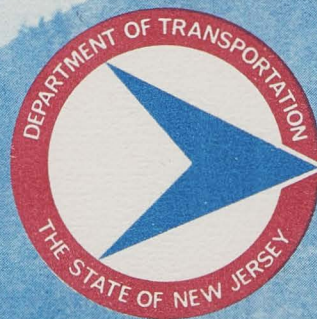


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Dupl.

DEDICATION AND OPENING



**THURSDAY
NOVEMBER 8, 1973
11:00 A. M.**

2.01

INTERSTATE ROUTE 80

Today's ceremony opens the 4-mile stretch of Interstate Route 80 from Columbia to the Mt. Herman-Polkville Road in Blairstown Township, Warren County. This is the final section of the route to be completed in New Jersey. The ceremony also marks the completion of the first major Interstate route in the Garden State, built at a total cost of \$345 million, including engineering, right of way, and construction. Twenty years ago the section of Route 80 between Columbia and the Delaware Water Gap toll bridge was opened as U.S. Route 46 but was later redesignated as Route 80.

Route 80, which will be the fastest, most direct route to California's Pacific Coast, begins at the Route 95 interchange in Teaneck, 4 miles west of the George Washington Bridge. Route 95 is the principal north-south route of the Interstate System on the East Coast, extending 1,851 miles from Maine to Florida. From the Route 95 interchange motorists may head west across New Jersey into Pennsylvania and traverse completed sections of the route in the Keystone State, Ohio, Indiana, Illinois, Iowa, Nebraska, Wyoming, Utah, Nevada, and California to the Golden Gate of San Francisco—a transcontinental trip of almost 3,000 miles without having to stop for a traffic signal or cross traffic at grade intersections.

In New Jersey, the mainline of Route 80 has from four to ten lanes over its 68-mile length. The freeway is designed to provide safe, fast, efficient movement of people and goods in an east-west corridor in the northern part of the most urbanized State of the Nation. Route 80 will bring much relief to overburdened Route 46 by carrying most of the heavy load of through traffic that has clogged that land service highway. Local and commuter traffic will directly benefit from this diversion.

During construction of this most modern of highways, prehistoric New Jersey came into the spotlight with two important archeological finds. In 1962, while working on a section of Route 80 in Bergen County, highway engineers discovered the jaw bone of a mastodon. Archeologists described it as the most significant find in the last 50 years in this part of the Nation. In 1965, highway engineers uncovered fossilized dinosaur footprints said to be 180 to 200 million years old.

The National System of Interstate and Defense highways (Interstate System) was begun in 1956 as a planned 40,000 mile network of rural and urban limited-access freeways, connecting and serving 92 percent of the cities with populations over 50,000. Subsequent changes increased the system to 42,500 miles and the original 1972 completion date has been set back by Congress three times to an anticipated date of 1979.

The program, whose cost has doubled from \$35 billion to \$70 billion, is a cooperative State-Federal undertaking. Each state determines route location, prepares environmental impact studies, conducts public hearings, and carries out the design and construction work. All of this is subject to approval by the Federal Highway Administration of the U.S. Department of Transportation at various stages of progress.

Except for sections of the Interstate System built and operated by toll road authorities, the states own, operate, and maintain the Interstate Routes. The Federal government is paying 90 percent of the cost to build the system with funds derived from Federal highway user taxes—taxes on motor fuels, tires, tubes and heavy trucks. Each state pays the remaining 10 percent and, in addition, bears the cost of maintenance. In this way the largest construction program in history is being conducted on a "pay-as-you-go" basis.

All 416.8 miles of Interstate Routes in New Jersey will have at least four lanes and as many as 14 lanes with opposite direction traffic separated by median strips or barriers. Access will be controlled throughout the entire system with entry and exit only at carefully selected locations. The use of interchanges, overpasses, and underpasses eliminates all grade crossings.

The Interstate System will comprise little more than one percent of the Nation's road and street mileage, but will carry 20 percent of all traffic. Even more important, based on statistics, the Interstate System will save an estimated 8,000 lives annually.

PROGRAM

11:00 A.M. — Thursday — November 8, 1973

National Anthem

NORTH WARREN REGIONAL HIGH SCHOOL BAND
Charles Masters, Conducting

Invocation

FATHER MICHAEL A. McNULTY
St. Jude RC Church, Blirstown

Introductions

HON. JOHN C. KOHL, COMMISSIONER
N.J. Department of Transportation

For New Jersey

HON. WILLIAM T. CAHILL, GOVERNOR

For Pennsylvania

HON. DAVID C. SIMS
Deputy Secretary For Highways
Department of Transportation

For the Township of Knowlton

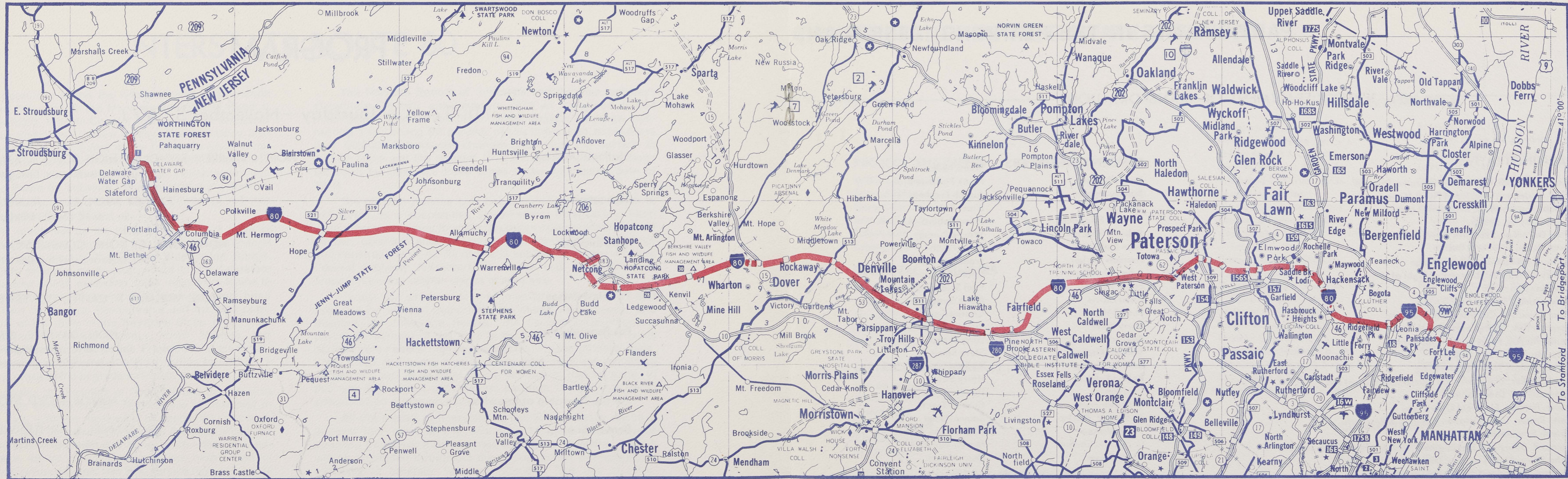
MAYOR LLOYD STOUT

Benediction

REV. DANIEL J. KANTENWEIN
Hainesburg Methodist Church

OPENING CEREMONY

At the conclusion of the ceremony at a site 2.5 miles east of the U.S. Route 46 interchange, persons wishing to continue in an easterly direction may do so. Those wishing to return west must proceed east to the County Route 521 interchange where they make a U-turn.



INTERSTATE ROUTE 80 TRAVERSES THE FOLLOWING COUNTIES AND MUNICIPALITIES:

WARREN

Hope Twp.
 Frelinghuysen Twp.
 Allamuchy Twp.
 Knowlton Twp.
 Blairstown Twp.

SUSSEX

Mt. Olive Twp.
 Byram Twp.
 Stanhope Boro

ESSEX

Caldwell Twp.
 Fairfield Boro

PASSAIC

City of Paterson
 Wayne Twp.
 Totowa Boro
 West Paterson Boro

MORRIS

Mt. Arlington Boro
 Denville Twp.
 Rockaway Twp.
 Jefferson Twp.
 Roxbury Twp.

Wharton Boro
 Netcong Boro
 Montville Twp.
 Par-Troy Twp.
 Rockaway Boro

BERGEN

East Paterson Boro
 Saddle Brook Twp.
 South Hackensack Twp.
 Bogota Boro
 Ridgfield Park Twp.

Teaneck Twp.
 City of Hackensack
 Teterboro Boro
 Lodi Boro
 Rochelle Park Twp.
 Fort Lee Boro

PARTICIPANTS IN THE PLANNING, DESIGN AND CONSTRUCTION OF INTERSTATE ROUTE 80

NEW JERSEY DEPARTMENT OF TRANSPORTATION

ADMINISTRATIVE

Calman J. Ambrosy, Deputy Executive Director
G. P. Bridegum, Director of Fiscal Management
Joseph Cunningham, Regional Engineer
Edwin Dayton, Design
Fred DePhillips, Executive Director (Former)
Sven Hedin, Structural Design
Edward Houghton, Surface Design
James V. Hyde, Jr., Director of Right of Way
Olaf Jansson, Soils
Edwin Jones, Special Engineering
John Kilpatrick, Contract Administration
Stephen Link, Transportation Planning & Research
James Malloy, Federal Aid Coordination
John Moritz, Surface Design
Robert Nolan, Traffic Engineering
Frank Parker, Transportation Operations & Local Aid
Clarence Pell, Landscaping
James Pittman, Electrical Operations
Keith Rosser, Transportation Planning & Research
Joseph Schumacher, Utilities
James R. Schuyler, Chief Engineer, Construction & Maintenance
John Sliwa, Chief Engineer, Design
Warren Sunderland, Structural Design

RESIDENT ENGINEERS

David Benoist
Stanley Dygon
John Fairchild
Edward Filippone
Robert Fitzpatrick
John Gahwyler
Herman Gerber
Julian Groeller
Frank Hamler
Colin Harris
Russell Henry
Barry Keith
Gerard Kerwin
William Kirchner
Andrew Knapp
Robert Kulvicki
Carl Lembo
Fred Marinaro
Anthony P. Marino
Irving Matten
G. Ross McCombe
Henry Meyer

Ernest Nolan
Frank Palkowetz
Joseph Prochnicki
Elmer Rich
Irving Rubinstein
Wayne Rumsey
Robert Ruth
Frank Scarpati
Charles Scheuch
Paul Shidlowksi
Frank Spagnola
Charles Spence
Richard Spoerl
Larry Sroka
Steve Strait
Andrew Straut
Harry Strutz
Donald Telesco
Charles Territo
Samuel Uhler
Charles Van Antwerpen
Martin Van Riper
Oscar Vogel

FORMER COMMISSIONERS

Dwight R. G. Palmer
Russell H. Mullen (Acting)
David J. Goldberg

PROJECT ENGINEERS

William Birkhead
Edward Filippone
Gerard Kerwin
Leon Mangano
Robert Ruth
Eugene Salvia

REGIONAL ENGINEERS

Herbert Englishman
James Hamilton
Edward F. Mallowney
Wallace Schonwald
Ralph Stelljes

DISTRICT ENGINEERS

Ronald M. Beck
James Driscoll
Joseph Ertle
Austin E. Schenck
Charles Spence
Kenneth Yates

REGIONAL CONSTRUCTION SUPERVISORS

Wilton E. Goss
William T. Kirchner
Robert R. Rice
Charles Vanderhoff

PRIME CONTRACTORS

American Bridge Div., U.S. Steel
American Dredging Co.
Robert Bossert & Co., Inc.
Geo. M. Brewster & Son, Inc.
Brookfield Construction Co., Inc.
Busch Brothers, Inc.
Cayuga Construction Corp.
Conduit & Foundation Corp.
Consolidated Steel & Aluminum
Fence Co., Inc.
Crescent Construction Co.
Dale Electric Co.
Diversified Road, Bridge & Tunnel
Construction Co., Inc.
Ell-Dorer Contracting Co., Inc.
Frankim Contracting Co., Inc.
Franklin Contracting Co.
Frapaul Construction Co., Inc.
Gibraltar Wrecking & Supply Co.
S. J. Groves & Sons, Inc.
Interstate Wrecking Co., Inc.

Ernest Jarvis & Co.
Johnson, Drake & Piper, Inc.
Lightning Electric Service Co.
Lizza & Sons, Inc.
Mal-Bros. Contracting Co.
Moscato Bros., Inc.
Orion Contracting Co., Inc.
V. Otilio & Sons
Pfaff & Kendall
Planet Corporation
Poirier & McClane Corp.
P. T. & L. Construction Co., Inc.
Public Constructors, Inc.
Schiavone Construction Co., Inc.
Trap Rock Industries, Inc.
Tri-County Asphalt Corp.
Union Building & Construction Corp.
Whitmyer Bros., Inc.
Yonkers Contracting Co., Inc.
William M. Young & Co., Inc.
L. Zimmerman & Sons, Inc.

CONSULTANTS

Louis Berger & Associates
Clark, Hartman & Dunn
Fay, Spofford & Thorndyke, Inc.
King & Gavaris
Madigan-Hyland, Inc.
Parsons, Brinckerhoff, Quade & Douglas

FEDERAL HIGHWAY ADMINISTRATION

Charles French, District Engineer
Harlo P. Beschenbossel, Division Engineer

INTERSTATE ROUTE 80

NEW JERSEY DEPARTMENT OF TRANSPORTATION

JOHN C. KOHL
Commissioner

JACK FREIDENRICH
Acting Assistant Commissioner, Highways
and Director of Engineering and Operations

U.S. DEPARTMENT OF TRANSPORTATION

CLAUDE S. BRINEGAR
Secretary

WILLIAM H. WHITE
Regional Federal Highway Administrator

ROBERT I. KELLUM
Division Engineer

NORBERT T. TIEMANN
Federal Highway Administrator

LLOYD PETERSON
Secretarial Representative, Region II
U.S. Department of Transportation

WILSON B. HARKINS
District Engineer

GENERAL CONTRACTOR

S. J. Groves & Sons Co.

CONSULTANTS

Madigan-Hyland
New York, NY