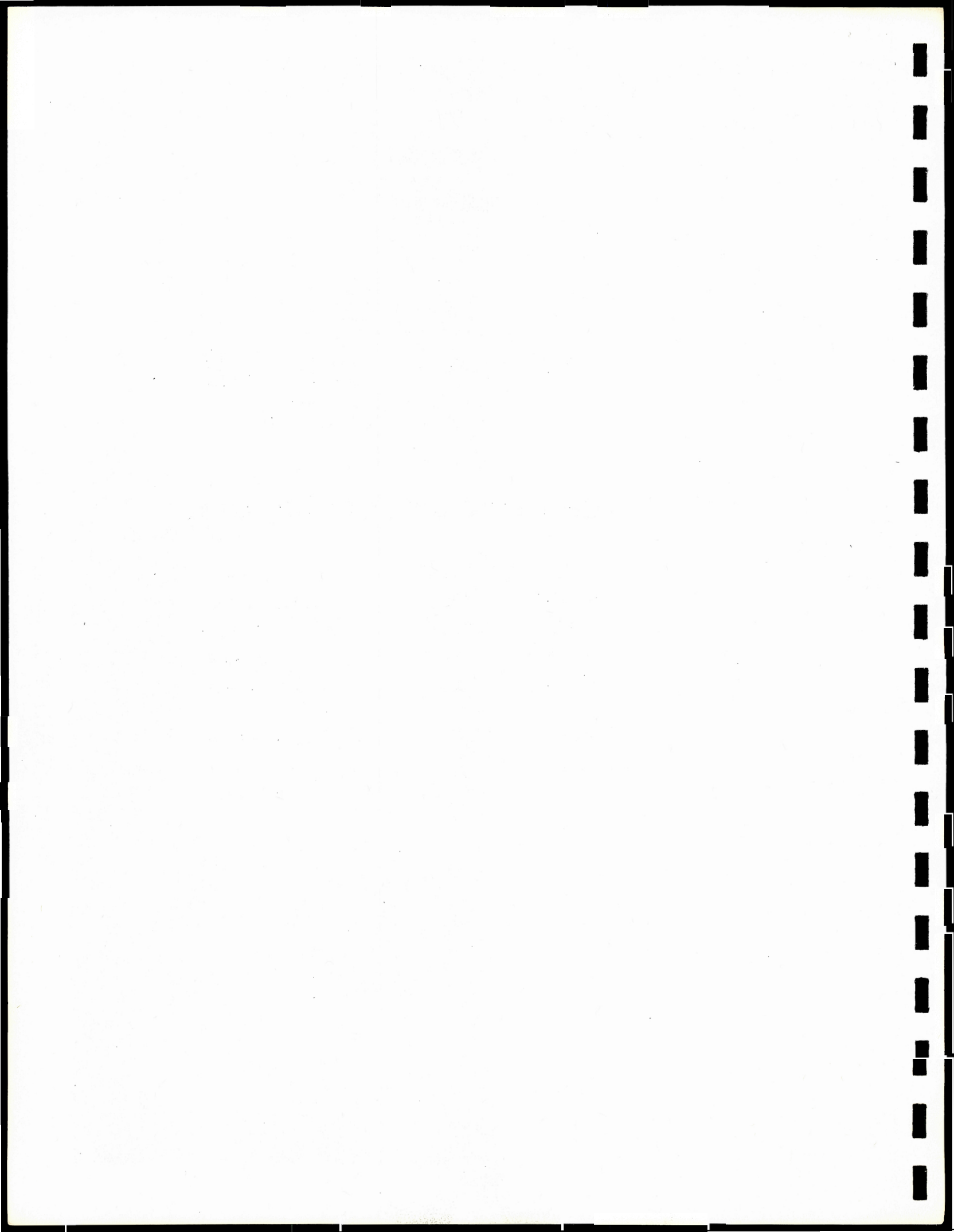
FREDERICK M. ADAMS ..... *Commissioner*

WILLIAM J. FLANAGAN ..... *Executive Director*

WARD J. HERBERT ..... *General Counsel*

LILLIAN M. SCHWARTZ ..... *Sect.-Ass't. Treasurer*







Governor Alfred E. Brisson Expressway

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## CHAPTER I

### INTRODUCTION

The New Jersey Turnpike Authority was created by the State Legislature for the express purpose of constructing a direct north-south highway through our State at a time when such a route was urgently needed. The story of the Authority's phenomenal success in meeting that challenge has been described on many occasions.

Prior to undertaking the proposed extension to Toms River, the only previous extensions constructed by the Authority were the Newark Bay-Hudson County Extension connecting the Turnpike to the Holland Tunnel and the extension connecting the Turnpike to the Pennsylvania Turnpike. Both of these extensions were completed in 1956.

In the mid-sixties, it became apparent that the Turnpike could not long continue to meet the growing traffic demand along its corridor. For a number of years, it had been planned to construct a new highway, Interstate 95, along the same corridor. It was decided that there would be less adverse environmental impact by widening the northern thirty miles of the existing Turnpike than to construct another major highway through the region. The Turnpike was then designated I-95 throughout its widened length.

The original Turnpike was constructed through a variety of areas--dense industrial, meadowland and rather flat farmland. Unfortunately, these areas had one common theme--a flat, monotonous terrain. In 1956, the Authority began a program of landscaping the service areas and toll plazas. This program has been a continuing one, and in the last few years, has been accelerated greatly in the northern sections of the roadway with emphasis on reforestation in the southern sections.

The Authority has recognized its responsibility to encourage the use of mass transit to the limit its enabling legislation will permit. Accordingly, the Authority actively participated with the Port Authority of New York and New Jersey and Department of Transportation to develop an exclusive bus lane from the Turnpike to the Lincoln Tunnel. This novel accomplishment has resulted in reduced travel time for buses and has encouraged commuters to forsake their automobiles for the faster mass transit vehicles.

Just a year ago the Authority opened its first park-ride lot in East Brunswick in cooperation with that municipality. This installation has been so successful that expansion of the facility is already a necessity. The Authority has already announced plans for another Turnpike park-ride lot in Ridgefield Park and has pledged to undertake a study of possible park-ride locations along the proposed Expressway with the goal of encouraging the greater use of commuter buses.

The Authority has always been most concerned about the growing discussion of pollution from motor vehicles. It looks forward hopefully to the day when noise and air pollution from vehicles will ultimately be solved by legislation

controlling the vehicle itself. Experts in environmental protection believe this is by far the most practical solution to the problem.

The Authority, however, recognizes that every agency involved in the building and operation of highways must be aware of potential damage to the environment and therefore must make every effort to alleviate the problem until modern technology solves the problem at its source, the vehicle.

Indeed, the Authority's proposal for a 450 foot wide right-of-way was not made merely with aesthetics and the need to protect as much vegetation as possible in mind. While aesthetics and a desire to protect vegetation were the primary considerations in proposing a 450 foot wide right-of-way, the wide landscaped expanse will also serve as an effective buffer to protect the adjoining areas from noise and air pollution.

The Authority's interest in a cleaner, quieter New Jersey is demonstrated by its encouragement to the State to position their newest air monitoring laboratory at the Elizabeth toll plaza on the Turnpike.

We wish to point out that the preparation of an Environmental Impact Statement was originally proposed by the Authority prior to the drafting of enabling legislation. The Consultants who have prepared the study were retained long before the Legislature acted. We are proud that the Authority displayed the initiative to propose such a study early in the planning of the project. In fact, the Environmental Impact Study was announced by the Authority early in November of 1971, some six months prior to passage of the legislation. The Legislature implemented our proposal by requiring public hearings to be held. As will be seen later in this report, these hearings and the Authority's response to public opinion have played an important part in the alignment now being recommended.

## CHAPTER II

### PROTECTING THE ENVIRONMENT

The Authority has stated, since announcing that it was prepared to undertake the project, that its prime concern would be protection of the natural environment through which the Expressway passes. The best proof of this real concern is the establishment of a landscape planning section within the Authority's Engineering Department. Responding directly to the Chief Engineer, this section will be responsible for the Expressway's environmental protection programs.

The Authority is well aware that it becomes extremely difficult to landscape and reforest a highway unless this consideration is incorporated into the original design. The Landscape Planning Section has begun drafting guidelines to be used by surveyors and fence crews to minimize their cutting of the natural vegetation in the progress of their work. While it is evident that this road cannot be built without removal of some vegetation, the Authority believes the least impact will occur if everyone is cautioned from the inception of the project to avoid unnecessary cutting.

When our ten section engineers begin their designs, the Landscape Planning Section will work with them to locate a route for the roadways that will require the least disruption to existing trees and other vegetation. It must be remembered that only a small portion (less than 20%) of the 450 foot wide right-of-way will be paved. The section engineers will endeavor to design the roadways to miss the most valuable vegetation and to conform as much as possible to the natural terrain to minimize the amount of sloping along the roadways.

Much of the land through which the road will pass is open farmland or marginal brushland. In these areas, it is planned to begin reforestation in conjunction with construction. Plans are being made now to grow hundreds of thousands of seedlings for transplanting in these open areas. This is similar to the program undertaken last year along the existing Turnpike right-of-way. The Authority realizes that these trees will not be needed to screen farmland, but believes if seedlings are planted at this time many of the areas should have dense forested buffers before housing or industrial developments occur.

Ornamental landscaping is planned for service areas, interchanges, the maintenance district and adjoining developed areas. These plantings will take into account the latest advances in landscape design. Much of the proposed planting will be native species as recommended in the Impact Statement. In fact, the species list cited in the Impact Statement will be used as a guide.

While there can be no denying that there will be a removal of some existing vegetation, this by no means is an irreversible process. The reforestation and protection of the vegetation within our right-of-way will give the residents, as well as visitors to the State, the opportunity to see an area of representative native vegetation. Hopefully, it will encourage the counties and municipalities in the area to follow a similar procedure in

their own reforestation programs. Unfortunately, much of the area has been recently attacked by the gypsy moth. If, as many fear, they remain a serious problem, the reforestation and continual maintenance of landscaping along the Expressway may serve as a living laboratory for studying methods of combating this problem.

Erosion control cannot be separated from landscaping. The retention of a maximum amount of native vegetation will help reduce the erosion potential during construction. It will make the problem of controlling erosion less complicated and should permit greater emphasis on those problem areas that will require special treatment.

Much of the area will remain undisturbed; that which is disturbed will be restored to vegetative growth by immediate mulching and reforesting, or by immediate mulching and seeding to grass. The possibility exists that some slopes will be steep. In these locations, a seed mixture containing crown vetch and bird foot trefoil will be used. These legumes have been used extensively on slopes throughout the eastern United States for stabilization for the following reasons:

1. They grow to a height of 12-15 inches and mowing is not required.
2. They form a dense carpet with deep root penetration that is excellent for erosion control.
3. They do not require chemical fertilizer since when inoculated with nitrifying bacteria they store free nitrogen in nodules in their roots. This in turn eliminates the possibility of the fertilizer leaching into streams and ponds with the resultant pollution problem that may occur.

There are many erosion control methods that can and will be incorporated into the construction specifications to minimize erosion and siltation. They range all the way from mulching to temporary dams and siltation basins to retain the silt. It is planned to chip nearly all the vegetation removed from the right-of-way and reuse it within the right-of-way either as mulch within existing woodland or upon areas to be reforested. It is the policy of the Turnpike Authority not to permit the burning of vegetation that has been removed in a clearing operation. This practice will remain the standard procedure throughout the life of this project.

An added advantage of the wide landscaped right-of-way will be to discourage the blight of billboards along the Expressway. If necessary, steps will be taken to request special legislation to prohibit them.

## CHAPTER III

### INFORMING THE PUBLIC

The Authority has furnished information to the public about the proposed Expressway on a continuing basis designed to avoid the rumors and misinformation that so often surrounds a project of this nature. The Impact Statement also provides a chronology of the many meetings held with public officials to discuss the Expressway.

Less well known are the hundreds of letters and phone calls that have been answered by Authority personnel. We began responding to questions from the public, about the possible effect of the Expressway on their property, in the winter of 1971-72. These inquiries commenced after each municipality and county had received detailed preliminary alignment plans and had been asked to permit the public to inspect them. In addition, a plan of the alignment was prepared and sent to anyone requesting a copy.

The policy of supplying those inquiring with all the information available was instituted as soon as sufficiently detailed alignment was developed to permit the staff to locate the route on tax maps. The inquiring citizens and officials were given the opportunity to speak to the Authority's staff engineers and when necessary the question was referred to the Authority's Consultant to study and respond. It is evident that most of the homeowners who were affected by the preliminary alignment have been aware of such a possibility for many months. Several of them have had numerous contacts with the Authority about the status of the project during the past year.

Immediately after passage of the legislation authorizing the Expressway, the Authority began looking ahead to the public hearings. While plans had been issued to the local governments and inquiries responded to by the Authority, there appeared to be a further opportunity to provide greater service to the region. Undoubtedly, there would be a great deal of additional interest generated with the completion and publishing of the Impact Statement and the announcement of the impending public hearings. It seemed unfair, though, that the only direct contact the public might have with the Authority would be by phone or traveling to the Administration Building in East Brunswick. The time and expense of such a trip would discourage many as would the cost of the many toll calls. The Authority, therefore, decided to open a Public Information Office at a centrally located point where the public could come to learn and talk exclusively about this project.

In the middle of September, 1972 an office was opened at the Yorketown Shopping Center in Manalapan Township in quarters formerly occupied by a bank. The office was located just a mile east of the proposed alignment and in the middle of the most densely populated area along the route. It proved to be a location that provided service to a great number of people. The office was kept open by the Authority's Public Information Department five days a week and staffed on Tuesday





PLATE 2

CONCERNED RESIDENTS AT INFORMATION CENTER

evenings by the Authority's Engineering Department. Inquiries were accepted by phone or mail at the office as well as from those who made personal visits.

Maps of the entire alignment were on display and two publications entitled "The New Jersey Turnpike - Toms River Expressway" and "Answers to Your Questions on Property Acquisition" were prepared and distributed.

This information office, which was opened three months prior to the public hearings and which will continue open to serve the community during construction of the Expressway, is believed to be the first of its kind established for a proposed highway in New Jersey. The Authority is proud of its initiative in voluntarily opening the office. There can be little question that the office was responsible for awakening the community to the proposed alignment and for providing them the opportunity to organize and work for an alternate route. We are pleased that the office was successful in establishing community participation in selecting the alignment to be recommended.

The guideline promulgated by the Department of Environmental Protection had listed those officials who should receive the Impact Statement. It also directed that additional copies should be available to the public. The Authority had been concerned about getting the Statement to the public who were truly interested and decided to expand the distribution to assure that anyone who wanted to inspect a copy would not be deprived. Copies were sent to local newspapers and to all municipal and county clerks in the jurisdictions through which the alignment was proposed. These officials were asked to keep the Impact Statement on file and available for public inspection. Copies were also kept available for public review at the Manalapan Public Information Office. In addition, it was decided that copies would be provided to any environmental or educational group requesting a copy. Many other governmental agencies were provided copies of the Statement for their review. In all, over 250 copies of the Statement were distributed. Later when the Supplemental Impact Statement was published, it was sent to everyone who had previously received the original Impact Statement. This included sending a copy at no additional charge to those citizens who had purchased copies of the original Statement. This we submit is evidence that everyone who wanted to read the Statement had an ample opportunity.

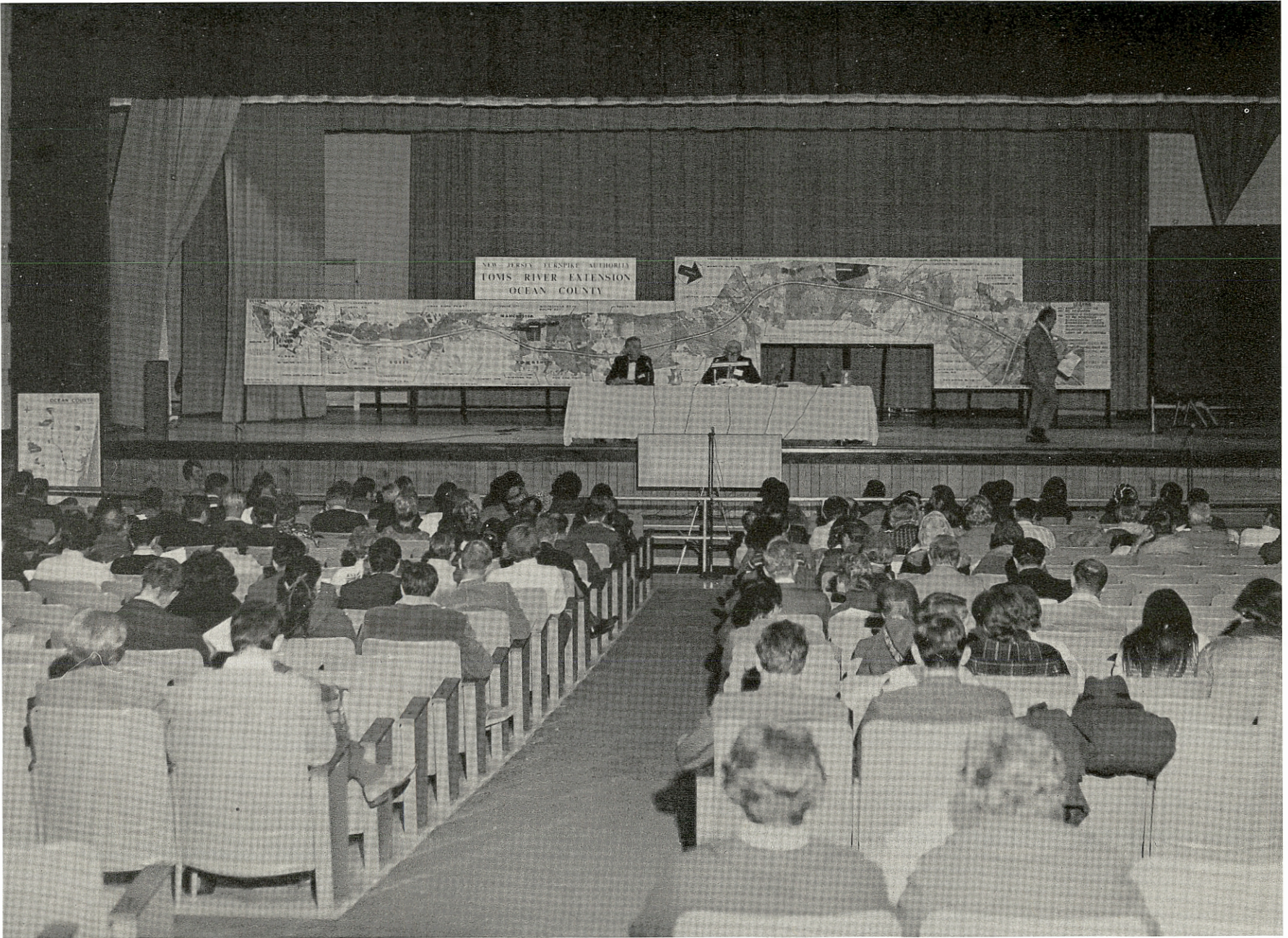
The legislation required that a public hearing or hearings be held following the completion of the Environmental Impact Statement. There was never any question in the mind of the Authority that holding only one meeting would be a disservice to the public. The concerns that could be expected in one county would not be the same in another. In addition, it would be extremely difficult to properly describe the route and permit unlimited discussion if only one meeting was held.

The Authority then decided to hold a meeting in each County (Middlesex, Monmouth and Ocean) and to also provide a pre-hearing display of all the exhibits to be shown at the public hearing. These procedures would assure ample time for study of the exhibits and time for unlimited discussion of the project by the public.



PLATE 3

PRE - HEARING DISPLAY FOR THE PUBLIC



PUBLIC HEARING IN OCEAN COUNTY



PLATE 5

PUBLIC HEARING IN MIDDLESEX COUNTY

Each pre-hearing display was kept open for a week, including a Saturday, at a convenient location in each of the three counties. Two of the displays were at municipal buildings and the third at a local first-aid squad building. The evening prior to opening each of the displays to the public all of the public officials in the local governments affected were invited to attend a preview of the display. Representatives of the Authority's Engineering, Real Estate, Legal and Public Information Department were on hand to answer questions. Also, an engineer was in attendance at each display, daily, to answer the public's questions.

The three public hearings were all held in the evening at area high schools. These schools were selected because of their excellent facilities and location. A copy of the information folder distributed to each person attending the hearings is attached as part of the hearing record. Each high school could seat approximately 1,000 people. The attendance at the first hearing in Monmouth County was approximately 800. The other two hearings each had about 150 present. The large turnout at the first hearing was due almost entirely to the concern in Manalapan Township about the proposed alignment's proximity to the local schools.

## CHAPTER IV

### ISSUES AT THE PUBLIC HEARINGS

The three public hearings gave the residents of each of the counties an opportunity to express their views of the Authority's proposed alignment. As anticipated, each of the separate hearings generally dealt with different issues. The primary issue at both the Monmouth and Middlesex hearings was which of the proposed alignments should be selected. Generally, the residents of Manalapan Township urged that either the "green" or "blue" alternates be chosen, while residents of Madison Township, Englishtown Borough and some residents of western Manalapan Township supported our original or "red" alignment. The Mayor and Planning Board of Monroe Township suggested a third route between the "blue" and "green" alignments. There were several other alignment changes suggested at the Monmouth County hearing that were local in nature. A number of other issues introduced depended upon the alternate alignment favored by the person addressing the meeting.

The Ocean County hearing dealt more with the Expressway's impact on the development of the County. The fear was expressed that the Expressway would accelerate the extraordinary population growth now occurring within the county. It was believed that the Expressway would exert pressure on local services, i.e., schools, roads, hospitals and sewers. On the other hand, there were speakers present who suggested that the Expressway was needed to cope with the increase in population that already has occurred.

The discussion from the residents present centered less around the impact on institutions as had been the case in Monmouth County, and more about their personal impact from finding themselves close to the proposed alignment or from learning their property may be acquired.

The Middlesex County hearing was particularly concerned with both the alignment to be chosen and the site of the toll plaza to be built in the County on that route. Another issue discussed by many was the impact upon the proposed Jamesburg Park. Middlesex County has applied for funds to begin the acquisition of 1,700 acres of woodland extending from Jamesburg Borough in the south to Spotswood Borough at the north. It was generally conceded that it was impossible for the Expressway not to cross the 1,700 acre tract at some location. Suggestions for several alignments across the proposed park were made. Unfortunately, since a land-use plan for the park has not yet been developed, it is impossible to determine the most desirable location for crossing. We have previously discussed in another chapter the precautions that will be taken to avoid cutting excess vegetation. Certainly this area will be studied very carefully to assure the removal of a minimum of vegetation. The Authority has promised to construct a bridge crossing within the park to assure access from one section to the other.

The proposed Jamesburg Park lies over the aquifer known as the Old Bridge Sands. Concern was expressed that the Expressway might reduce

the recharge area, permit less rainfall to percolate into the aquifer and possibly accelerate the intrusion of salt. It was feared the salt used on the roadways for snow removal and petroleum wastes might pollute the aquifer. In addition, concern was voiced the Expressway might cause an increase in local development which would increase the demand for water for domestic and industrial use. For the purpose of this report, the Authority believes it is worthwhile to discuss the aquifer in some detail.

The major source of ground water through the proposed Expressway corridor in the Jamesburg and Helmetta areas in Middlesex County is the Raritan-Magothy Geologic formation. These are actually two separate formations; however, in certain areas because of their similarity, they are classified together. These two formations average about 400 feet in thickness and lie approximately 200 feet to 400 feet below the surface.

The Raritan-Magothy formation consists of a series of alternating beds of sand and clays laid down during the Cretaceous Period, approximately 135 million years ago. These sand beds together form the most important single source of water within the State. This formation which extends from Raritan Bay on the east to the Delaware River around Trenton on the west, has an approximate width of four miles.

The two most important aquifers within the Raritan-Magothy formation in Middlesex County are the Old Bridge Sands aquifer and the Farrington Sand aquifer. The Old Bridge Sands aquifer supplies over one half of the water used in Middlesex County, with yields as high as 26 million gallons per day (1942). The extent of the Raritan-Magothy formation in Middlesex County is shown on the accompanying sketch.

The recharge areas for the Raritan-Magothy formation occur either where the formation outcrops or where it underlies the permeable Pleistocene deposits. In Middlesex County and Monmouth County, the total extent of the recharge areas for the Old Bridge Sands and Farrington Sand aquifers is approximately 40 square miles. The Old Bridge Sands aquifer outcrops between the Raritan River near South Amboy to and probably beyond Jamesburg. The thickness of the Old Bridge Sands aquifer in the outcrop area is approximately 80 feet to 110 feet. This aquifer is well exposed on the slopes of the hills bordering the South River and underlies much of the permeable Pleistocene deposits both in the valley of the river and the high ground to the northeast. The recharge area of the Old Bridge Sands aquifer in Middlesex County is approximately 25 square miles. The Farrington Sand aquifer outcrops north of the Raritan River from Woodbridge and runs in a southwesterly direction through East Brunswick to South Brunswick. The extent of the recharge areas for the Old Bridge Sands and Farrington Sand aquifers are shown on the accompanying sketch.

The Jamesburg Park area, comprising 1,742 acres, constitutes 11% of the recharge area of the Old Bridge Sands aquifer in Middlesex County. Considering only the paved area of the Expressway as affecting recharge,

the actual surface affected within the Park is approximately only 0.06% of the total recharge area of this aquifer within the County. Highway cuts are rarely, if at all, below the water table; this is for reasons other than ground water considerations.

Another formation, the Englishtown Sand Geologic formation, is a moderate source of ground water in parts of Middlesex and Monmouth Counties. This formation varies from 20 feet to 140 feet in thickness and lies approximately 70 feet to 120 feet below the surface. The Mount Laurel and Wenonah Sand Geologic formation is also of some importance with regard to ground water throughout this area. It is approximately 60 feet thick and relatively shallow.

As early as 1942, it was recognized that these aquifers had almost reached their yield capacity and other sources of water would have to be found. Recharging by wells has been used in some areas to return some of the water to the aquifers. The problem of overpumping the ground water reserve with consequent drawdown and salinity intrusion can only be resolved by appropriate action of governmental entities in limiting development or by requiring utilization of surface waters. The salt water intrusion problem is one which has caused a great deal of concern to the communities along the Raritan River. As fresh water is pumped from the Old Bridge Sands at a more rapid rate than it can be recharged, salt water from the Raritan River begins to intrude into the aquifer. Several proposals have been suggested and in some cases implemented to try to retard or eliminate the problem. A major proposal to prevent the problem is the construction of the South River Dam. In addition, recharge ponds have been established in the Sayreville area. Opinion is mixed on the success that these solutions will have. In the meantime, the amounts of fresh water that can be pumped from the aquifer are closely supervised by the State.

The Authority has stated that borings will be taken, highway cuts minimized and as little of the area disturbed as possible to assure the least possible impact on the aquifer. The engineer responsible for the design through the park will be directed to make whatever design revisions are required to meet the Authority's pledge.

The salts used for deicing the pavement during winter will generally be carried directly into streams through surface runoff. The salinity level in the streams will be low due to dilution by the streams and the majority of the salts will, therefore, be carried out to the ocean without percolating into the aquifer. We believe that any discussion of pollution of the aquifer from petroleum products has little merit. Except for the rare instance of a spill, the major source of petroleum products is from flushing of the pavements during rainstorms, again this material will float in a minute thickness upon the surface of the drainage system.

Another most interesting concern has been to prevent pollution from deposits of acid-bearing material that is occasionally uncovered in Monroe and Manalapan Townships. The Authority has some prior experience with this "blackmail". The borings taken along the route will routinely be given a soil ph test to locate any possible deposits of acid bearing soil.

# MIDDLESEX COUNTY

## WATER RESOURCES FORMATION

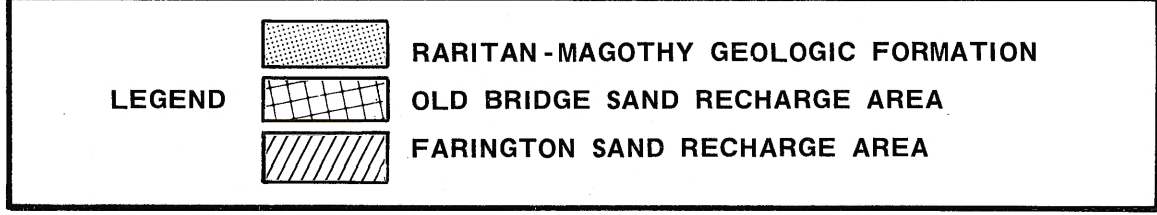
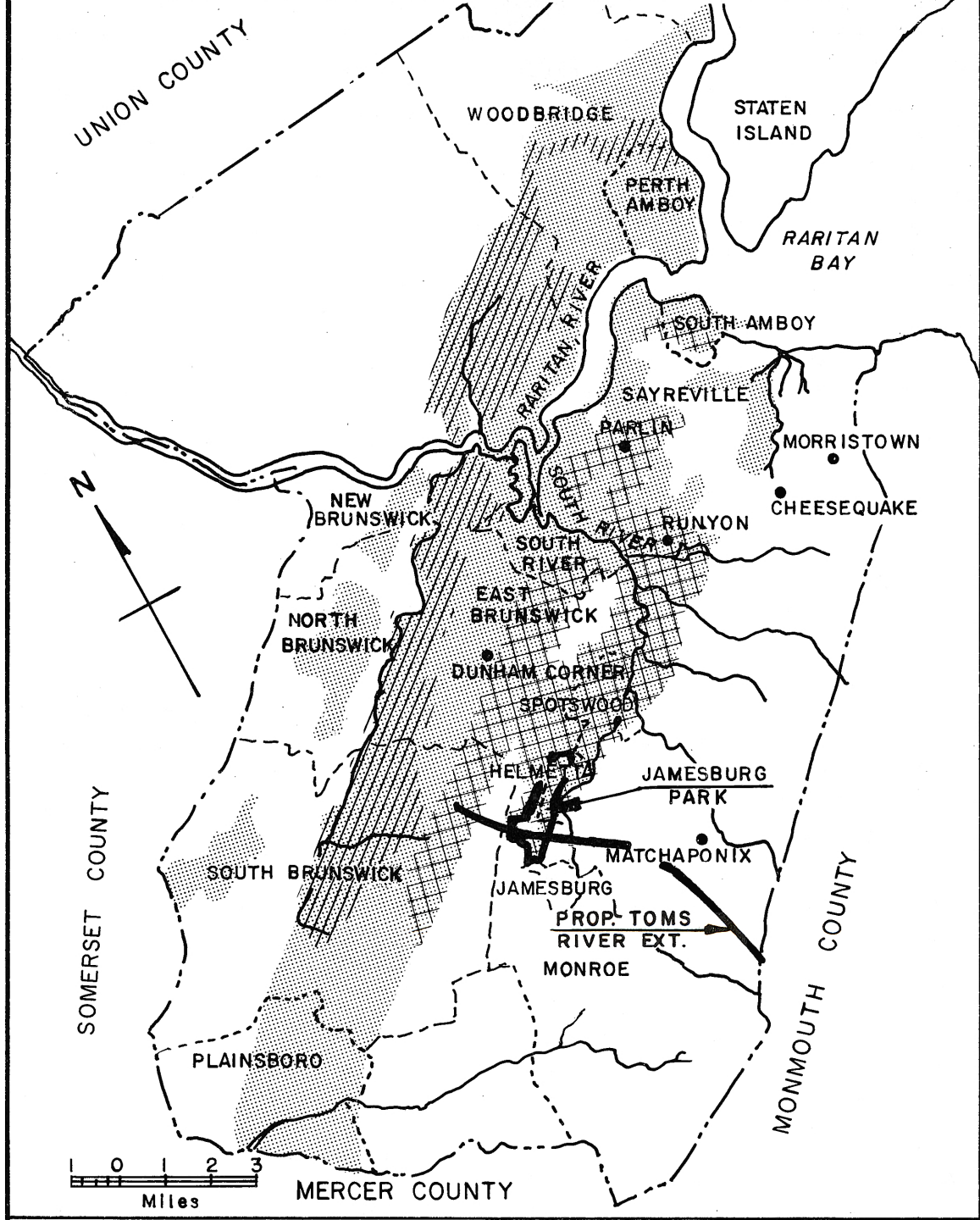


PLATE 6

Whenever possible, the material will be avoided and given special treatment if it is encountered. The Turnpike Authority has begun research into the best engineering practices that can be employed to protect against pollution. We will coordinate our work closely with the Freehold Soil Conservation District which has considerable experience in this area.

The Authority has been pleased with the many constructive suggestions and concerns raised at the hearings. The verbatim transcript that will accompany this report lists all of them. In fact, there is some repetition as a statement may be both in the transcript and then appended as part of the record.

Since many copies of this report will be published for distribution to interested parties without the voluminous hearing record attached, we have summarized the issues raised by each of the speakers at the hearings and have included them at the end of this chapter.



## CHAPTER V

### RECOMMENDED ALIGNMENT

The goal of the Authority is to select an alignment that will protect the areas through which it passes without sacrificing the service that the Expressway is planned to provide.

We are pleased with the cooperation of the officials in the communities through which the route passes. Most were eager to have the Expressway constructed. Others favored a highway, but not through their region. A few, however, were opposed to a highway in any location. Without exception, those who were not totally opposed were willing to work with us to find a route through their community that would assure the best service with the least local disruption.

The alignment recommended is shown on the enclosed map. We will discuss briefly how the recommended alignment was selected in each county.

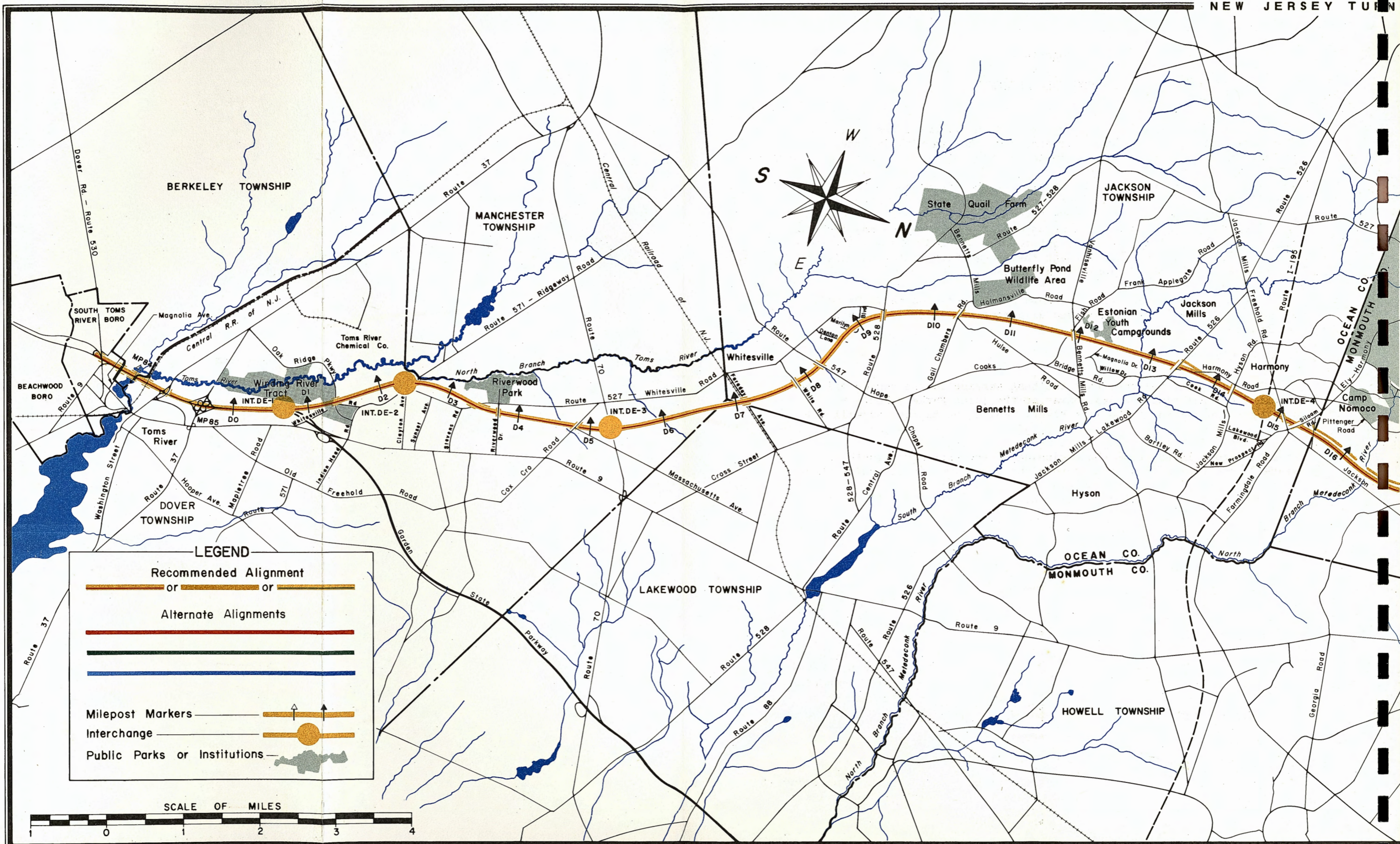
#### OCEAN COUNTY

The Authority believes that the best service to the region will be obtained by beginning the Expressway at the joint Parkway-Route 9 alignment just north of the Toms River. While the Expressway will only contribute about a 12% increase in traffic to this section, it has been agreed that the Authority will widen the State-owned section from its present 2 to 4 lanes, from the beginning of the Expressway south to Route 37 and from 2 to 3 lanes across the Toms River to the point where Route 9 and the Parkway separate in South Toms River Boro. This will relieve an already congested condition.

The alignment proceeds north between the Toms River and Whitesville Road. An effort has been made in Dover Township to stay as far away from the river as possible. Several suggestions that the Expressway cross the Toms River and go through the industrial area of Manchester Township were not recommended by the Authority because of possible impacts on the Toms River. This recommended alignment does not cross the Toms River. The recommended alignment in Dover Township incorporates a revision, 1.75 miles in length, suggested at a meeting in September, 1971 with officials of the Township and Ocean County. Further north in Jackson Township, the alignment had originally been planned along the route of what was to have been the Garden State Thruway. The municipal officials of Jackson Township asked if the route could be moved further west in the Township. The Authority agreed and this recommended alignment is more than one mile west of the original proposal. This revision is 7.75 miles in length.

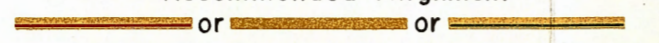
#### MONMOUTH COUNTY

As the recommended alignment moves north, it skirts the easterly edge of Turkey Swamp Park but never enters the park. The Authority was requested to shift the alignment west about 1,000 feet, just north of Turkey Swamp



LEGEND

Recommended Alignment



Alternate Alignments



Milepost Markers



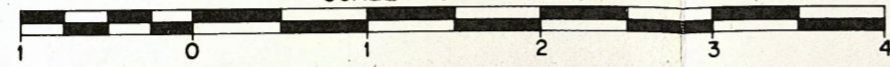
Interchange

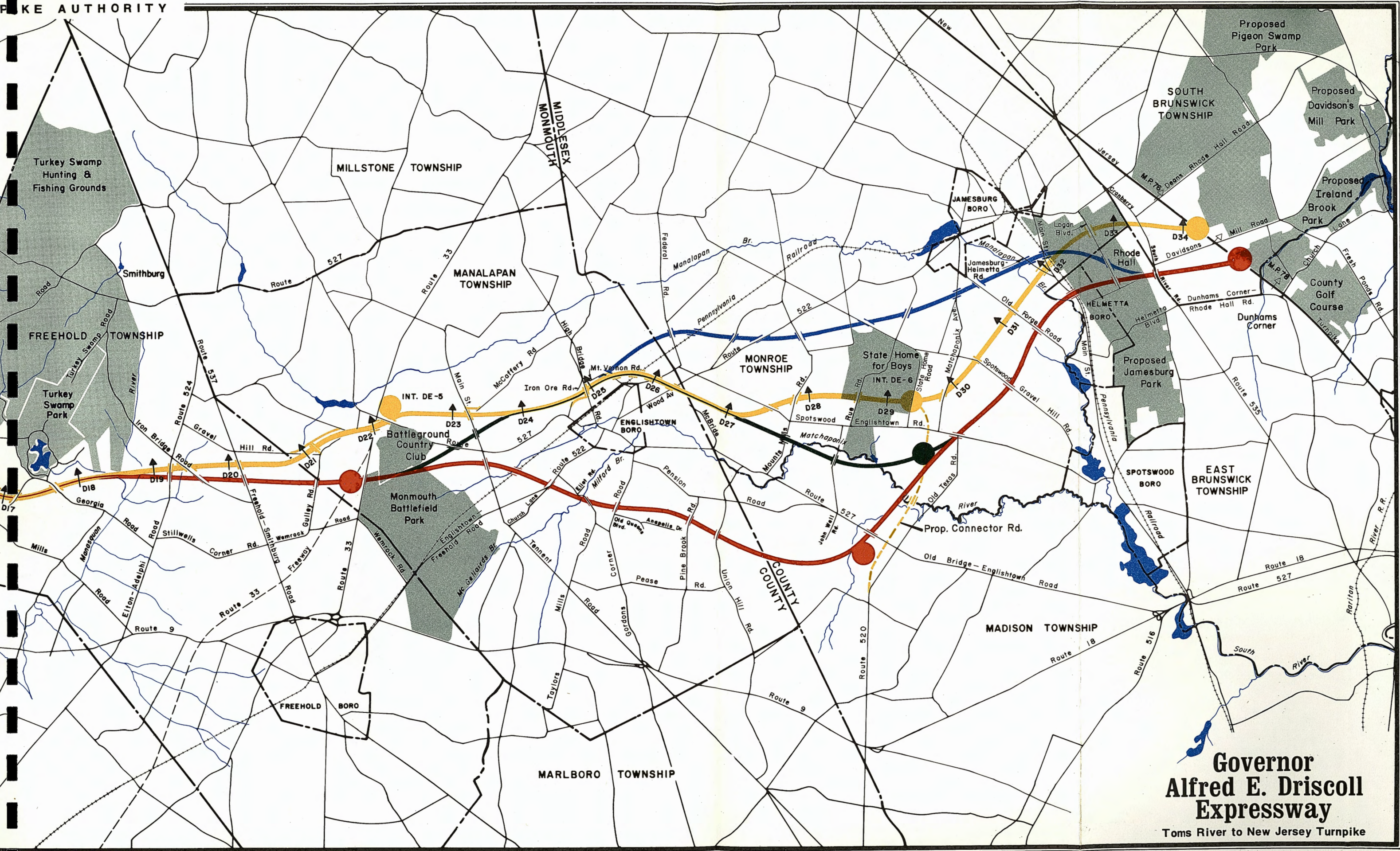


Public Parks or Institutions



SCALE OF MILES





**Governor  
Alfred E. Driscoll  
Expressway**

Toms River to New Jersey Turnpike

Park, to move it further away from a large residential neighborhood. This revision also avoided three homes. The Authority agreed and the revision is incorporated in the recommended alignment.

Several objections had been voiced to the alignment passing through any part of the Monmouth Battlefield Park. It would be necessary to cross the "green-belt" created by the Battleground Golf Course. This alignment had been selected originally because it was shown on the Monmouth County Master Plan.

The Authority had never been satisfied with the interchange at the Route 33 Freeway. This was because of the poor access from the Route 33 Freeway to Wemrock Road. The ramps from the Expressway to Wemrock Road would by necessity be rather short. Wemrock Road has a poor alignment and a hazardous intersection with Route 33. The interchange can be located at a point where it can be constructed to connect to the presently dualized section of Route 33. This will permit ready access to the interchange from both Route 33 and the Route 33 Freeway. In addition, this work can be accomplished without being dependent upon the construction timetable for the Route 33 Freeway.

The Authority has assured the Monmouth County Planning Board that it will make whatever modifications are necessary to prevent any congestion at the intersection of Route 33 and Route 527. Since the majority of the traffic will be from the east, any congestion at this signalized intersection would affect the traffic to the interchange.

This revision in the alignment carries over to the alternate "green" alignment which was discussed at the hearing and included in the Supplemental Impact Statement. By this action, the objections raised by many in Manalapan to the original alignment were answered. This alternate completely avoids the four Manalapan schools; does not cross a number of flood-prone tributaries to the Matchaponix Brook; and places fewer homes within 500 feet of the roadways. The recommended alignment is on the "green" route as it swings around the western end of Englishtown and heads north along the Jersey Central Power and Light transmission line.

#### MIDDLESEX COUNTY

The Expressway veers off of this alignment about one-half mile south of Mount Mills Road and turns northwesterly along an existing gas line easement to the Jamesburg State Home for Boys. As it crosses the Spotswood-Englishtown Road, it begins to conform to an alignment suggested by the Monroe Township Planning Board.

The Planning Board had originally proposed an alignment with an interchange near the Spotswood-Englishtown Road and Route 522. The need for an east/west connector around Englishtown would have been met by extending Gordons Corner Road west to the proposed interchange. The Authority believes that this would cause traffic problems in Englishtown and not provide the needed service in the area. In addition, while no objections were voiced to extending Gordons Corner Road to the west, it seems an unacceptable solution.

Gordons Corner would become an east/west truck route past two of the four Manalapan schools, two churches, a swim club and need to be constructed across one of the wider sections of the flood-plain on the Matchaponix Brook. The suggested alignment would also pass through a small neighborhood on the Manalapan-Monroe boundry.

Our recommended alignment passes through the State Home for Boys and closely follows the Monroe Planning Board's suggested route into the proposed Jamesburg Park. An interchange to replace the one proposed for Route 520 is planned for Spotswood-Englishtown Road. There are a number of advantages to this portion of the alignment. It stays away from the flood-prone Matchaponix Brook; does not enter the proposed "green-belt" along the brook; does not require an interchange connecting to Texas Road in Monroe Township; does not go through the bird sanctuary in Monroe Township; and avoids the small community of Helmetta.

Members of the Authority's staff have met with representatives of the New Jersey Department of Institutions and have their tentative approval to the alignment through the Jamesburg State Home for Boys. At a meeting at the State home, it was agreed that the Turnpike's recommended alignment would have the least impact on the home and at the same time permit the use of the maximum amount of State land. This would result in the removal of a minimum amount from the Monroe Township tax rolls.

One objection that has been raised is that moving this interchange further west will discourage the Expressway's use as a by-pass for Route 18 and Route 9. The Authority has agreed to construct a collector road from Route 520 to the new location of the interchange. This collector road is planned to be substantially the same alignment from Route 520 to the Englishtown-Spotswood Road that was proposed for the original "red" alternate. The travel times for vehicles from Route 18 and Route 9 should be nearly identical. In addition, this proposal should afford better local access.

The recommended alignment then continues through Jamesburg Park and connects to the Turnpike in South Brunswick. This route has the advantage of avoiding much of the wet land in Helmetta that Middlesex County proposes to incorporate into the park. While it is not the shortest possible route through the park, it is no longer than the "blue" alignment which has been supported by a number of governmental agencies. It also takes somewhat less of the forested area.

Ideally, we would like to go around the proposed Jamesburg Park but with the Borough of Spotswood and Jamesburg on either end, that is not possible. A connection to the Turnpike any further south is not feasible as it will conflict with the acceleration and deceleration lanes from the Turnpike's Interchange 8A, which is located immediately to the south. A connection at the recommended point on the Turnpike does avoid conflict with an area being considered for a reservoir by the Township of East Brunswick.

The number of houses, mobile homes and businesses that will be acquired varied slightly with each alternate studied. The recommended alignment will require the acquisition of approximately 71 houses, 37 mobile

homes and 6 businesses. It is truly remarkable that a project of this magnitude could be built in our State with so few buildings being affected.

The alignment being recommended is delineated on the enclosed map at a scale of approximately one inch being equal to a mile. Engineering studies have been made along the alignments suggested, but the engineering design must await final approval of an alignment. During the design phase, there will undoubtedly be additional minor shifts to adjust to local situations as more detailed designs are made. Every effort will be made to avoid aggravating problem areas. However, it would be unrealistic to expect that ten section engineers, each carefully studying a relatively small section of highway, would not need to make adjustments to the route.

The Authority has tried to consider the suggestions made by everyone who submitted statements. Naturally it is impossible to accommodate all of them since each of the alternate alignments had its supporters. We believe that a careful study of the hearing transcript will show that many of these suggestions have been incorporated into this recommended alignment.

The following is a summary of the comments made by speakers at the Public Hearing held in the Manalapan High School, Monmouth County on December 12, 1972. The pages refer to the transcript of the hearing.

Page 38 Daniel Pekarchik - Student of Manalapan High School

1. States the Expressway is too close to the schools.
2. Concerned with the safety of the children.

Page 40 Assemblyman John L. Dawes

1. Requested the alignment be shifted, but did not make any recommendation.

Page 43 Fred C. DePhillips - Assist. Commissioner, New Jersey Department of Transportation

1. It is the opinion of the planning staff of the Department of Transportation that without the Expressway, the impact on US Routes 9 & 18 will be much more severe and will occur much sooner.

Page 46 Robert D. Halsey - Planning Director of Monmouth County Planning Board

1. Completed their review of the alignment and are preparing a draft report for review by the Board on December 18, 1972.
2. The position of the Board on these alignments will be entered into the official record within the established deadline.

Page 47 Harry Chomko - Mayor of the Boro of Englishtown

1. Opposes the alternate green and blue alignments.

Page 48 Kenneth Hartmann - Mayor of Freehold Township

1. Requested an alignment shift between Elton-Adelphia Road and Route 537 in the vicinity of Iron Bridge Road.

Page 50 A Barry Brandt - Mayor of Manalapan Township

1. Township committee of Manalapan opposes the red alignment.

2. Favors either of the alternate alignments with a preference for the blue alignment with an interchange in the vicinity of Route 522.
3. Concerned with the safety of school children and the hundreds of families along its path.
4. Concerned with the drainage problems which would occur if the red alignment is chosen.

Page 63 James J. Flanagan - Committeeman-elect of Manalapan Township

1. Opposes the red alignment.
2. Cannot accept the E.I.S. as an impartial report of the environmental impact to be caused by the Expressway since the Authority paid for the report.
3. Presents safety hazards to four schools.
4. Will cause unneeded, unwelcome and unhealthy noise and air pollution to the schools and homes in the vicinity of the Expressway.
5. Will cause untold economic and social hardships to many families which will have to be relocated.
6. Approves either the green or blue alignment.

Page 69 Gerald R. Faulhaber - Vice President of the Manalapan-Englishtown Regional Board of Education

1. Vigorously and unequivocally opposes the red alignment.
2. Claims that the level of vehicle emission of pollutants in the vicinity of the schools is sufficiently high to endanger health and safety of the children.
3. Claims that the noise levels within and outside Taylor Mills School and the Manalapan High School will cause a serious impairment of the learning process.
4. Raising Gordons Corner Road in front of Taylor Mills School will result in a hazardous traffic condition.
5. The intersection of Old Queens Boulevard and Gordons Corner Road also being raised will create serious safety problems at this intersection.
6. Claims that the severe accidents involving gasoline and chemical trucks on the Turnpike demonstrate the catastrophic effects such an event could have in close proximity to a school.

7. Claims that children will climb the R.O.W. fences.

Page 78 Donald H. Nash - President of Freehold Regional Board of Education

1. Adds his support to the statements made by Mr. Faulhaber.
2. Expresses his concern of the effect of air pollution on the athletes engaged in strenuous activity.

Page 79 Charles D. Swalm - Superintendent of Schools

1. Because of the strong dedication to quality education and safety factors affecting our children, the Board strongly opposes the red alignment since it does not serve the best interests of the goals and objectives of the Board of Education as they apply to all children attending these schools.

Page 82 Fred Soden - Transportation Coordinator

1. Opposes red alignment.
2. Comments are similar to Mr. Faulhaber's remarks.

Page 85 Ronald Willis - Manalapan-Englishtown Teachers Association

1. Opposes red alignment.
2. Expresses concern regarding the following:
  - a) Alignment too close to schools;
  - b) Noise pollution;
  - c) Safety hazard to children;
  - d) Future expense to insulate schools from noise;
  - e) Future expense to air condition the noise-insulated rooms.

Page 87 Mrs. Barbara Tinkler - President of Parent-Teachers Association

1. Introduces the following speaker:

Page 87 Mrs. Beverly Ohalek - Treasurer of P.T.A.

1. Opposes red alignment.
2. Alignment is too close to the schools.
3. Concerned about noise, pollution & traffic hazards.

Page 89 Anthony Morelli - Member of Concerned Citizens group

1. Concerned that a shift in the alignment of a thousand feet, as proposed in Freehold to lessen the impact on a residential area, would, if also done in Manalapan, affect hundreds of homes and not just the four or five shown on the map now.
2. States that the people who have their homes taken are better off than those that are within the noise strip.

Page 91 James Gyer - Republican Municipal Committee and Manalapan Republican Club

1. Opposes the red alignment.
2. Repeats the same objections to the alignment as Mr. Faulhaber.

Page 93 Ben Rosenberg - Attorney for Concerned Homeowners of Manalapan

1. Opposes the red alignment.
2. Does not want to stop the road but to move it to another area that is less developed.

Page 97 Herbert T. Lawrence - President of Concerned Homeowners of Manalapan

1. Opposes the red alignment.
2. Has never opposed the Expressway. The only objection has been to the present alignment as it passes through Manalapan Township.
3. Repeats the same objections to the alignment as Mr. Faulhaber.
4. Requests the Authority to choose an alternate alignment which would take the Expressway west of Englishtown.

Page 115 James Gray - President of the Greater Manalapan Jaycees

1. Enters into the record a resolution passed at their last membership meeting.

2. Recommends that the Authority accept an alternate route as proposed for the Expressway.

Page 117 Richard J. Dealy, Jr. - Chairman of Madison Township Planning Board

1. Recommends the red alignment.
2. States that the proposed alternates have more impact on good agricultural soils than the red alignment, thereby destroying more viable farms at a time when the retention of the few remaining farms in the region has become critical to the preservation of economic balance, visual amenity and ecological harmony.
3. States that the green alignment will tend to create major adverse effects on the Matchaponix River, increasing the rate of flow, construction siltation and irrevocably altering the recharge areas in downstream ponding areas.
4. While the presently proposed red alignment would have some adverse impact on the residents of Manalapan, moving the corridor to the west would have a far greater impact. The red alignment will have a major beneficial result in lowering the congestion on highways running through and beyond Madison Township. The number of persons living on or near these overcrowded roads and affected by noise, air pollution and safety hazards is much larger than the entire population of Manalapan.
5. States that there are eight schools in Madison Township which will benefit from reducing the congestion on local roads.
6. States that because of the defeat of the Bond Issue, monies formerly earmarked for Route 74 will be used on other roads. As a substitute for Route 74, the Planning Board has stepped up the priority of what is called the Trans-Madison Highway, which will be built with local funds and will provide for east/west through traffic. Parts of this road have already been constructed.
7. Feels that the red alignment would provide an excellent dividing line and buffer zone between the industrial uses to the west and residential uses to the east.
8. Feels that the expanding use of "Park & Ride" facilities would be better if built closer to the population centers to the east of the red alignment than through the less populated areas to the west.
9. The need for the Expressway is pressing, and more delays will only increase the likelihood that conflicting development, like that in Manalapan presently under discussion, will occur to muddy the waters even further.

Page 126 Mrs. Nicholas A. Caliendo - Resident of Manalapan Township

1. Opposed to the red alignment because of air pollution and its effect on the populace.

Page 131 Robert J. Pure - Resident of Freehold

1. Represents 434 people living in an area called "Stonehurst West" or "Green Tree Section" or "Monmouth Heights of Freehold".
2. Requests an alignment shift, which has been approved by the Township Engineer and the Municipal Administrator of Freehold Township, starting at Station 2072 and ending at Station 2300. The alignment forms a slight curve to the west of the present red alignment, with a westerly offset of approximately 1,050 feet at Station 2170.

Page 134 Rodger O. Goldman - Attorney for "Stonehurst West" Development

1. New alignment is about 1/4 mile from major residential areas on Iron Bridge Road and about 700 to 1,100 feet further away from Freehold Area Hospital.

Page 137 Joseph P. Greco - Attorney-at-Law representing Battleground Country Club

1. States that the red alignment will eradicate totally the driving range so essential to the maintenance of the golf course area.
2. Requests the Authority to study an alignment which will be west of the golf course since that area is sparsely developed.

Page 142 Herbert Peterson - Resident of Manalapan Township

1. Requests an interchange in the vicinity of Englishtown auction if the blue alternate alignment is recommended.

Page 144 Herbert I. Schenk - Manalapan Little League

1. Opposes the red alignment since it represents a safety hazard to the children.
2. Supports the plea for realignment of the Expressway to the west.

Page 146 John Ploskonka - President of the Parish Council,  
St. Thomas More

1. Opposes the red alignment and endorses a change of route along with members of the Parish Council of St. Thomas More.

Page 147 Abe Cohen - Resident of Manalapan Township

1. Endorses the red alignment and opposes any change in the alignment which would bring the Expressway through the western portion of Manalapan Township.
2. Expresses concern that an alternate alignment through western Manalapan will have an impact on minority families who will have a tough time relocating.
3. Alternate alignments would impact businesses, rest homes and would chop up farms.

Page 155 A Voice

1. A letter was sent to Governor Cahill advising him that the Officers' Committee and parents of the Cubs in Manalapan Pack 42 wish to go on record as opposing the red alignment through Manalapan Township.

Page 156 Anthony L. Trapani - Resident of Manalapan Township

1. If the proposed Expressway will have to be widened, would the widening bring the roadways closer to the schools?
2. Concerned with the safety of school children if the red alignment is approved.
3. As an alternate, buy the schools, tear them down and build other schools away from the Expressway. Leave the road exactly where it is.

Page 161 Abraham Magid - Resident of Manalapan Township

1. Opposes red alignment.
2. Concerned with safety of children.

Page 168 James F. Gyer - Speaking on behalf of Herb Blatt, a local resident

1. Red alignment would aggravate the flooding problems caused by additional waters flowing into Pine Brook.

Page 169 Samuel Sahanias - Chairman of Monroe Township Planning Board

1. Presented an alternate alignment which would meet the objections of Manalapan Township and, in addition, it will meet the objections by the people of Howell Manor.

Page 170 Darius DePaolis - Resident of Manalapan Township

1. Opposes the red alignment.
2. Concerned with the safety of children.

Page 172 Guy F. Cusumano - Resident of Manalapan Township

1. Opposes the red alignment.
2. In order to minimize the impacts caused by the Expressway, move the alignment to the west, out of the area of high residential population.

Page 174 Craig W. Atwater - Resident of Manalapan Township

1. Concerning thought has to be given to the need and priority of the Expressway.
2. Requests that Middlesex, Monmouth and Ocean Counties submit a statement that expresses their opinion that, considering all factors, this Expressway is the best and the proper use of the land.
3. Requests that the Department of Environmental Protection review and comment on the E.I.S.

The following is a summary of the comments made by speakers at the Public Hearing held in the Toms River North High School, Ocean County on December 13, 1972. The pages refer to the transcript of the hearing.

Page 34 Mr. Buckwald - Chairman of Ocean County Planning Board

1. No serious objections to the proposed route.

Page 35 Mrs. Zaun - Committeewoman in Dover Township

1. Loss of rateables due to Expressway.
2. Can't keep up with present development. Doesn't want any more building problems now until they can resolve the present problems.
3. How will the Expressway alleviate traffic on Route 9, which is at least a mile away.
4. You are bringing more traffic down to an area that even now can't handle it.

Page 41 George Gottuso - Jackson Township Business Administrator

1. Request protection for Estonian Youth Camp.
2. Request for another interchange in southern part of the Township (15 years from now).

Page 43 John Smatusik - Public Works Superintendent in Jackson Township

1. Request for local access at the interchange of Route I-195 and the Expressway.

Page 45 Mr. Buckwald - Chairman of Ocean County Planning Board

1. Interchange with Route 70. Acquire land for full interchange.
2. In favor of alignment as is.

Page 47 Mr. Schilling - Resident of Toms River

1. Questions need of the highway. Existing roads will not be able to handle additional traffic.
2. Recommends a mass transit system instead of the Expressway.

3. Expressway may pollute streams and underground water reserves.
4. Expressway may destroy recreational benefits of such lands as are still available.
5. Expressway will further pollute the air in Ocean County.
6. Personal noise problem.
7. Why should the alignment be so close to "Winding River Tract"?
8. Expressway will bring more traffic to the area resulting in a massive traffic jam.

Page 53 Mr. Crawford - Resident of Toms River

1. Echoes the sentiments of Mrs. Zaun.
2. Requests a change of the Parkway interchange with Route 37 - "biggest engineering blunder of the decade".

Page 58 Mr. Parslow - Resident of Toms River

1. Interchange with Route 571 is unnecessary.

Page 59 Mrs. Lindstrom - Resident of Toms River

1. Endorsed Mrs. Zaun's and Mr. Schilling's comments.
2. Opposed to the Expressway in Dover Township.
3. Too close to "Winding River Tract" - green acres project.
4. Drainage problems.
5. Air pollution.
6. Dover Township cannot handle the problems of sewerage and water right now. Additional people coming into the area as a result of the Expressway will only magnify problem.

Page 62 Mrs. Kelsey - Resident of Toms River

1. Opposed to the Expressway. Agrees with comments made by Mrs. Zaun and Mr. Schilling.

Page 62 Ray Morris - Owner of Ray Morris Mobile Court in Toms River

1. Opposed to the Expressway. He recommends that the alignment be moved a quarter of a mile to the west - west of Route 527.

Page 63 Peter J. Van Brummelen - Resident of Dover Township

1. Opposed to the Expressway.
2. A proposed park will be impacted with noise and pollution.
3. Expressway will greatly increase local traffic problems.

Page 66 James Van Brummelen - Resident of Dover Township

1. Opposed to the road. Agrees with all speakers against the road.
2. Requests that the final report be made more available at places in addition to those in Trenton and New Brunswick.
3. Increase in population, schools, traffic and taxes.
4. Since the Turnpike is increasing these problems, then the Turnpike should help pay for them.

Page 71 Mr. Curcio - Curcio Mobile Home Court and Sales

1. Opposes the alignment as it cuts the mobile home park in half.

Page 72 Edward Cuchman - Resident of Dover Township

1. Opposes the alignment. Recommends it should be to the west of where it is.

Page 74 Mrs. Thomas Cachipola - Resident of Jackson Township

1. Opposed to alignment because it takes her home.

Page 75 Robert E. Madsen - Resident of Lakewood

1. Requested an interchange with Route 528.

Page 76 Charles Cobb, Jr. - Resident of Pine Beach

1. Favors the extension. Wants a major change in alignment.
2. States the interchange from the entrance of the Turnpike and the Parkway to Route 37 will be extremely dangerous.
3. Recommends extension of Turnpike south to Lacy Township.

Page 81 John Eber - Representing Citizens Conservation Council of Ocean County

1. Opposes the proposed Expressway.
2. Recommends that the State prepare a comprehensive plan for "desired pattern of land development" on which to base a master transportation plan.
3. Recommends that ways should be found to reduce the industrial and population growth.
4. Ways should be found to concentrate the expected growth to achieve the most economic and efficient use of our scarce land and other resources.
5. Increase use of mass transit.
6. Concerned about paving over and polluting the Englishtown and Kirkwood formations.

Page 109 Frank Sinanni - Resident of Dover Township

1. Opposes general alignment in Dover Township.
2. Objects to the large number of interchanges within a four-mile area in Dover Township.
3. Presents the theory that the Expressway will encourage traffic in an area already severely congested.

Page 111 James Van Brummelen - Resident of Dover Township

1. Recommends the following safeguards be taken to protect the public against fraud:
  - a) Newspapers to publish the following information relating to the sale of property to the Turnpike:
    - (1) Names of sellers
    - (2) Acreage
    - (3) Selling Price
    - (4) How long they owned the property
    - (5) Who did they purchase the property from
    - (6) Who the seller is affiliated with

The following is a summary of the comments made by speakers at the Public Hearing held in the Cedar Ridge High School, Middlesex County on December 14, 1972. The pages refer to the transcript of the hearing.

Page 41 George Ververides - Middlesex County Planning Board

1. Requests interchange with Route 520 or a new road built by the Authority parallel to Route 520.
2. Improve accessibility from Routes 9 & 18 to the Expressway.
3. Traffic volume projections for Route 520 for 1976 & 1990 be sent to him when they are available.
4. Extend the Expressway to Route 287.
5. The Expressway should not damage the Jamesburg Park as a water recharge area.
6. Impact of the Expressway on the ground water supply, flow & quantity should be studied in more detail before approval is granted.
7. No alignment through Jamesburg Park be approved before the Division of Water Policy & Supply is asked to review past and pending permits to users of ground water flowing through the park.
8. Minimize any adverse impact through Jamesburg Park.
9. Consider an alignment to the south of Helmetta.
10. Cross section of all roads crossing the Expressway be designed with sufficient capacity to carry projected twenty-year traffic volumes.
11. Recommendation that the Authority consult with the Planning Board prior to making its recommendation to the Governor.

Page 56 Raymond B. Fagan - Chairman of the Council of Environmental Protection Advisory, Board of Freeholders

1. Supports the Planning Board's recommendation.
2. Before selection of an alignment, recommendations concerning the Flood Plain Act should be developed.
3. With regard to filling in the Bog Area of Helmetta, the impact of filling in the Bog Area and the quantitative volumes of soil should be presented in the E.I.S.

4. This information should be presented to the Planning Board prior to the alignment being recommended.

Page 58 Mrs. Rose Sakel - Middlesex County Conservation Council

1. Opposed to any alignment passing through Jamesburg Park.
2. Presented an alternate alignment which would cause the least destruction of the natural area and would not bisect the Boro of Helmetta.

Page 63 Richard Gellner - Secretary of Middlesex Conservation Council

1. Opposed to the proposed alignment through Jamesburg Park.
2. Recommends the alternate alignment presented by Mrs. Sakel.
3. Pollutants have an adverse effect on quality of water in "Old Bridge Sands Aquifer".
4. Alternate alignment would be built in non-productive farmland and would only take about 10 acres of the proposed Jamesburg Park.

Page 68 Alan Cosner - Attorney for Middlesex County Conservation Council

1. Objects to holding hearings during the holiday season.
2. States that the E.I.S. does not meet the established guidelines.
3. It is the opinion of the Council that the Authority must meet the Federal Guidelines in the construction of this road.

Page 71 Mrs. Estelle Goldsmith - Coordinator of the Middlesex County Conservation Council

1. Requests the Authority to consider the alternate alignment submitted by Middlesex County Conservation Council.

Page 72 Joseph Romero - Sierra Club participant in the Middlesex County Conservation Council

1. Comment on scheduling the public hearing on the same night that the Coast Guard hearing on Route 18 extension is being held.

2. Opposed to alignment going through Ireland Brook Park, Jamesburg Park, Monmouth Battlefield Park and the private Monroe bird sanctuary.
3. The Authority is planning to take twice as much land for their R.O.W. than normal interstate routes require.

Page 83 Mrs. Eve Shapiro - Councilwoman for East Brunswick Township

1. Read a resolution from the Township Council opposing the intrusion of the Turnpike spur through East Brunswick and the proposed Jamesburg Park.
2. Recommends a rerouting of the Expressway in such a manner to save Jamesburg Park from the devastation of being bisected and the pollution attendant thereto.

Page 85 Edward Martin - East Brunswick Township Engineer

1. Submitted alternate alignment.

Page 86 William Saunders - East Brunswick Township Administrator

1. Represented the same statement as presented by Mrs. Shapiro.

Page 86 Robert O'Brian - Councilman-elect to East Brunswick Township

1. Supports the resolution of the Council.

Page 87 John Lech - Mayor of the Borough of Helmetta

1. Objects to the proposed alignment.
2. Recommends blue alignment.

Page 89 Richard J. Dealy - Chairman of Planning Board for Madison Township

1. The Planning Board by resolution approves the red alignment.
2. Township Council by resolution has also approved the red alignment.
3. The green alignment is not favored because of the possibility of creating a silting condition in the aquifer.

4. Madison Township has preserved the corridor for the Expressway and the Planning Board has recommended the preservation of another corridor to bring the Expressway through Madison Township.
5. Madison Township proposes an east/west roadway developed by the Township to further assist the aims of the Expressway of bringing traffic from Routes 18 & 9 to the Route 520 interchange.
6. States that if the alignment is changed to any of the other alternates, a new E.I.S. would be required through the area the alternate would traverse.

Page 97    Ira Danzig - Member of the Madison Township Environmental Commission

1. His statements are his own and are not to be considered as statements of the entire Commission.
2. Requests the Authority to guarantee that proper design techniques and procedures be defined and followed in order to preserve the environment.

Page 99    Joseph Indyk - Mayor of Monroe Township

1. Opposes red alignment.
2. Opposes green alignment.
3. Opposes blue alignment.
4. Submittal of a new alignment for evaluation and adoption. This alternate alignment would:
  - a) Solve aesthetic eyesores in the community (mining operations);
  - b) Lower level of roadway thereby reducing noise;
  - c) Cross through State-owned property;
  - d) Reduce number of homes taken;
  - e) Contribute less water to Matchaponix Brook;
  - f) Be shorter than red alignment;
  - g) Satisfy the objections of Manalapan Township and Helmetta;
  - h) Need an interchange at the junction of Route 522 and the Spotswood-Englishtown Road;

- i) Need a spur from the interchange to Gordons Corner Road at Route 527.

Page 106 Sam Shahinian - Chairman of Planning Board for Monroe Township

1. Planning Board rejects red, blue & green alignments.
2. Resolution recommending adoption of route presented by the Mayor.

Page 115 Mr. Trull - Monroe Township Advisory Board

1. Letter from Monroe Industrial Advisory Board supporting Mayor Indyk's proposed alternate.

Page 116 John Klink - Monroe Township Council President

1. Requested that the people of Monroe Township meet with Turnpike officials if the Mayor's alternate is going to be considered.
2. Mayor's alignment goes through the best lands of Monroe.

Page 119 Joseph Spataro - Committeeman, South Brunswick Township

1. On behalf of Mayor and Council, South Brunswick wants to go on record as opposing the termination of the Expressway at the Turnpike.

Page 120 Robert J. Clerico - South Brunswick Township Engineer

1. Proposal to continue the Expressway to Route 287.
2. Stopping the Expressway at the Turnpike will overburden existing roads.
3. Construct at this time the Route 1 - Route 130 Finnegan Lane Extension.

Page 126 Mrs. Mary Ruch - Member of the Advisory Board of East Brunswick Garden Club and a Member of Middlesex County Conservation Council

1. Opposes the Expressway going through Jamesburg Park.

Page 129 Miss Diane Goldsmith - Speaker for East Brunswick Historical Society

1. Opposes the Turnpike Extension and supports a carefully thought-out master plan that will take into account preservation of the ecology of the entire area.

Page 130 Eric Brown - Resident of East Brunswick

1. Accusation that the public hearing is illegal.
2. Opposed to the Expressway.
3. Concerned about Old Bridge Sands aquifer.

Page 134 Dr. Emily Alman - Chairman of Concerned Citizens of East Brunswick

1. The Expressway is unwarranted, unnecessary and dangerous to the entire State.
2. The E.I.S. did not tell the people of the State what the effect would be on them. The study dealt with the people living near the impact corridor.
3. The acceptance of the proposed Federal standards for noise is totally unacceptable to people living in those areas.
4. It is misleading to say that this road will be of no cost to the taxpayer when you have to pay tolls to ride on it.

Page 144 Mrs. Doris Fleming - President of the League of Women Voters

1. Opposes any alignment which would bisect Jamesburg Park or cover any of the recharge area.
2. Objects to the procedure of the meeting - citizens should speak prior to municipal speakers.

Page 148 Stanton Levy - Council for East Brunswick (speaking on behalf of Helme Products, Inc. of Helmetta)

1. Opposed to red alignment.

Page 149 Mrs. Sonja K. Fineberg - President of Old Bridge Civic Association and representing Madison Township

1. Endorses the red alignment because it would reduce traffic on Routes 9 & 18. It would also alleviate the traffic congestion on Route 516.

2. Request to protect the Matchaponix Brook from contamination, pollution and siltation. Specifications for this protection should conform to the Flood Plain & Floodway State Act.

Page 152 Ben Roth - Representative of Mill Lake Home Owners' Association and has a statement from Mrs. Rosalie Oster, P.T.A. Safety Chairman from Monroe Township

1. Compliments the chair on the way the meeting was conducted.
2. Supports the alignment presented by the Mayor of Monroe Township.
3. The letter from Mrs. Oster supports Mayor Indyk's alignment.
4. Mrs. Oster's letter also objects to the red and green alignments as being too close to school 4.

Page 156 Jan Sokol - Representing Environmental Political Action of Rutgers University

1. Proposes as an alternate to the Expressway a well-developed mass transit system and a comprehensive regional plan.

Page 160 Carl Mussbaum - A farmer from East Brunswick

1. Considers the road is necessary and will help all the towns and the State of New Jersey.

Page 162 Russell Kemper - Resident living on Texas Road

1. Opposes the red and green alignments.
2. Favors the alignment as proposed by the Mayor of Monroe Township.

Page 162 Mr. Yurman - Resident of Old Bridge

1. Compliments the chair on the manner in which the meeting was conducted.
2. Agrees with the agenda of the meeting.
3. Questions the legality of the Authority's right of eminent domain.
4. Feels that the E.I.S. is not complete.

5. Opposes the Expressway completely.
6. Would like to see Federal funds attached to the program as this is the only group that you can get answers from.
7. Feels that the consultants for the Authority are biased in coming up with some of the conclusions that they have come up with.
8. Comments that buses might alleviate some of the traffic problems but they don't alleviate pollution.
9. Questions some of the statements made by the noise consultant.

Page 171    Bernard Gibbs - Owner of Gibbs Home & Garden Center on Cranberry Road & Davidsons Mill Road

1. Assumptions made in the E.I.S. pertaining to his farm are not practical or even realistic and can be refuted point by point. Since this is true, how many other areas in the study are also incorrect?

