

HB no 47m

STATE: New Jersey	
COUNTY: Multiple - See Sec. 10	
FOR NPS USE ONLY	
ENTRY NUMBER MAY 11 1973	DATE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

1. NAME

COMMON:
Delaware and Raritan Canal

AND/OR HISTORIC:
Same as above

2. LOCATION

STREET AND NUMBER:
Not Applicable

CITY OR TOWN:
Not Applicable

STATE:
New Jersey



CODE 34	COUNTY: Multiple - See Sec. 10	CODE
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3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input checked="" type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Object	<input checked="" type="checkbox"/> Public <input type="checkbox"/> Private <input type="checkbox"/> Both Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input checked="" type="checkbox"/> Occupied <input type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress	Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input type="checkbox"/> Educational <input type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input checked="" type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input checked="" type="checkbox"/> Park <input checked="" type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input checked="" type="checkbox"/> Other (Specify) Recreation - Water Control and Supply

4. OWNER OF PROPERTY

OWNER'S NAME:
State of New Jersey, Department of Environmental Protection

STREET AND NUMBER:
Box 1390, John Fitch Plaza

CITY OR TOWN:
Trenton

STATE:
New Jersey

CODE:
34

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Varies - See Continuation Sheet

STREET AND NUMBER:

CITY OR TOWN:

STATE:

CODE:

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
New Jersey Historic Sites Inventroy

DATE OF SURVEY: 1960 & 1971
 Federal State County Local

DEPOSITORY FOR SURVEY RECORDS: Historic Sites Section, Bureau of Parks,
Department of Environmental Protection

STREET AND NUMBER:
Box 1420, John Fitch Plaza

CITY OR TOWN:
Trenton

STATE:
New Jersey

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7. Description

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input checked="" type="checkbox"/> Altered	<input type="checkbox"/> Unaltered		<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site	

DESCRIBE THE PRESENT AND ORIGINAL (If known) PHYSICAL APPEARANCE

Original Description - according to Thomas F. Gordon's Gazetteer of the State of New Jersey, published in Trenton, 1834:

Under these provisions the canal was commenced, and has progressed nearly to its completion (Oct. 1833). It begins at the confluence of the Crosswicks Creek and the Delaware at Bordentown, and runs thence, through the city of Trenton and the valley of the Assunpink, crossing the creek by a noble stone culvert, to Lawrence's Meadows, whence it passes into the valley of Stony Brook; thence down the right side thereof, one mile S. of Princeton, to the junction of Stony Brook with the Millstone River; thence across the river by an aqueduct of eight arches, and by the right bank of the river to the Raritan River; thence along the right bank of the Raritan to New Brunswick, where it unites with the tide. It passes through or near Bordentown, Lambertton, Trenton, Princeton, Kingston, Griggstown, Millstone, Somerville, and Boundbrook. Its whole length is 42 miles, within which there are 116 feet lockage, viz: 58 between Trenton and the Delaware River, overcome by seven locks; one at Trenton of seven feet; one at the State Penitentiary of seven feet; three at Lambertton of nine feet each; one below Lambertton of seven feet, and one at Bordentown of 10 feet, lift. The last, by reason of the badness of the foundation, has cost an extraordinary portion of time, labour and money, in its construction. The lockage between Trenton and New Brunswick is also 58 feet, and is overcome by seven locks; one at Kingston, one at Griggstown, and one at the mouth of the Millstone, each of eight feet; two opposite to Boundbrook, seven feet each; one two miles below Boundbrook, of eight feet, where a dam has been constructed across the river to use it as a feeder, and one at New Brunswick, of twelve feet, lift. At this city, there is also a tide lick sufficiently capacious to admit a steamboat, and a basin extending the whole front of the town, formed by an embankment in the river. By turning the river into the canal, a water power will have been gained at Brunswick, equal, it is supposed, to 400 horse power. Upon the line of the main canal, there are 17 culverts, some of them very large; one aqueduct, and 29 pivot bridges. The canal is 75 feet wide on the water line, and seven feet deep, and the depth may be increased to eight feet should it be found necessary. To avoid bridging, the company have purchased a large quantity of land, in many cases whole farms, at great expense.

The feeder commences at Bull's Island, in the Delaware River, and runs thence along the left bank of the river to Trenton, where it intersects the canal, a distance of 23 miles, with an inclination of two inches in the mile. The works, beside the excavation, consist of a lift lock of 10 feet at Lambertville; two guard locks, one at Bull's Island, and the other at Prallsville; 15 culverts, and 37 pivot bridges. The width of the excavation is throughout 50 feet; at the water line, its depth six feet; but, where it could be effected without great expenditure, the width has been increased to 60 feet, and thus three-

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New Jersey 34

Section 5: Location of Legal Description:

- Hunterdon County - Hunterdon County Courthouse, Flemington, New Jersey 34
- Mercer County - Mercer County Courthouse, Broad Street, Trenton, New Jersey 34
- Somerset County - Somerset County Courthouse, Somerville, New Jersey 34
- Middlesex County - Middlesex County Courthouse, New Brunswick, New Jersey 34

Section 6: Representation in Existing Surveys:

Historic American Buildings Survey - Kingston D & R Canal Drawbridge,
1936 & 1937 Federal Lock and Toll House (NJ-359)
Library of Congress Washington, D.C. 11

Historic American Buildings Survey - New Brunswick D & R Canal Lock #1
1960 & 1961 Federal (NJ-713)
Library of Congress Washington, D.C. 11

CONGRESSIONAL REPRESENTATION:

- Sen. Clifford P. Case
- Sen. Harrison Williams, Jr.

- Rep. Frank Thompson, Jr. 4th District
- Rep. Peter Frelinghuysen, Jr. 5th District
- Rep. Edward J. Patten 15th District
- Rep. Cornelius E. Gallagher 13th District



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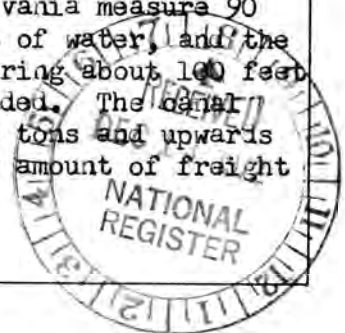
Delaware and Raritan Canal
New Jersey 34

Section 7 (Cont.): fourths of the distance will afford good sloop navigation. A large basin has been constructed by the company, upon the feeder near the center of Trenton, for the accommodation of the city.

The canal is adapted to vessels exceeding 150 tons burden, and has been executed in the most substantial manner. Its cost is now estimated at two millions of dollars. The estimate, when the proposition was made to the state to undertake the enterprise, was stated at \$1,142,741; but the present canal is every way larger than that originally proposed.

The following description of the canal was published in 1894 (Vol. III, Final Report of the State Geologist, by C. C. Vermeule):

"This is the most important artificial waterway of the State. The main canal runs from the head of navigation of the Raritan, at New Brunswick, to the Delaware at Bordentown, a distance of 43 miles. The feeder, which is also navigable, runs from the main canal, at Trenton, to the Delaware River, at Bull's Island, a distance of 22 miles. A peculiarity of the canal is that its summit level extends almost to the banks of the Delaware at Trenton, and the water of the Delaware River is brought through the feeder entirely across the State, emptying into the Raritan at New Brunswick. The width of the canal at surface is about 80 feet, at bottom 50 feet and it is 8 feet deep. There are 14 locks on the main canal and 2 on the feeder, making 16 in all. The locks are 220 feet long by 24 feet wide, with 7.5 feet of water over the mitre sills. The canal was built about 1833. Its cost was reported in 1854 to be \$3,707,916, and in 1880, \$4,735,353. The gross receipts in 1854 were \$474,740, and in 1880 \$419,431. The tonnage in 1880 was 1,348,082 tons. The maximum traffic upon the canal was probably during the Civil War, when it was extremely heavy, taxing the canal to its utmost capacity. The season of navigation usually lasts from April 1st to the middle of December or about 250 days. The traffic is drawn from ports on the Delaware River below Trenton, and those on Chesapeake Bay through the Delaware and Chesapeake Canal, and also from the Schuylkill Canal and the Lehigh Canal via the Delaware division of the Pennsylvania Canal, boats being locked from the latter into the Delaware River and thence into the feeder at Lambertville. At the eastern end, the Hudson River ports and Erie Canal and ports on Long Island sound are reached, but at present the largest part of the traffic consists of coal from the Pennsylvania Canals, carried to New York harbor, etc. Two classes of barges were in common use until recent years. Those from the small canals in Pennsylvania measure 90 feet long by 10.5 feet beam, drawing, when loaded, 5.5 feet of water, and the river boats from the Hudson River and the Erie Canal, measuring about 100 feet long by 17.5 feet beam and drawing 7 feet of water when loaded. The canal will accommodate 500-ton barges, and recently barges of 300 tons and upwards have been considerably used. There is quite a considerable amount of freight carried in steam vessels."



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Section 7 (Cont.)

CANAL HOUSES (Location keyed to maps via roman numerals)

Many of the lock tender and bridge tender dwellings remain along the canal. Groups of dwellings are very similar, probably being built on contract by one builder using the same plan.

Many of the first houses, as built at the time of the canal, c. 1830's, were remodeled. Many had porches added in the mid-19th Century; porch column brackets were of only 2 different designs. This probably indicates a contract for work on numerous houses at one time. These houses were built of stone or wood frame and were rather small. Generally they were 2 stories and one room deep.

Description - Bridge Tender's House, 15-17 Bridge St., Lambertville:

- I - House appears to be early 19th century with original second floor windows and two arched roof dormers. It is a 2½ story, five bay, center chimney, frame structure with a gable roof. The house was extensively remodeled, c. 1870's, adding paired roof brackets, a store front on the first floor, and changing the window sash on the first floor. First floor again recently remodeled and wing extended to rear. (See photo)
- II - Bridge Tender's house, feeder lock, Lambertville: A rough fieldstone two story house with a walk in basement. Probably built at time of canal with construction into the bank of the canal lock. Chimney at center of each gable end, structure 18 feet by 30 feet in plan.
- III - Bridge Tender's house, Wilburtha Road, Trenton: A small two story frame house, 14 feet by 28 feet in plan. Appears to be c. 1830's, probably built at time of canal. Altered and enlarged in 1940's-50's, center chimney removed.
- IV - Bridge Tender's house, West State Street and Prospect, Trenton: A small two story frame house, 16 feet by 30 feet in plan. Built c. 1860's-70's with roof brackets. There are two front doors opening onto a front porch with bracketed columns. Exterior has no alterations. (See photo)
- V - Canal Supervisor's house, 25 Calhoun Street, Trenton: Irregular plan 2 story frame house, probably resulting from later additions. Rough stone foundations. Two story bay window and front porch probably later additions.



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Section 7 (Cont.)

VI - Bridge Tender's house, 233 West Hanover Street, Trenton: A small two story frame house built c. 1850's-60's. Front Porch with open ceiling and bracketed columns forming a covered porch over entrance to walk in basement. Exterior has no alterations.

VII - Bridge Tender's house, Hutchinson Mill Road, Bakers Basin: A 2½ story frame house, 18 feet by 26 feet, with a wing. Projecting eaves with exposed rafters. Center chimney and chimney in wing - Built probably c. 1850's. (See photo)

VIII- Bridge Tender's house, Port Mercer: A 2½ story frame house, 17 by 30 feet, with a leanto. Probably built at the time of the canal c. 1830's. Front porch added c. 1850's-60's with square wood columns and scroll brackets of the same design as on numerous other canal houses.

IX - Lock Tender's house, Kingston: A small 2 story masonry house, 18 by 30 feet, with a wing. Has 2 gable end chimneys. It is built on the slope of the canal lock bank with a walk in cellar. Built probably at the time of the canal, c. 1830's.

Toll House: Built in the bank of the canal next to the lock house, wood frame. Possibly mid-19th century. (See photo)

X - Bridge Tender's house, near lock 9, Griggstown: A 1½ story frame house with 2 gable end chimneys (one removed recently), 9/6 sash. Possibly an earlier house with additions. Built into a hillside for a walk in cellar.

XI - Lock Tender's house, Griggstown: A frame building with 2 end chimneys, 18 by 46 feet, including an extension built shortly after. Probably built at time of the canal, c. 1830. Coursed rubble foundation. Front porch, c. 1850's - 60's, with wooden columns and scroll brackets as on numerous other canal houses. (See photo)

XII - Bridge Tender's house, Griggstown: A 2 story stone house, stucco remaining on two sides, 17 by 28 feet, 2 gable chimneys. Probably built at the time of the canal c. 1830's. (See photo)



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Section 7. Description (Cont.):

XIII - Bridge Tender's house, Blackwells Mills: A two story masonry, stuccoed house, 18 by 30 feet. Mid-nineteenth century front porch with stick brackets on wood columns as on numerous other canal houses. Several later 19th century additions to the rear. House probably of the canal period, circa 1830's. (See photo)

Toll house: One room frame building with match board interior. Vertical boarding exterior. Built circa 1900. (See photo)

XIV - Bridge Tender's house, East Millstone: A 2 story stone house, stuccoed, 18 by 30 feet, two gable end chimneys. Porch, mid-19th century with stick brackets on wood columns as on numerous other canal houses. House probably built at the time of the canal.

XV - Bridge Tender's house, Weston: A two story fieldstone house, stuccoed, 18 by 30 feet. Two gable end chimneys, brick oven cantilevered through the exterior wall. Mid-19th century porch with stick brackets on wood columns as on numerous other canal houses. House built circa 1830, when the canal was constructed. (See photo)

XVI - Bridge Tender's house, Zarepath: A two story masonry, stuccoed house, 18 by 30 feet, and a wing. Two gable end chimneys, brick oven cantilevered through the exterior wall. Porches recently removed. House probably built around 1830.

XVII - Lock Tender' house, Ten Mile Lock: A 2 1/2 story frame house, 10 by 48 feet, with a leanto, two chimneys, one on the gable end. Front porch added about 1850-1860 has wood columns and scroll brackets of same design as on numerous canal houses. House probably built at the time of the construction of the canal.

XVIII -Lock Tender's house, South Bound Brook: A two story frame house, 18 by 30 feet, with a two story wing, 4 chimneys, 3 on gable ends. Fieldstone foundation. Probably built at the time of the canal, circa 1830's.



8. Significance

PERIOD (Check One or More as Appropriate)

- | | | | |
|--|---------------------------------------|--|--|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input checked="" type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known) 1830, 1834, 1933

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | | |
|--|---|--|---|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input type="checkbox"/> Political | <input type="checkbox"/> Urban Planning |
| <input type="checkbox"/> Prehistoric | <input checked="" type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy | <input checked="" type="checkbox"/> Other (Specify) |
| <input type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science | Recreation |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input type="checkbox"/> Sculpture | Water control and Supply |
| <input type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian | _____ |
| <input type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater | _____ |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation | _____ |
| <input type="checkbox"/> Communications | <input type="checkbox"/> Music | | _____ |
| <input type="checkbox"/> Conservation | | | _____ |

STATEMENT OF SIGNIFICANCE

Historical Significance: Commerce, Engineering, and Transportation.

Early consideration was given to the construction of a canal across New Jersey as far back as 1676.

Successive efforts were made in 1804 and 1816. The latter attempt led to the chartering of a Canal Company by the New Jersey Legislature in 1824, but failing of success the charter was surrendered in 1826. A bill to have the canal built by the State was defeated in the legislature in 1829 on the basis of a public referendum.

In 1830, simultaneous charters were granted by the legislature to the Delaware and Raritan Canal Co. and the Camden and Amboy Railroad and Transportation Co. The two corporations were consolidated with legislative sanction in 1831, and were known thereafter as the Joint Companies.

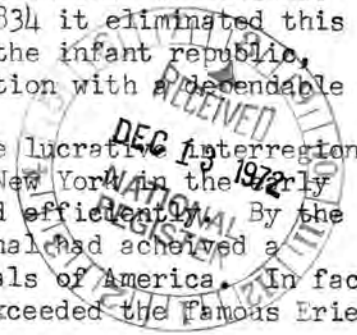
Construction of the canal was started late in 1830 and it was completed and in operation in June 1834. It is an outstanding example of early American technology and know how. The canal was cut through a region of generally flat and low topography, hugging the Delaware, Millstone and Raritan Rivers. It was so well constructed that few alterations had to be made in its lifetime. Construction was largely by immigrant labor and was marked by epidemics, notably two of cholera which took a heavy toll. From a tonnage of 12,459 during the first year, traffic increased to a maximum of 2,357,233 tons (83% coal) in 1866.

At the time the Charter was granted for the Delaware and Raritan Canal Pennsylvania coal moved through the Pennsylvania canal system down the west bank of the Delaware River to Philadelphia. Here it was transferred to schooners for the journey to New York City. The subsequent voyage, through Delaware Bay, up the New Jersey Coast, and into the New York Bay, often required as long as two weeks, depending on wind and weather conditions. When the Delaware and Raritan Canal was opened in 1834 it eliminated this ocean voyage and linked the two greatest cities in the infant republic, Philadelphia and New York. It also provided the nation with a dependable and direct connection between the North and South.

The Canal was designed primarily to exploit the lucrative interregional anthracite trade existing between Philadelphia and New York in the early 19th century. It accomplished this task rapidly and efficiently. By the close of the Civil War, the Delaware and Raritan Canal had achieved a reputation as one of the greatest coal carrying canals of America. In fact, the tonnage of the Delaware and Raritan Canal far exceeded the famous Erie Canal in New York, for years in succession.

From the 1850's on, the Delaware and Raritan Canal Company operated

SEE INSTRUCTIONS



9. MAJOR BIBLIOGRAPHICAL REFERENCES

1. Dept. of Conservation and Development. Report on Recreation Possibilities on the Delaware and Raritan Canal. New Jersey, 1945
2. Dorian, Edith M. High Water Cargo. New Brunswick, N.J., Rutgers Un. Press. 1965
3. Gordon, Thomas. Gazateer and History of New Jersey. Trenton, N.J. 1834
4. Maderia, Crawford Clark, Jr. The Delaware and Raritan Canal. East Orange, N.J.: The Eastwood Press. 1941
5. Miers, Earl Schenck. Where the Raritan Flows. New Brunswick, N.J. Rutgers University Press. 1964
6. Viet, Richard F. The Old Canals of New Jersey. Little Falls, N.J.: The New Jersey Geographical Press. 1963

10. GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
NW	Degrees Minutes Seconds 40° 32' 40"	Degrees Minutes Seconds 75° 02' 50"		Degrees Minutes Seconds ° ' "	Degrees Minutes Seconds ° ' "	
NE	40° 32' 40"	74° 26' 09"				
SE	40° 09' 05"	74° 26' 09"				
SW	40° 09' 05"	75° 02' 50"				

APPROXIMATE ACREAGE OF NOMINATED PROPERTY: Not applicable

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
New Jersey	34	Hunterdon	019
New Jersey	34	Mercer	021
New Jersey	34	Somerset	035
New Jersey	34	Middlesex	023

11. FORM PREPARED BY

NAME AND TITLE:
Historic Sites Survey Team

ORGANIZATION Historic Sites Section, New Jersey Department of Environmental Protection DATE Nov. 30, 1971

STREET AND NUMBER:
Box 1420, John Fitch Plaza

CITY OR TOWN: Trenton STATE New Jersey CODE 34

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Richard J. Sullivan
Richard J. Sullivan

Title Commissioner, New Jersey Department of Environmental Protection

Date November 30, 1972

I hereby certify that this property is included in the National Register.

Robert L. Terry
Chief, Office of Archeology and Historic Preservation

Date 5/11/73

ATTEST:
Wm. J. Smith
Keeper of The National Register

Date 2-16-73

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Section 8: Statement of Significance (cont')

a fleet of steam tugs for towing purposes, on the waterway. The "Robert F. Stockdon" was perhaps the most outstanding of these early steam tugs. Built in England, it was brought to New Jersey where it immediately captured two firsts in American navigation. The "Robert Stockdon" was the first screw propellar ship operated for utilitarian purposes on American waters, and it opened the era of mechanically propelled barges on American canals.

In 1867 the Joint Companies combined with another railroad (Jersey City to New Brunswick) to form the United New Jersey Railroad and Canal Company. Property of the latter company, together with a leased line along the bank of the feeder, was leased with legislative sanction to the Pennsylvania Railroad Co. in 1871 for 999 years.

Traffic and income on the canal declined steadily, and by about 1900 it was operating at a loss. In 1913, traffic was abandoned on the feeder and in 1933 the main canal failed to open for navigation.

The property was taken over by the State in 1934 and in 1936 the Trenton portion of the main canal was deeded to the city and filled in as a WPA project. A portion of this section has again been excavated for construction of a depressed Freeway to relieve traffic congestion in the city. A reach of the present waterway through Trenton, somewhat over a mile in length, has been enclosed in a double culvert, on top of which another section of the Freeway was built.

A special commission was appointed by the legislature to collect information and take action to interest the Federal Government in improving the canal and continuing its operation as a commercial waterway. However, the U.S. Army engineers in 1942 issued a report advising against restoration and the legislature requested recommendations for the ultimate use of the canal.

The Department of Conservation's (now Department of Environmental Protection) report in 1942 discussed several possibilities. Abandonment would have cost more than rehabilitation, and highway use or restoration as a commercial waterway was found to be impractical. Although possibly suitable for recreation, it was felt that such use alone would not justify the appreciable cost of major repairs becoming urgently necessary to preserve the structures, safeguard adjoining property and maintain full diversion rights.

Water Control and Supply

The long-established right to divert water from the Delaware River is one of the major assets of the canal property, and development of available water resources has for several years assumed growing importance in the State. The value of the canal was in this respect recognized in former Governor Moore's proposal to develop it as a potable water supply, but the 40-million dollar cost apparently precluded such use in the foreseeable future.

However, the increasing demand on potable supplies could be relieved



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Section 8: Statement of Significance (cont')

by development of a source of raw water to replace the unnecessarily expensive use of treated water for industrial purposes. The canal, without any expenses other than that for the repairs necessary regardless of use, presents a ready-made industrial supply. The generally rural route of the canal offers low land costs in an area naturally situated for expansion outside of the now crowded metropolitan sections, and information from real estate brokers indicates a definite interest in the possibility of water-supplied industrial sites. The canal route has the additional advantage of proximity to labor markets and accessibility to main highways and rail lines. Studies indicate that sale of water at rates lower than the cost of well supplies will make such canal use as an industrial water supply self-supporting.

The water control and supply restoration work was designed to provide a delivery capacity of 75 million gallons per day in the Bound Brook - New Brunswick area. As of September, 1966, this delivery capacity has been fully allocated on a peak-demand basis. Water sale income for the fiscal year ending June 30, 1966, was \$429,253. Income from the rental of bridge houses and for miscellaneous privileges amounts to approximately \$16,000 per year with operating costs amounting to approximately \$109,849.75 during the 1966 fiscal year.

Recreation

The following was taken from a report titled "Report on Recreational Possibilities on The Delaware and Raritan Canal." dated June 29, 1945.

"The Delaware and Raritan Canal offers so much in recreational, scenic and historic values to the State that the Department of Conservation and Development (now Department of Environmental Protection) feels that this additional report is warranted and is hereby submitted as the time approaches for the canal to be taken from its custody.

In the development of canal properties for future recreational use it is urged that importance should be attached to the preservation of the canal picture. To date few proposals, if any, have considered the canal for what it was, or brought out the desirability of preserving a portion of it in its original state.

As transportation modes change in future years the relics of early canal usage such as the locks, swing bridges and other canal structures will in importance. Too often the opportunity to preserve such portions of our past history are allowed to slip by in doing what is necessary or expedient in present day trends. When it is then found desirable to effect a restoration much undoing, difficult research and reconstruction are necessary and costly.

Enough present canal structures show the original construction to permit a relatively easy restoration of desirable units and canal waterway as part of the recreational development."

The Department of Environmental Protection recently (1970) opened the first section of the canal to recreation (Kingston area). Canoeing and boating as well as fishing, hiking and cycling are done on special areas of the canal and tow path. Further expansion of this program is planned for the future.



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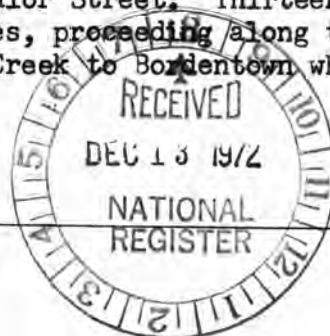
STATE	
New Jersey	
COUNTY	
Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAY 11 1973

(Number all entries)

Delaware and Raritan Canal District
New Jersey, Code:34
Section 10, Geographical Data (Cont.)

The Delaware and Raritan Canal begins at the northernmost point of Bulls Island (Hunterdon County) on the Delaware River. All the land 100 yards to either side of the center of the canal should be considered part of the district. From thence the canal continues in a path somewhat parallel to the Delaware River, River Road (Route 29) and the Penn Central Railroad in a southeastern direction. Crossing Lockatong and Wickecheoke Creek the canal proceeds to the town of Stockton where it goes underneath the bridge there. Between Stockton and Brookville the canal is crossed by the Penn Central Railroad and from this point onward the tracks are between the canal and the river. Proceeding thence in a southeastern direction continue through Brookville, then across Alexanuken Creek, and through western Lambertville alongside Holcombe Island. At a point about 1300' south of Route 200 the canal divides and becomes about 200 yards wide for less than 1200 feet when the canal again becomes one. Thence, continue southward into Mercer County to the River, Route 29, and the railroad tracks. At the Mercer County line the canal veers away from the river but still follows the tracks and road. Approximately 2200 feet southeast of the Mercer-Hunterdon County line the canal (also the highway & railroad) returns to travel close to the Delaware. Thence, continuing southeast the canal crosses Moore Creek and then Fiddler Creek at Titusville. At this point the canal (and again Route 29 and the railroad) slowly draws away from the Delaware for about 4000' and then, when it is nearly 800' from the river, the canal slowly returns to within 200' of the river as the canal crosses Route 546. Thence, proceeding southeast to Jacobs Creek, crossing the creek and traveling 5600' where the canal once again veers from the river. (The railroad tracks follow the canal, but Route 29 follows the Delaware) When the canal crosses the West Upper Ferry Road it is about 1600' from the river. Thence, continuing southeast the canal crosses the Reading Railroad at a perpendicular 1000 feet north-north-east of the Delaware River. Thence, the canal crosses Lower Ferry Road and proceeds into Trenton. Thence, still parallel to the railroad tracks, the canal crosses Parkside and Hermitage Avenues. Thence, about 900' further southeast the canal and railroad cross part company for a time. The tracks continue relatively straight while the canal arcs toward the river and then returns to the railroad about 400' west of Princeton Avenue. Again the canal and tracks cross and then continue together across Warren and Broad Streets to a point about 1600' east of Broad. At this point the canal branches off; one segment going south, the other northeast.

The southern branch of the Delaware and Raritan Canal was filled in by a W.P.A. project along the Trenton Freeway to Lalor Street. Thirteen hundred yards south of Lalor Street the canal continues, proceeding along the northeastern bank of Duck Creek across Crosswicks Creek to Bordentown where this branch of the canal terminates.



NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE	
New Jersey	
COUNTY	
Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAY 11 1973

(Number all entries)

Delaware and Raritan Canal District
New Jersey, Code:34
Section 10, Geographical Data (Cont.)

The northeastern branch of the canal follows the Trenton Freeway for approximately 500 feet when it goes underground (about 400 feet southwest of Southard Street) and continues 11 to the Freeway, but beneath the surface. The canal continues thus until Mulberry Street when it surfaces and follows the railroad which is on the canals tow path. Continuing in this general NE direction the canal goes underneath Whitehead Road continues to a point nearly 3500 feet southwest of Denow Road where the railroad terminates. Thence, continuing northeast the canal passes under Denow Road, Route 1, and then Quaker Bridge Road at the community of Port Mercer. Thence, proceeding in a NE direction generally parallel to Route 1 the canal continues to the southernmost point of Carnegie Lake and runs alongside of the southeast portion of the lake. At this southern point of Carnegie Lake the Pennsylvania Railroad (Princeton Junction to Princeton Commuter Service) crosses perpendicular to the canal. Thence, proceeding northeast along the lake the canal goes under Washington Road and then under Harrison Street to the Mercer and Middlesex County Boundaries at the Aqueduct. Thence, it proceeds north along Carnegie Lake, Millstone River, and the Mercer and Middlesex boundaries to the Somerset County boundary at Route 27. The canal then continues northward into Somerset County, located between the railroad tracks and the Millstone River under Route 518 to a point 1900 feet north of Route 518 where the tracks end. The canal then travels alongside Canal Road to Griggstown. Thence, it proceeds NE parallel to River Road (which is, nearly 1300 feet NW of the canal at Griggstown) to Blackwells Mills. Thence, still parallel to River Road, the canal proceeds north to the town of East Millstone. Thence, crossing Amwell Road (Route 514) the canal continues northward in a somewhat winding pattern to the intersect of Weston Road and Canal Road. At this point Canal Road to the East, parallels the canal into South Bound Brook. The Raritan River now follows alongside the canal which passes under Main Street and continues along the Raritan into New Brunswick where the canal meets the Landing Lane Bridge. At this point, the Delaware and Raritan Canal Historic District is suspended until the Albany Street Bridge (also known as Raritan Avenue, Lincoln Highway, on Rote 27). Here the district begins again and proceeds about 3400 feet south of Raritan Avenue where the canal ends, at the outlet lock into the tidewaters of the Raritan River.



NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM

(Continuation Sheet)

STATE New Jersey	
COUNTY Multiple	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	MAY 1 1973

(Number all entries)

Delaware and Raritan Canal
New Jersey, Code:34

10. Geographical Data (cont.)

Longitude and Latitude Coordinates

Square #13 - Scudders Falls

	NW	NE	SW	SE
Longitude	74°52'15"	74°49'25"	74°52'15"	74°49'25"
Latitude	40°18'00"	40°18'00"	40°14'40"	40°14'40"

Square #14 - Titusville

	NW	NE	SW	SE
Longitude	74°56'00"	74°52'15"	74°56'00"	74°52'15"
Latitude	40°20'15"	40°20'15"	40°18'00"	40°18'00"

Square #15 - Lambertville

	NW	NE	SW	SE
Longitude	74°58'00"	74°56'00"	74°58'00"	74°56'00"
Latitude	40°24'00"	40°24'00"	40°20'15"	40°20'15"

Square #16 - Raven Rock

	NW	NE	SW	SE
Longitude	75°02'50"	74°58'00"	74°02'50"	75°02'50"
Latitude	40°24'55"	40°24'55"	40°24'00"	40°24'00"



**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Continuation Sheet)

STATE	New Jersey
COUNTY	Multiple
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
MAY 11 1973	MAY 1 1973



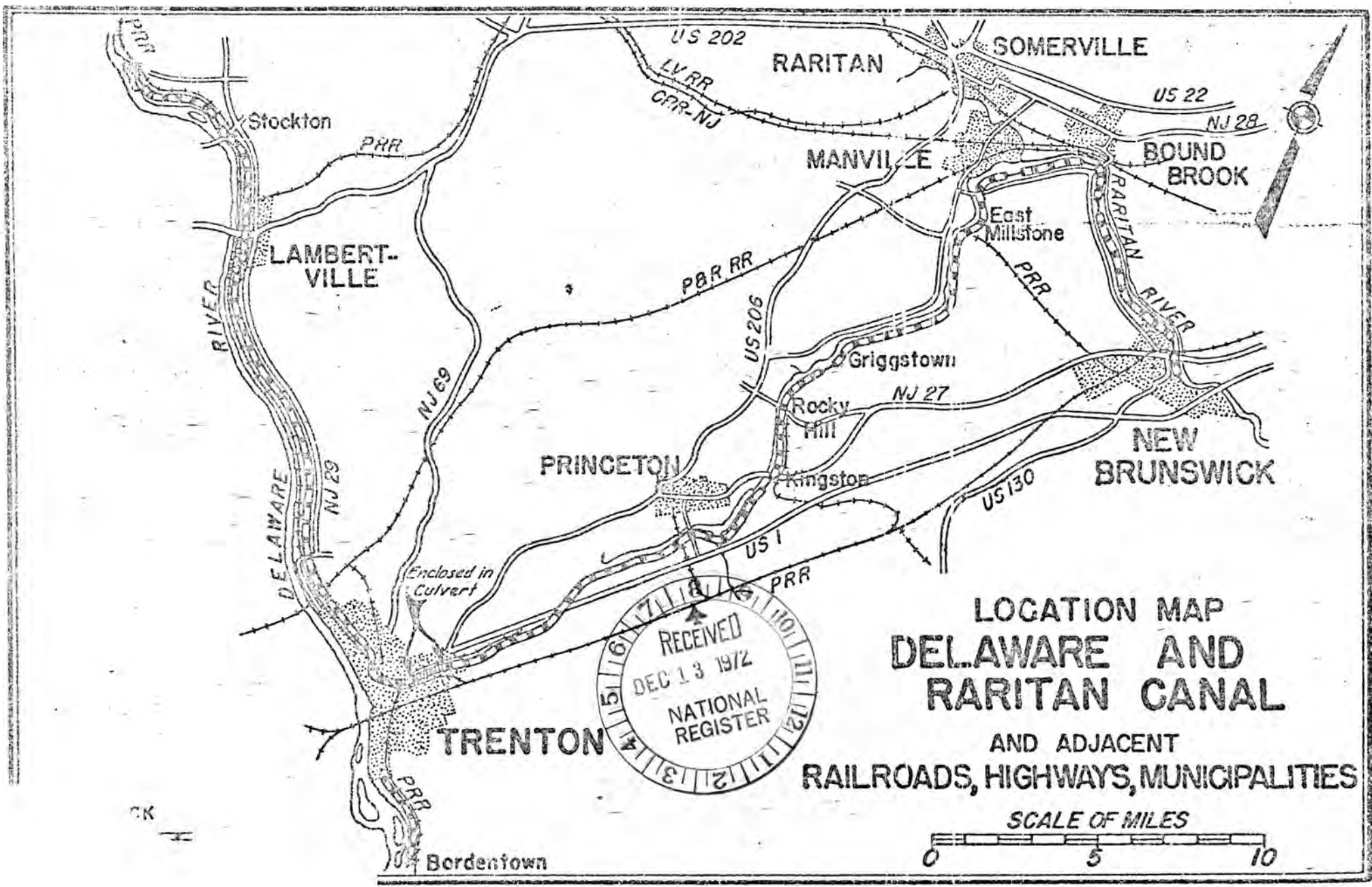
(Number all entries)

Delaware and Raritan Canal
New Jersey, Code:34

10. Geographical Data (cont.)

Longitude and Latitude Coordinates

Square #	Location	NW	NE	SW	SE
#1	New Brunswick	Longitude 74°26'25"	Longitude 74°26'00"	Longitude 74°26'25"	Longitude 74°26'00"
		Latitude 40°29'46"	Latitude 40°29'46"	Latitude 40°29'15"	Latitude 40°29'15"
#2	WJZ Radio Station	Longitude 74°32'00"	Longitude 74°27'55"	Longitude 74°32'00"	Longitude 74°27'55"
		Latitude 40°33'33"	Latitude 40°33'33"	Latitude 40°30'20"	Latitude 40°30'20"
#3	South Bound Brook	Longitude 74°34'00"	Longitude 74°32'00"	Longitude 74°34'00"	Longitude 74°32'00"
		Latitude 40°33'33"	Latitude 40°33'33"	Latitude 40°32'33"	Latitude 40°32'33"
#4	Millstone-Blackwells Mills	Longitude 74°36'00"	Longitude 74°34'00"	Longitude 74°36'00"	Longitude 74°34'00"
		Latitude 40°32'33"	Latitude 40°32'33"	Latitude 40°26'55"	Latitude 40°26'55"
#5	Griggstown-Kingston	Longitude 74°38'00"	Longitude 74°36'00"	Longitude 74°38'00"	Longitude 74°36'00"
		Latitude 40°26'55"	Latitude 40°26'55"	Latitude 40°20'30"	Latitude 40°20'30"
#6	Penn's Neck	Longitude 74°40'00"	Longitude 74°38'00"	Longitude 74°40'00"	Longitude 74°38'00"
		Latitude 40°20'30"	Latitude 40°20'30"	Latitude 40°19'07"	Latitude 40°19'07"
#7	Port Mercer-Franklin Corner	Longitude 74°43'49"	Longitude 74°40'00"	Longitude 74°43'40"	Longitude 74°40'00"
		Latitude 40°19'07"	Latitude 40°19'07"	Latitude 40°15'00"	Latitude 40°15'00"
#8	Trenton(1.)	Longitude 74°46'00"	Longitude 74°43'40"	Longitude 74°46'00"	Longitude 74°43'40"
		Latitude 40°15'00"	Latitude 40°15'00"	Latitude 40°13'25"	Latitude 40°13'25"
#9	Trenton(2)	Longitude 74°45'35"	Longitude 74°45'05"	Longitude 74°45'35"	Longitude 74°45'05"
		Latitude 40°13'25"	Latitude 40°13'25"	Latitude 40°11'23"	Latitude 40°11'23"
#10	Sturgeon Pond	Longitude 74°45'10"	Longitude 74°43'52"	Longitude 74°45'10"	Longitude 74°43'52"
		Latitude 40°11'23"	Latitude 40°11'23"	Latitude 40°10'55"	Latitude 40°10'55"
#11	Duck Island	Longitude 74°43'52"	Longitude 74°42'50"	Longitude 74°43'52"	Longitude 74°42'50"
		Latitude 40°10'55"	Latitude 40°10'55"	Latitude 40°09'05"	Latitude 40°09'05"
#12	Cadwalader Park	Longitude 74°49'25"	Longitude 74°46'00"	Longitude 74°49'25"	Longitude 74°46'00"
		Latitude 40°14'40"	Latitude 40°14'40"	Latitude 40°13'22"	Latitude 40°13'22"



**LOCATION MAP
DELAWARE AND
RARITAN CANAL
AND ADJACENT
RAILROADS, HIGHWAYS, MUNICIPALITIES**



Latitude
see Sec. 10
sheets

The attached National Register Inventory-Nomination form is being returned to your office for clarification of the information indicated below. *Tranew*

- 1. Name. _____
- 2. Location. _____
- 3. Classification. _____
- 4. Owner of Property. _____
- 5. Location of Legal Description. _____
- 6. Representation in Existing Surveys. _____
- 7. Description. _____
- 8. Statement of Significance. _____
- 9. Bibliography. _____
- 10. Geographical Data.
 - a. Longitude and Latitude Coordinates. _____
 - b. Acreage. _____
- 11. Form Prepared By. _____
- 12. Certification. _____
- Photographic Coverage. _____
- Map Coverage. Only include the land area in which the canal is covering.
- Other. _____

Clarification or correction of the above items must be made prior to the initiation of our professional review. Correction of these technical errors does not necessarily insure that the nomination will then satisfy National Register criteria in full.

Thank you for your attention to the above items checked.

SIGNED: *John A. Hayes*

PLEASE RETURN THIS FORM WHEN THE PROPERTY IS RESUBMITTED.
NAME OF PROPERTY
DATE
The attached National Register Listing is for the
Office for Registration of Landmarks

**BUR. OF PARKS
TRENTON OFFICE**

MAR 6 9 33 AM '73

RECEIVED

PROPERTY Delaware and Raritan Canal STATE NJ

WORKING NUMBER 12.13.72.1907

TECH REVIEW

Photos 17

Maps 5

Ref # 73001105

[Handwritten signature]

Hunterdon Co.

CONTROL REVIEW

[Handwritten initials]

[Handwritten date] 2-8-73

HISTORIAN

[Handwritten initials]

[Handwritten date] 2-9-73

[Handwritten name] C. Shull

ARCHITECTURAL HISTORIAN

[Handwritten initials] KH

[Handwritten date] 2/9/73

ARCHEOLOGIST

REVIEW UNIT CHIEF

BRANCH CHIEF

[Handwritten initials] OK R

[Handwritten date] 2/14/73

KEEPER *[Handwritten note]* Jerry - This looks good. I save quarters all the land they're included however. Ann Smith says Volpe stimulated this project at a Rutgers speech.

[Handwritten initials] W

[Handwritten date] 2/16/73

National Register write-up _____

Federal Register entry 7-3-73

Send-back 2-28-73

Re-submit 5-1-73

Entered MAY 11 1973











NO
PARKING
IN
DRIVEWAY

NO
PARKING











FOR RENT
• CANOES •
• ROW BOATS •
~ DAY OR HOUR
- BAIT FOR SALE -
OPEN 7¹¹ 9 (COLD SODA)

BAIT

BERNARD 924-0375

BERNARD'S 924-0375

BERNARD'S
THE ONLY
FISH BAIT

















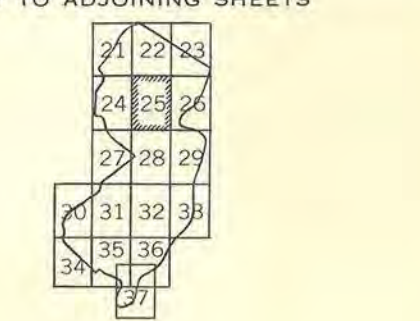
The longitudes and latitudes coordinates are too lengthy to be included on the map's covers. The complete listing of the coordinates will be found on the reverse of each map. Also, a complete list of the coordinates will be found under the heading of Geographical Data.

The forward angles of the Delaware and Raritan Canal are marked off in red and numbered in the southwest corner of each block.

NOTE—The curved lines are level lines drawn on the earth's surface. All points through which any given line passes are at the same level and their height above mean sea level is shown by the figures on the line. The two or three feet in the next to the last figures will show 10 feet. Figures not on any line show the actual elevation of the surface at a point indicated by a small cross. Figures on the line ground indicate the depth of water at mean low tide.

The numbers shown at the borders are for N. J. Plane Coordinate Grid System. (The last three digits are omitted; viz. 2,000, equals 2,000,000 feet.)

KEY TO ADJOINING SHEETS



- LEGEND**
- RAILROAD STATIONS
 - DRAW BRIDGE
 - COUNTY BOUNDARIES
 - TOWNSHIP AND BOROUGH BOUNDARIES
 - STATE HIGHWAYS
 - OTHER PUBLIC ROADS AND STREETS
 - PRIVATE OR PRIMITIVE ROADS
 - LICENSED AIRPORTS
 - ACTIVE MINES
 - INACTIVE MINES
 - QUARRIES
 - CEMETERY
 - PITS
 - Geologic Surface
 - WOODS SWAMP
 - CRASSER BED
 - TIDE MARSH
 - FRESH MARSH
 - PARKS
 - CANAL
 - DAMS

ORIGINAL SURVEY MADE UNDER DIRECTION OF
 C. C. VERMEULE, TOPOGRAPHER IN 1880-3, 1914 REVISION
 BY R. G. BLANCHARD, TOPOGRAPHIC ENGINEER.

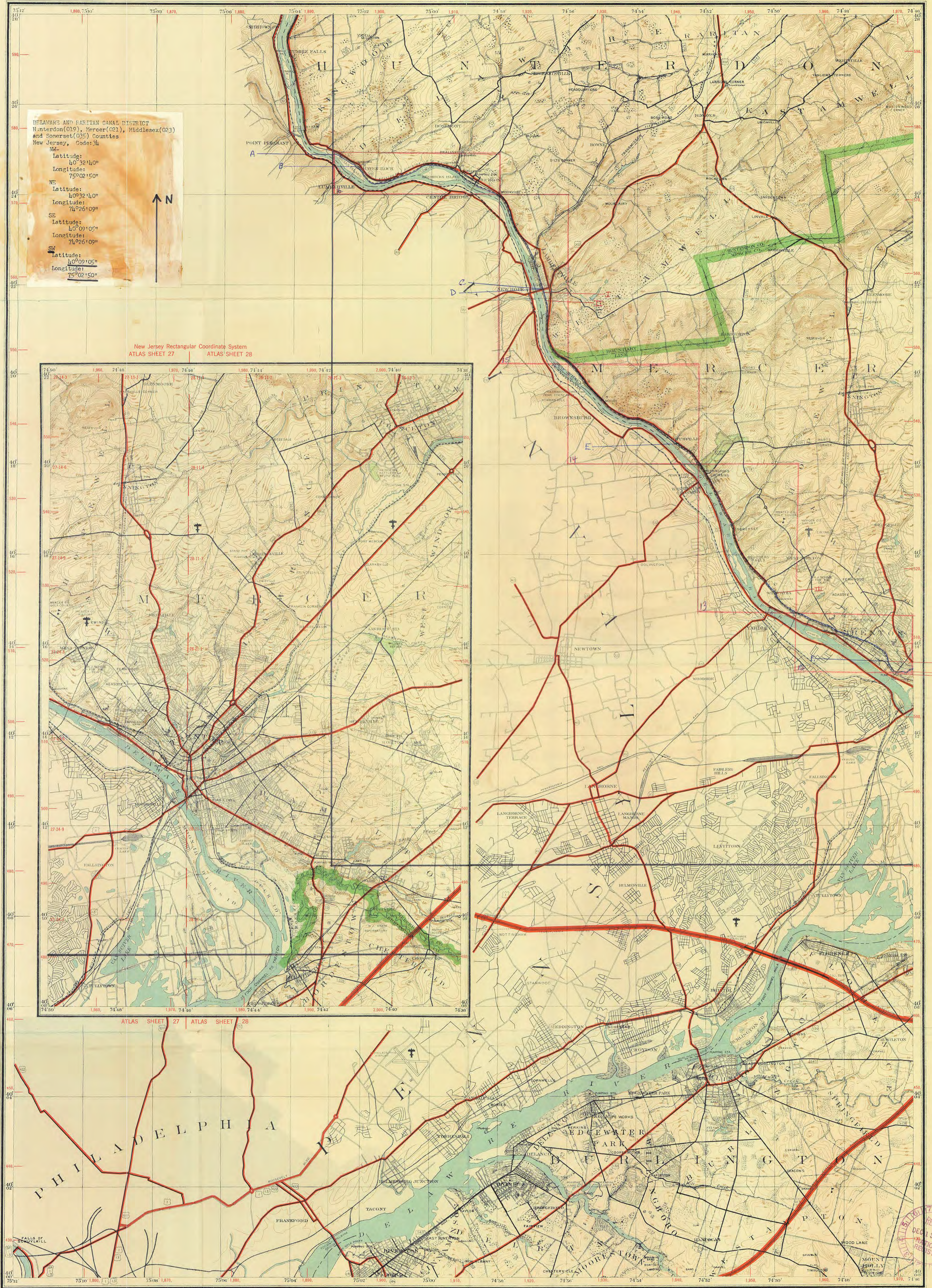
KEY

Roman Numerals correspond to buildings or locks described in Section 7

Letters correspond to photographs

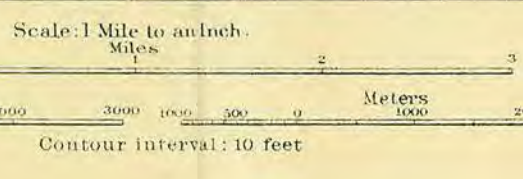
Delaware and Raritan Canal.





NOTE: The contour lines on level lines drawn on the earth's surface. All points through which any given line passes are at the same level and their height above sea level is shown by the figure on the line. The rise or fall from any line to the next is, as the figures will show, 10 feet. Figures not on any line show the actual elevation of the surface at a point indicated by a small cross.

The numbers shown at the borders are for the Plane Coordinate Grid System based on the N. J. Geodetic Control Survey. (The last three digits of the grid numbers are omitted).
 N. 24° 40' 2000000



- LEGEND
- TIDE MARSH
 - FRESH MARSH
 - MARSH BELOW HIGH WATER
 - RECLAIMED LAND (EQUITY)
 - RECLAIMED LAND (W/OUT)
 - LICENSED AIRPORTS
 - COUNTY BOUNDARIES
 - CLAY AND MARL PIT
 - PINE SWAMP
 - CEDAR SWAMP
 - CHERRYBERRY BUSH
 - RAILROAD STATIONS
 - CONCRETE MARSH
 - U. S. HIGHWAYS
 - STATE HIGHWAYS
 - SECONDARY ROUTES

ORIGINAL SURVEY AND REVISIONS TO 1913 MADE UNDER DIRECTION OF C. C. VERMEULE, TOPOGRAPHER, REVISION OF 1942 BY W. E. ROCHFORD, TOPOGRAPHIC ENGINEER, REVISION OF 1969 BY THE STAFF OF THE BUREAU OF TOPOGRAPHY

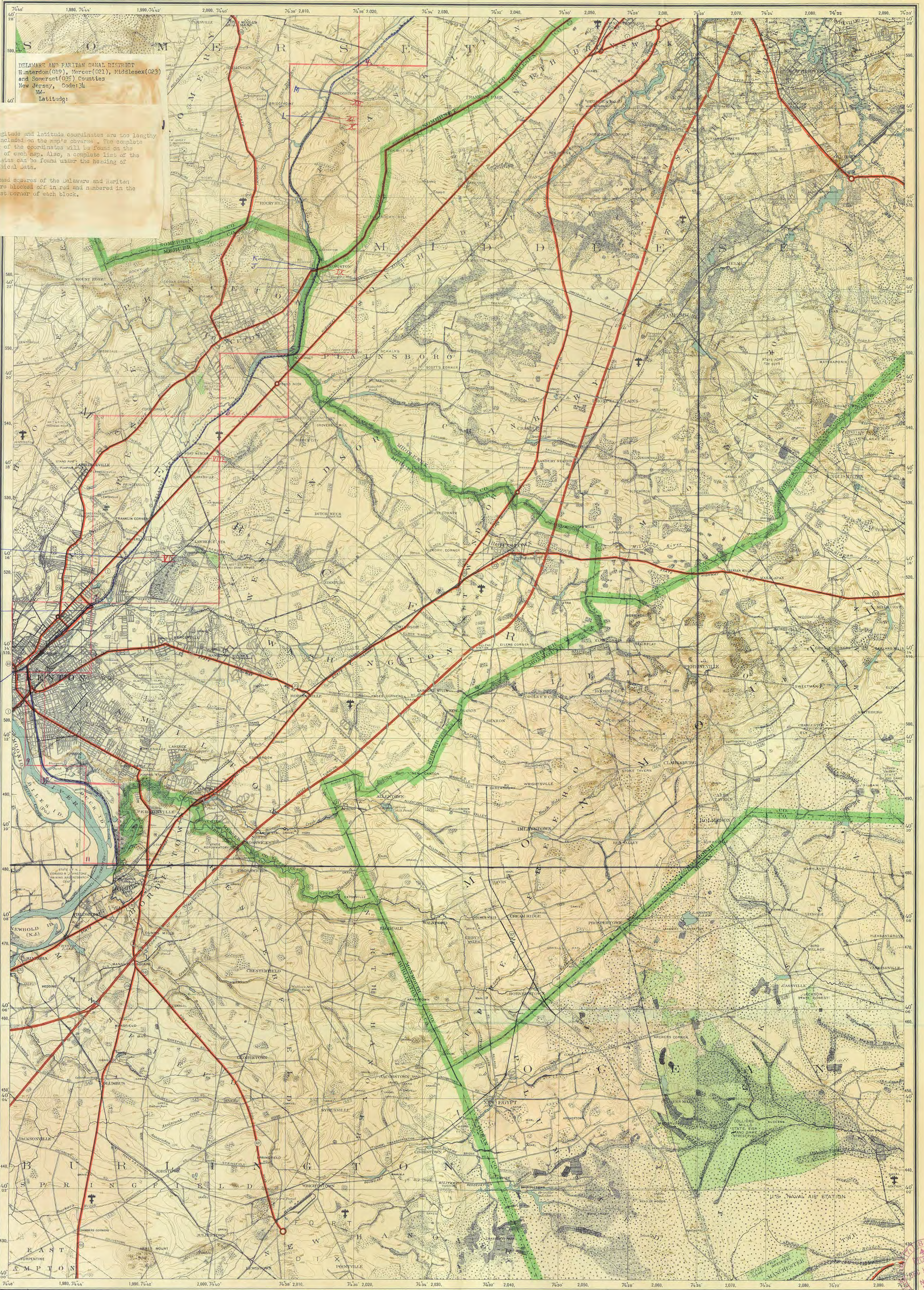
KEY

Roman Numerals correspond to buildings or locks described in Section 7

Letters correspond to photographs

Delaware and Raritan Canal:





The longitude and latitude coordinates are too lengthy to be included on this map's covers. The complete listing of the coordinates will be found on the reverse of each map. Also, a complete list of the coordinates can be found under the heading of Geographical Data.

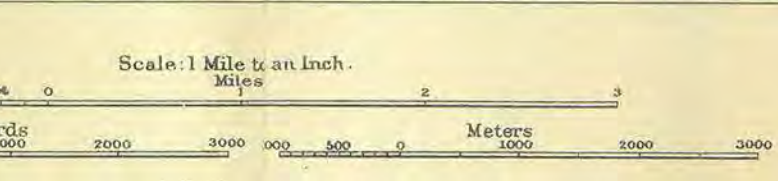
The former squares of the Delaware and Raritan Canal are blocked off in red and numbered in the southwest corner of each block.

NOTE—The curved lines are level lines drawn on the earth's surface. All points through which they give the names are at the same level and their height above mean sea level is shown by the figures on the line. The top of the line is the actual elevation of the surface at a point indicated by a small circle. The top of the line generally indicates the depth of water at low tide.

The numbers shown at the corners are for U. S. Plane Coordinate Grid System. (The last three digits are omitted 1:25,000 scale 1:50,000 scale)

KEY TO ADJOINING SHEETS

27	22	23
24	25	26
27	28	29
30	31	32
33	34	35



- LEGEND
- RAILROAD STATIONS
 - DRAW BRIDGE
 - COUNTY BOUNDARIES
 - TOWNSHIP AND BOROUGH BOUNDARIES
 - STATE HIGHWAYS
 - OTHER PUBLIC ROADS AND STREETS
 - PRIVATE OR PRIMITIVE ROADS
 - LICENSED AIRPORTS
 - ACTIVE MINES
 - PASIVE MINES
 - QUARRIES
 - CEMETERY
 - PITS
 - Geologic Station
 - WOODED SWAMP
 - CRANBERRY BOD
 - TIDE MARSH
 - FRESH MARSH
 - PARKS
 - CANAL
 - DAMS

ORIGINAL SURVEY MADE UNDER DIRECTION OF C. C. VERMILUE TOPOGRAPHER IN 1880-1897 REVISION BY STATE OF NEW JERSEY

KEY

Roman Numerals correspond to buildings or locks described in Section 7

Letters correspond to photographs

Delaware and Raritan Canal:



14
Interview

FNP

L 58

LS

RPO #5604

Rutgers University

New Brunswick, N.J. 08903

October 26, 1971

Dear Sir:

I am writing to you as a concerned citizen, to ask your help in preservinf an important piece of our national heritage -- the Delaware & Raritan Canal. This historic canal stretches for miles beside the Raritan River, a beautiful reminder of the days when the commercial lifeblood of our nation flowed through canals such as this. The canal towpath, isolated between the canal and the river, is one of the few remaining pieces of unspoiled wilderness in this area.

The canal is threatened by the proposed extension, by the State of New Jersey, of Route 18. Their plans call for filling in the canal and building the new route atop it. That a new Route 18 is needed is undeniably true. However, there are several alternate plans, foremost among which is the socalled Cooper Bright plan, prepared by the Eagleton Institute, which meet the increased transportational requirements and yet spare the canal. State officials have rejected the Eagleton proposal, even though it would save the state a considerable sum. There have been charges made that the state officials prefer the more expensive plan because they would receive "kickbacks".

While these charges are as yet unsubstantiated, and stoutly denied, the staggering degree to which corruption exists in the New Jersey government, as illustrated by recent Federal trials, tends to weaken ones confidence in the integrity of our public officials.

The actions of the Executive branch in this matter so far are laudable: Secretary of Transportation Volpe, by upholding the Coast Guard decision to require an environmental report on the project, has saved the canal for two more years. But this only postpones the day of reckoning. Therefore I appeal to you, Mr. President, to use your influence on behalf of the people, and urge that the Delaware & Raritan Canal be declared a National Historic Landmark, thus protecting and preserving it for present and future generations of Americans to enjoy.

Thank you for your time and consideration.

Sincerely yours,

Emanuel Ringel
Emanuel Ringel

DEPT. OF INTERIOR

NOV 3 8 47 AM '71

OFF. OF THE SECRETARY

H34-HR

*11/19
H. Wood
Somerset
NJ
11/23/77*

*A. Chambers 11/18
W. Murtagh 11/19
R. Utley 11/23
J. Wood 12/2
M. 12-2
Whitaker 12/2*

6 1977

Mr. Emanuel Ringel
RPO 5604
Rutgers University
New Brunswick, New Jersey 08903

Dear Mr. Ringel:

On behalf of President Nixon, thank you for your recent letter concerning the Delaware and Raritan Canal in New Jersey.

Enclosed is a folder describing the National Register of Historic Places. Although the Delaware and Raritan Canal is not listed in the National Register, it could be considered for nomination by the State Liaison Officer appointed by your Governor to implement the National Historic Preservation Act of 1966 in your State. In New Jersey, this officer is Mr. Richard J. Sullivan, Commissioner, Department of Environmental Protection, Post Office Box 1420, Trenton, New Jersey 08625. We suggest you consult Mr. Sullivan concerning the possibility of nominating the canal to the National Register.

Once a property is placed on the National Register, it is afforded the degree of protection outlined in section 106 of the National Historic Preservation Act of 1966, which is underlined in the folder. It should be emphasized that this protection applies only when there is a Federal involvement in the undertaking which might have an adverse effect on a National Register property.

National historic landmarks are automatically included in the National Register and are thus afforded the same measure of protection. We are also enclosing a folder describing the landmarks program.

(BASIC FILE RETAINED IN HR)

*ml
H2
1/7 2*

We appreciate your interest in historic preservation and your efforts in connection with the Delaware and Raritan Canal.

Sincerely yours,

Raymond L. Freeman

Acting **Director**

Enclosures

cc:

Mr. Richard J. Sullivan
Commissioner, Department of Environmental
Protection
Post Office Box 1420
Trenton, New Jersey 08625) w/c of inc.

Director, Northeast Region)

I - Mr. Winge)

HR)

LS)

FNP:FChambers:ljp;11-30-71

FWP; Retyped: Ljp: 12-2-71

THE EAGLETON INSTITUTE OF POLITICS

*Center for Transportation Studies
Wood Lawn, Neilson Campus
New Brunswick, New Jersey 08903*

January 17, 1972

Dr. William Murtagh
Department of the Interior
National Parks and Forests
National Register
801 19th Street, S.W.
Washington, D. C.

Dear Dr. Murtagh:

This letter is in regard to my telephone conversation today with Dr. Bradford. Concern has been expressed by the Board of Freeholders in Middlesex County that if they pass a resolution in favor of making the Delaware and Raritan Canal an historic site, it might mitigate in the future against the New Jersey Department of Transportation building a freeway extension to Route 18 over one mile of the canal bed located in New Brunswick, New Jersey.

The Freeholders are aware that Section 106 of the Historic Preservation Act of 1966 provides for no injunctive power to halt Federal undertakings that threaten historic properties. The Freeholders, however, believe that any action by the Advisory Council on Historic Preservation alone might result in jeopardizing the chance to construct a highway. As a suggestion, if the resolution contained a proviso stating this as an exception, would it protect their rights in building the highway?

It is obvious that if this mile of canal was lost to highway construction but, in turn, we could gain the Freeholders support for the remaining 64 miles, it might be advantageous.

Sincerely,


Miss Trudy Baylock

Chambers
2-22-72

FEB 23 1972

W34-HR

Middlesex
Co.

Miss Trudy Baylock
Rutgers University
The State University of New Jersey
The Eagleton Institute of Politics
New Brunswick, New Jersey 08903

Dear Miss Baylock:

This is in reference to your recent letter concerning the Delaware and Raritan Canal.

As you are undoubtedly aware, properties are nominated to the National Register of Historic Places by a State Liaison Officer appointed by the Governor. In New Jersey, this officer is Mr. Richard J. Sullivan, Commissioner, Department of Environmental Protection, Post Office Box 1420, Trenton, New Jersey 08625. It would be Mr. Sullivan's prerogative to decide whether to nominate all of the canal, or only certain portions. If he wishes, he may specifically exclude portions which he feels are not necessary for inclusion in the National Register. In this respect we feel sure that any advice or resolution which the Middlesex County Board of Freeholders would care to make would undoubtedly be of assistance to Mr. Sullivan in making his decision.

On page 3312 of the enclosed copy of the Federal Register (Volume 36, Number 35) Part II, will be found the procedures for compliance of cases arising under the provisions of Section 106. Please note that Section 106 involvements may be settled without having recourse to the Advisory Council on Historic Preservation. In fact, the great majority of Section 106 cases are settled by representatives of this Office, the Federal agency involved, and the State Liaison Officer during the consultation described in Step 3, which is underlined.

In short, we do not feel that any action taken by the Board of Freeholders would jeopardize the chance to construct a highway, nor necessarily involve the Advisory Council. Rather, any action on their part should establish at an early stage the wishes of the local citizenry and would be a great aid in insuring that planning will be done to take both the

extension of the freeway and the preservation of the canal into account.

We appreciate your inquiry and trust that this information will be of some assistance in your efforts to preserve the Delaware and Raritan Canal. Please let us know if we may be of further assistance.

Sincerely yours,

William J. Murtagh (Sgd.)

William J. Murtagh
Keeper of the National
Register

Enclosure

cc:

Mr. Richard J. Sullivan, Commissioner, Department of Environmental Protection,
Post Office Box 1420, Trenton, New Jersey 08625 w/cy inc.

Director, Northeast Region w/cy inc.

I - Mr. Winge

HR w/cy inc. SACHambers:naf BASIC FILE RETAINED IN HR

Enclosure D

RUTGERS UNIVERSITY *The State University of New Jersey*

THE EAGLETON INSTITUTE OF POLITICS

Center for Transportation Studies

Wood Lawn, Neilson Campus

New Brunswick, New Jersey 08903

September 22, 1972

Captain T. T. Wetmore, III
United States Coast Guard
Chief, Aids to Navigation Branch
Governor's Island,
New York, N. Y. 10004

Dear Captain Wetmore:

In response to your letter of August 31, 1972 the enclosed list of questions are submitted to obtain information that is missing from the report titled, Environmental Analysis and Report for Route 18 Freeway Extension.

This information is needed for the Center for Transportation Studies to submit the comments requested by the Coast Guard relating to the granting of a permit to construct a bridge over the Raritan River as part of the State Freeway Extension to Route 18. The questions submitted herein relate directly to the preparation of comments on suitability of location; adequacy of navigational clearance; the effect on the quality of the human environment, and evaluation of the ecological aspects in accordance with the fourteen items delineated by the U. S. Coast Guard.

The most serious deficiency to be found in the Environmental Analysis Report for Route 18 Freeway Extension is the absence of its compliance with the National Environmental Policy Act of 1969 (Public Law 91-190). In particular it does not consider the actions significantly affecting the quality of the human environment that would occur if the Alternate Highway Bridge Plan was constructed nor does it study, develop, and describe the highway alternative to the recommended State Freeway Extension in terms of involving unresolved conflicts concerning alternate use.

To obtain the information required by the National Environmental Policy Act of 1969 and which is needed to make the necessary comments, the enclosed series of questions in the main are addressed to the contradictions that exist between the information contained in Volume I and the Appendices, statements made and references quoted but not supported or the sources noted anywhere in the Report.

The enclosed list of questions should make it obvious that sufficient time has not been allowed to conduct a suitable evaluation that will establish a clear understanding of reasons for support or opposition to the environmental analysis. It is realized that it will probably

September 22, 1972

require time for the New Jersey State Department of Transportation to obtain the necessary requested information and submit it to the Coast Guard. In turn, upon receipt of this information from the Coast Guard, The Center for Transportation Studies will require additional time to incorporate it in its comments. The Center for Transportation Studies is mindful of the serious delay that has already occurred in the preparation of the environmental statement prepared by King and Gavaris and does not wish to further delay the review by the Coast Guard.

It is obvious, however, the main thrust of the environmental statement is concerned with the alternate highway bridge plan proposed by the Center for Transportation Studies. Consequently, the burden of preparing the principle response requires considerable work on the part of the research analysts here at the Center of Transportation Studies. Ever mindful of the importance that the U. S. Coast Guard attaches to the comments it receives from interested parties, they should not be made in a hasty manner and without the necessary information to insure adequate evaluation.

The time required for the extension will depend upon how soon the information requested herein, is obtained by the U. S. Coast Guard from the New Jersey State Department of Transportation. In addition, time will be required by the Center for Transportation Studies to evaluate it. In view of the inordinate amount of time that has been required in the past for King and Gavaris to prepare the environmental statement and its incompleteness, an extension of from 30 to 60 days would not seem to be inappropriate. Upon receiving the information requested herein it might necessitate submitting additional questions to the U. S. Coast Guard.

The evaluation of the study is continuing at the Center for Transportation Studies, and comments will be ready for submission to the Coast Guard by 9 October 1972. It must be realized, however, that any such comments will be based on incomplete information and consequently will not constitute a complete evaluation of the Environmental Analysis and Report for the Route 18 Freeway Extension, which has been requested by the Coast Guard.

Sincerely,

Cooper B. Bright

Cooper B. Bright, Director
Center for Transportation Studies

ENCLOSURE A

Information requested from the U.S. Coast Guard needed to complete comments on the Study conducted for the New Jersey State Department of Transportation by King and Gavaris titled: Environmental Analysis and Report for Route 18 Freeway Extension.

The following refers to pages and lines in the Environmental Analysis Study:

Page 1-2 line 17 - Early in 1972 the upper navigability limits of the Raritan River were revised by the U.S. Army Corps of Engineers to include that portion of the River affected by the Highway project.

Comment:- Did the U.S. Army Corps of Engineers revise navigability limits of the Raritan River or its jurisdictional limits of the River? Was the jurisdictional or navigational limits of the U.S. Army Corps of Engineers changed to include the Raritan River navigable for a distance of 18.2 miles from the mouth to the dam across the River located about 3 miles above the City of New Brunswick, N. J.?

Page 1-3 line 2 - all in complete accord with State laws and administrative procedures at the time.

Comment:- On what dates did the New Jersey Department of Transportation comply with the pertinent State and Federal laws and administrative procedures and obtain permission from the U.S. Coast Guard and U.S. Army Corps of Engineers, the Natural Resources Council and the Riparian Section of the New Jersey Department of Environmental Protection concerned with tidal waters within the boundaries of the State of New Jersey?

Page 1-2 line 7 - The current directives U.S. DOT Federal Highway Administration PPM 90-1 dated August 24, 1971 exempts the subject highway project, Route 18 Freeway Extension Section 11, since final design had been approved prior to the effective date of the directive - February 1, 1971.

Comment:- What authorized Federal or State agency or duly authorized individuals approved the final designs of the State Freeway Extension Route 18?

On what dates was this approval granted?

Does this exception relieve the N.J. DOT of the responsibility of obtaining a bridge permit required under the 1899 Rivers and Harbors Act, the General Bridge Act 1946, N. J. Dept. of Environmental Protection (Title 12; Commerce and Navigation)?

Page 1-4 line 5 - Of all the studied impacts on the environment that the N.J. State DOT proposed highway project produces, the impact on transportation and economic issues is by far the most important one.

Comment:- The requirements established in the letter dated August 31, 1972 from the U.S. Coast Guard states, "The decision as to whether or not approval of the location and plans for the proposed bridge will be granted must rest upon the effect of the bridge on navigation and the environment". Are the transportation and economic effects included in the Report titled, "Environmental Analysis and Report for Route 18 Freeway Extension" dated July 1972 to be considered by the U.S. Coast Guard as pertinent to the approval of the location and plans for the proposed bridge?

Page 1-6 line 18 - Computed Flood Water velocity at the Bridge site is 5.4 feet per second.

Comment:- What is the difference between 5.4 feet per second flood velocity and the velocity of the River before the pillars were built and without the effect of fill into the River? Does the increase in velocity equal or exceed 3 feet per second?

Comment:- How does the detailed analysis establish "the effect on river hydrology of the presence of bridge piers and a highway embankment by the proposed plans". Dr. F. B. Trama, stated in his report on limnological factors, page 3-11, "Impact on the Raritan River" that it "the

velocity of the current in the River will be increased to 3 feet per second or more, the proposed alignment is expected to result in scouring of benthic organisms from streambed rocks" and that this condition would disrupt the aquatic biota". On page 1-6 on the "Summary of findings, however, it is stated that "computed flood water velocity at the bridge site is 5.4 feet per second. From what source, including the detailed derivations, was the 5.4 feet per second obtained? Can the Center for Transportation Studies be supplied with a copy of this analysis?

Page 1-6 line 20 - The reports analysis also finds that the proposed River bank protection will better the flow conditions and will provide a more esthetic view of the bank as augmented by the landscaped and grassed slopes of the Highway fill.

Comment:- What specific analysis was used to determine how a river bank built on fill and which constricts the flow of a river will in turn better the flow conditions?

Comment:- Is the information in Volume II Appendix Section 7 in error, which holds the banks which are forested predominantly with flood plain species and form an open space through the City of New Brunswick, has a more esthetic view than a filled river bank augmented by landscape and grassed slopes?

Comment: What specific factors were used in determining that a river bank augmented by landscape and grassed slopes on the highway fill will provide a more aesthetic view than the highly forested canal banks which now exist?

Comment:- Why is the damage that will occur to the opposite bank located in Johnson Park, due to increased scouring action created by the encroachment of fill into the river not listed as a damaging environmental affect?

Page 1-7 line 3 - The major ecological effect of the highway project is the acquisition for highway purposes of various types of properties and of approximately 18 acres of Park from Johnson Park's 481 acres.

Comment:- Why was the 19 acres of the Delaware and Raritan Canal which will also be destroyed with the building of the State Freeway Extension to Route 18 not included as one environmental factor when Volume II Section 7 titled, Ecological Reports, Soils, Wildlife, Limnological and Vegetation considers it in detail?

Page 1-7 line 15 - Provisions through the project of an area, approximately 11 acres, that can be developed as an addition to Boyd Park.

Comment:- Was any consideration given to using this 11 acres of the Canal in its present form as additional parkland rather than filling it in to gain additional parkland?

Comment:- Was any consideration given by the NJ S. DOT to creating a sloped bathing beach along the canal that could be used by the children living in low income housing adjacent to Boyd Park?

Page 1-7 line 28 - Consideration is presently being studied by N.J. S DOT for the extension of the Raritan River Bridge at Johnson Park so that approximately 4 acres of parkland of the 18 acres acquired for highway purposes.

Comment:- Why was this considered as usable parkland when such areas under overpasses in other parks are considered unusable for recreation use?

Page 1-8 line 17 - The property acquisition eliminates a blighted waterfront section in the Albany Street area presently occupied by old tenements and ramshackle industrial buildings.

Comment:- Would this also be true if the Alternate Bridge Highway Plan was constructed instead of the State Freeway Extension to Route 18? Would the elimination of the blighted section that now separates the City from the waterfront actually be replaced by a cement wall support-

ing that State Freeway Extension to Route 18, that would reach a height of about 35 feet as it passes ober Albany Street?

Comment:- Where is the environmental analysis required by the U.S. Coast Guard that pertains to this most serious adverse effect on the environmental habitability of New Brunswick, N. J.?

Comment:- Where in the Environmental Analysis by the NJ D DOT is a comparison made between the Alternate Highway Bridge Plan and the State Freeway Extension to Route 18?

Comment:- Why doesn't the NJ S DOT Environmental plan show that the old tenements and ramshackle Industrial buildings that would be removed would in turn be replaced by a concrete wall on which the Freeway would be located?

Comment:- Why doesn't the NJ S DOT Environmental Plan show that in building the Alternate Highway Bridge Plan the old tenements and ramshackle industrial buildings would be removed, but no cement wall would be built to interfere with the environment of New Brunswick, N.J?

Comment:- Why doesn't the NJ S DOT Environmental Plan state the Alternate Highway Bridge roadway could be built to pass under Albany Street and hence not present a cement wall between the City and the Raritan River.

Page 57 - 65

Comment:- Why is the important information contained in Appendix A Section 7 which shows the serious consequences that would result from constructing the proposed bridge and fill into the River, are not summarized in Vol. 1 Section 4 on wildlife, habitation and soils?

Comment:- Why doesn't the Environmental Impact Analysis and Report show the ecological impact of the NJ S DOT proposed bridge in terms of references established by the U.S. Coast Guard namely; No 9 (substantially alters the pattern of behavior of a species), No. 10 (interferes

with important breeding, nesting or feeding ground) and No. 13 (disturbs the ecological balance of a land or water area)?

Volume 2 Section 5

Page 4 line 3 - In view of all these facts, it would have seemed obvious that a study should be made of how the proposed construction might affect the people who would be located near it.

Page 4 line 23 - Nevertheless, no such study was projected until extremely late in the chronology of the Extension Plan. In fact, arrangement for the work reported here was not made until April, 1972, when the Environmental Impact Study was less than two months from its deadline.

Comment: The shortness of time allocated to this study leads to the following comments from the researchers themselves (Page 5-line 2)"... only one problem connected with the highway --- increased noise level--- was studied; only students were used as subjects, although other groups would also be affected by the road; instruments had to be quickly chosen, prepared, and administered so that schedules were sometimes violated and the data array was incomplete..."

In view of the fact that the state had been conducting the Environmental Analysis for nearly five months, the reason for the shortness of time allocated to this study is never made clear in the State's summary (Volume I, section 7.1- page 1-91), merely that there were "time limitations" (Page 1-91 - line 14). The researchers are very explicit on the effect these "time limitations" had on the quality of their study. They stated (Volume 2, section 5, page 5) "... a replication of the experimental portion of the study, which could have remedied some of its procedural faults, could not be made."

Is this noise study being continued to overcome the shortcomings indicated above?

If the noise study is being continued, can the findings to date be made available for evaluation by the Center for Transportation Studies?

What date has been set for completion of this study by the N.J.S. D.O.T.?

Volume 2, Section >

Page 5 line 10- "With these shortcomings, it should be emphasized that the conclusions which can be drawn from the study are tentative and the data more in the nature of pilot results, rather than final answers."

Comments: It is felt that more than "pilot results" will be required by the interested parties to evaluate the impact which would be created by the construction of the State's Freeway Extension to Route 18. However, even these highly tentative results have lead the researchers to list, as their first recommendation, "that alternative routes for the extension of State Highway 18 be given serious consideration to determine which afflict the fewest number of people with sound levels outside their maximum tolerance levels, or will route traffic past the best sound resistant environments.

Is the noise study which is required under the National Environmental Policy Act of 1969 being completed for the Alternate Bridge Plan by the N.J.S. D.O.T. and if so, when will the results be made available to the C.T.S. for its evaluation?

Will the noise study conducted in the vicinity of the dormitories be completed to overcome the deficiency already noted above and to include the inhabitants of the 6th Ward in New Brunswick, N.J. who will be effected by the noise created by automobiles and trucks?

Page 73 line 6 -Every effort should be made to minimize the undesirable sound levels (as well as other factors) associated with the

extension. Decks built over the highway supposedly reduce sounds by as much as 20 dB (A).

Comment: Can a copy of the analysis be provided which is the basis for the twenty dB (A) reduction of noise anticipated by the construction of a deck over the proposed extension?

Page 73 line 12 - "That both the University and Non-University groups in the vicinity of the proposed highway route be fully informed of the predictable effects of the extension."

Comment: Have non-University groups, eg. residents, in the areas adjacent to Bishops Place and Huntington Street been apprised of the noise effect created in their neighborhoods from vehicles exiting from the proposed State Freeway Extension of Route 18?

Comment: Are projections of noise levels created by traffic using these exit ramps being developed as part of the Environmental Analysis and Report for Route 18 Freeway Extension?

Comment: If the above studies are being conducted will they include the possible physical or psychological impact on the residents of the area?

Comment: Are the above analyses being conducted in accordance with Admiral Benkirt's statement "that in considering the ecological impact of the proposed freeway extension, the Coast Guard will take into consideration more than the possible impact on the area created by the construction of the bridge across the Raritan River?"

Page 1-13 line 4 - Alternate alignments to the proposed NJS DOT highway project were analyzed with respect to each of the environmental effects as have been discussed for the highway project and the findings are summarized as follows.

Comment:- The alternative alignments to the proposed NJ S DOT highway project are contained in the Center for Transportation Studies Report No. 28, titled, An Alternate Highway Bridge Plan for Improving Route 18. This was submitted to the NJS DOT for evaluation as to their environmental effects. No such evaluation appears in the Environmental Analysis and Report for Route 18 Freeway Extension. Can the evaluation and analysis of the alternatives described on pages 14 to and including page 21 be provided to the Center for Transportation Studies for study and comment?

Page 1-13 line 19 - The reports analysis of Alternative alignment known as the CTS Highway Bridge Plan finds this alternative (Highway Bridge Plan) impractical, uneconomical and undesirable from the viewpoint of transportation impact and economic effects.

Comment:- A copy of the analysis of the economic effects is not included in the Environmental Analysis and Report of the Route 18 Freeway Extension. A copy of this economic analysis is needed by the Center for Transportation Studies to complete its review and submit the requested comments to the U. S. Coast Guard.

Page 1-14 line 12 - Engineering - economic studies of structures similar to this bridge are calculated upon a 50 year useful life span.

Comment:- Copies of the engineering-economic studies referred to are needed by the CTS for evaluation to support making comments. This is certainly true considering a similar type structure (Penn Central Railroad bridge) is constructed up river from the Albany Street Bridge. Inquiry reveals it is accommodating the currently increased train weights over those envisioned when constructed. Inquiry discloses no plans are being made to replace it in the foreseeable future.

Page 1-13 line 10 - The alternative of no extension to the freeway has been analyzed and the analysis finds that this alternative cannot be considered since the absolute need for the Extension and for an additional River crossing is unequivocally acknowledged by all agencies, and by all parties immediately concerned.

Comment:- It is for this reason that the Center for Transportation Studies, in its analysis of traffic flows that must be considered when building a transportation/business complex in downtown New Brunswick, devised an alternate highway bridge plan. Three very important considerations in devising the highway bridge plan as an alternate to the State Freeway Extension were one, the need to discourage the approximately ten percent of automobile traffic which now bi-passes the City of New Brunswick, N.J. but would flow through its center without stopping and add to the traffic congestion, air and noise pollution (violating both air pollution and noise standards at the Rutgers River Dormitories) and two, construct a highway that would accommodate the traffic, but could be constructed at a cost of about 30% less than the State Freeway Extension to Route 18, and three, prevent the destruction of 19 acres of Delaware and Raritan Canal and 18 acres of Johnson Park.

Page 1-14 line 15 - Preliminary engineering design analysis reveals that the narrative discourse and single line sketch conceived in a two dimensional element by the CTS Bridge proponents would, after application of sound engineering design principles result of necessity in an alignment considerably at variance with their proposal.

Comment:- Because a three dimensional design of the bridge already exists single line conceived in a two dimensional element is all that is required for the sound engineering evaluation of the proposed modifications. In order to make comments requested by the U.S. Coast Guard a copy of the preliminary engineering design analysis referred to above is needed by the Center for Transportation Studies to determine how the application of sound engineering design principles would result in an alignment considerably at variance with the proposal by the Center for Transportation Studies.

Page 1-14 line 23 - The cost of such alignment as well as the adverse environmental impacts would be far greater than the NJ S DOT project alignment in every respect, except in regard to impingement upon the George Street Dormitories of Rutgers University, and on the minimal impacts of the NJ S DOT Project upon the Raritan River and the Delaware and Raritan Canal.

Comments:- Why is not the taking of 18 acres of Johnson Park not listed as a serious impingement? No cost figures are included in the Environmental Analysis and Report for either the State Freeway Extension to Route 18 or the Alternate Highway Plan. Can a copy of this cost analysis be provided to the Center for Transportation Studies to enable meaningful comment to be addressed to this most important subject?

Did the NJ S DOT include the comparative cost analysis contained in the Center for Transportation Studies Report No. 28, in this analysis referred to in the Environmental Analysis and Report for the Route 18 Freeway Extension? What specifically are the respects referred to other than those environmental impingements listed? Would the inter-

change at the intersection of Raritan Avenue in Highland Park and River Road be one? A copy of the environmental analysis of the intersection by the NJ S DOT is requested by the Center for Transportation Studies to determine how such a conclusion is supported when analysis conducted at the Center for Transportation Studies shows a reduction would occur in the present level of air pollution.

Page 1-59 line 17- In considering vegetation, the report concludes that the NJ S DOT alignment will have the least impact from a consideration of the intensive recreational use viewpoint, taking least areas of grass lands and forests from the existing parks.

Comments: Should the above statement from Volume I or the following statement from the study by Jack McCormick and Associates in Volume II Appendix Section 4, page 4-16 be considered in error?

"If the vegetation of the impact area is considered from an existing intensive recreational use viewpoint, the proposed alignment will be more physically destructive."

Page 1-101 line 15

The quantitative measurements for the traffic generated air pollution study, as recommended and made by General Electric, were confined to the major pollutant component of automobile exhausts- carbon monoxide.

Comment: Is the analysis being conducted for NOx and HC ?

Comment: When will the additional analysis be made available to the CTS for evaluation?

Page 1-103 line 14

The data thus obtained is applied in the sections which follow not only to the NJ S DOT alignment but is also used as a basis for evaluating the CTS Highway Bridge Plan and the Yacenda Plan as regards air pollution effects.

Comment: Can the noise evaluation of the CTS highway bridge plan be made available to the Center for Transportation Studies for evaluation?

Comment: Why did General Electric fail to use a line-price analysis for the undeck case at 15 meters?

Comment: Why did General Electric fail to conduct modeling for both cases- deck and undeck rather than apply the modeling techniques to only one case - deck?

Comment: In employing a two week monitoring program at the Music Building from which extrapolation to the River Dormitories were made (April 10 to 24) did General Electric consider the recommendations of both the Bureau of NJ Pollution Control and the MPCA (now the Environmental Protection Agency) which advises a one year duration in monitoring at one site to enable analysis of seasonal fluctuations in pollution concentrations?



State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION

TRENTON 08625

OFFICE OF THE COMMISSIONER

November 30, 1972

Dr. William J. Murtagh
Keeper of the National Register
Department of the Interior
Washington, D.C. 20240



Dear Dr. Murtagh:

I am pleased to nominate the Delaware and Raritan Canal in New Jersey to the National Register of Historic Places. The district has received majority approval of the State Review Committee for Historic Sites.

Should you want any further information concerning this application, please feel free to contact the staff of the Historic Sites Section, Box 1420, Department of Environmental Protection, Trenton, New Jersey, 08625, telephone (609) 292-2023.

Very truly yours,

A handwritten signature in black ink, appearing to read "Richard J. Sullivan". The signature is fluid and cursive.

Richard J. Sullivan
Commissioner

Enclosure E



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (can)
Third Coast Guard District
Governors Island
New York, N.Y. 10004
(212) 264-5737

3271
18 December 1972

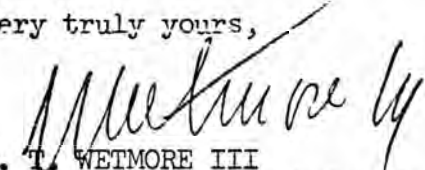
Mr. Cooper B. Bright, Director
Center for Transportation Studies
Eagleton Institute of Politics
Rutgers - The State University
New Brunswick, New Jersey 08903

Dear Mr. Bright:

Reference is made to your letter of 22 September 1972 and to my remarks at the Public Hearing on 14 December 1972 concerning answers to questions you raised in connection with your review of the New Jersey Department of Transportation environmental analysis and report.

Forwarded herewith is the response received from the New Jersey Department of Transportation on this matter. It should be explicitly understood that the views expressed thereon are those of the New Jersey Department of Transportation and their engineering consultant and do not constitute an endorsement by this office.

Very truly yours,


T. T. WETMORE III
Captain, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encl: (1) Copy, NJDOT response on comments dtd 12/8/72

New Jersey Department of Transportation

Route 18 Freeway Extension
City of New Brunswick and Piscataway Township
Middlesex County, New Jersey

Response to United States Coast Guard
on Comments
Received Relevant to
Environmental Analysis and Report of July 1972

Response is made herein to the several comments received by the USCG as a result of their making available for public inspection the Environmental Analysis and Report submitted to USGC by NJDOT in support of the latter's application for a permit to construct a bridge over the Raritan River. Because comments are numerous and repetitive it is impractical to attempt to respond to each specific question or criticism. The comments lend themselves to identification of certain issues. These issues are listed herein and the responses made as comments on the issues raised.

1. Need for the Project

Issue: The need for the project has been questioned.

Comment: All traffic forecasts to the year 1995 demonstrate the need for an east-west freeway facility including an additional crossing of the Raritan River. Both New Jersey Department of Transportation and Middlesex County forecasts support this need.

2. Alignment Alternatives

Issue: The proposed alignment is at issue because of two alignment proposals known as the CTS and Yacenda Plans, advocated by proponents as preferable to NJDOT's alignment.

Comment: In the "Environmental Analysis and Report" the alternatives are discussed in detail and principal disadvantages of the alternatives discussed. The Yacenda Plan has been put forth with intent to avoid alignment past Rutgers University dormitories on south side of the Raritan River. This line does damage to Johnson Park, which is a major concern to Middlesex County residents. The CTS plan aims to avoid all alignment on south bank of the river and construction of a new bridge, but unrealistically assumes the present Albany Street bridge can be enlarged and adapted to the freeway concept and future traffic needs. The NJDOT alignment would avoid both of these concerns and would minimize Johnson Park involvement. Main concern for NJDOT alignment is its use of a portion of Delaware and Raritan Canal and its noise and air pollution effects on the Rutgers dormitories and contiguous New Brunswick neighborhoods. It might be pointed out that neither alternate alignment provides service between the various campuses of Rutgers University on both sides of the river.

3. Air and Noise Pollution

Issue: Critics have stated that the predicted levels of air and noise pollution at the Rutgers River Dormitories are beyond acceptable standards and for these reasons the NJDOT alignment should be abandoned.

Issue: It has also been stated that the use of predicted levels of carbon monoxide alone is not sufficient as an indicator of air pollution levels.

Comment: Air Pollution

Air pollution studies undertaken by consultants to the NJDOT have shown that the carbon monoxide levels at the river dorms would not exceed federal standards. Predicted levels for maximum one-hour concentrations fall well below the standard of 35 ppm of CO beyond 1990. The 8-hour average maximum levels are predicted to be below federal standards until 1995 and then to exceed the standard of 9 ppm by 1.23 ppm. However, it is important to note that the predicted levels are based upon an extrapolation of emissions from present-day vehicles. By 1995 the amount of pollutants emitted by vehicles will be greatly reduced. Federal legislation requires increasingly stringent controls on vehicles manufactured in the future. In addition, beginning in July 1973, motor vehicles in New Jersey will be required to pass an emissions test as part of their annual inspection program. Vehicles failing the test must be tuned up or otherwise repaired until their emission levels are brought down to the standards. The New Jersey Bureau of Air Pollution Control has estimated that this inspection program will reduce emissions 19 percent by 1975. It can be seen that the application of 19 percent (greater by 1995) reduction to the 1995 levels will bring them well within both the 1-hour and 8-hour standards.

The advisability of using carbon monoxide alone as an indicator of air pollution levels is sound since if one measures carbon monoxide generated by automobile traffic, the rough of nitrogen oxides and hydrocarbons can be approximated. There have been serious debates in scientific groups engaged in this research as to whether reactive or non-reactive hydrocarbons should be measured and which measurement techniques should be utilized for hydrocarbon measurement.

In addition, the measurement techniques for nitrogen oxides are also unstable and appear to offer variable alternatives each subject to question. For these reasons and also for cost effectiveness, the carbon monoxide measurement, as used by General Electric, was considered to provide adequate quantitative information for the air pollution impact study.

Comment: Noise

The levels of noise outside and inside the Rutgers dormitories are predicted to exceed Federal Highway Administration standards. Levels are predicted outside at 75 dBA (1977) and 77 dBA (1995) and inside 66 dBA (1975) and 69 dBA (1995) with windows open, 52 dBA (1975) and 55 dBA (1995) with windows closed.

The standards are 70 dBA and 55 dBA outside and inside respectively. The predicted high noise levels are not reason to abandon the NJDOT alignment since the noise studies indicate that the levels can be reduced to below the standards through proper ameliorative measures. It is likely that similar ameliorative measures would not be possible on other suggested alternatives because of the probable wide range of noise impact on various segments of the community where design considerations could preclude use of noise attenuation devices. On the NJDOT alignment the potential exists to effectively reduce noise levels to a tolerable level due to the concentrated area of objectionable noise levels at the river dorms.

Vehicle generated noise may well be reduced in the future by legislative mandate, as is now being done in the instance of air pollution. For this reason, and also since noise abatement construction can be readily implemented at a later date, it would be wise to defer such construction until the actual noise levels can be more accurately gauged, thus permitting the most suitable and most economical solution of the problem.

4. Impacts on Sixth Ward

Issue: The "Environmental Analysis and Report" appears to emphasize impacts on the Rutgers University dormitories and does not appear to treat effects on the adjacent Sixth Ward.

Comment: Noise and air impacts were studied at the Rutgers dormitories because of their proximity to the proposed highway. Effects there, as discussed above, represent maximum conditions and these effects are diminished as distance from the highway is increased. Major concern of the Sixth Ward is believed to be traffic effects.

There is little evidence to support the contention that the Route 18 Freeway Extension will significantly increase traffic in the Sixth Ward. The existing street system when combined with the proposed freeway will not serve to concentrate traffic flow since the ramps connecting the two are spread out rather than being located at one interchange area. It would appear that motorists now utilizing streets in the Sixth Ward will continue to do so, but it is unlikely Route 18 traffic will use streets of the Sixth Ward unless originating or destined there.

5. Recreation Areas

Johnson Park

Issue. The proposed NJDOT alignment will pass through a heavily utilized section of Johnson Park and will impact upon a forested songbird and wildlife habitat. The Yacenda Plan and CTS Plan will not.

Comment: It cannot be denied that the NJDOT alignment affects Johnson Park. To say that alignment has far greater impacts than either the CTS Plan or Yacenda Plan cannot be logically supported. It must be remembered that both the CTS and Yacenda Plans are conceptual and that no engineering design has been applied to them. The fact is that the CTS Plan would require substantial widening of River Road along the longest axis of the park from just north of Albany Street to Landing Lane. Thus this entire length of the park would be subjected to the impacts associated with heavy traffic volumes. The CTS Plan also requires an interchange at Metlars Lane and Landing Lane, which is relocated through the same forested area as the NJDOT alignment. The interchange as presented would not be able to accommodate traffic safely or efficiently due to far substandard ramp radii and the necessity for left turns across moving traffic.

The Yacenda Plan avoids the problem of how to lessen interchange impacts on Johnson Park by not showing an interchange at all. Thus the Yacenda Plan does not serve the same purpose as the NJDOT alignment. It ignores the provision of access to River Road. Anyone wishing to travel between River Road and New Brunswick must continue to use the existing over-taxed facilities. The area of Johnson Park the Yacenda Plan traverses is used as heavily as the area of the NJDOT alignment. It apparently would also isolate a pond from the rest of the park to the north. There would therefore appear to be no inherent advantages to the Yacenda Plan.

The NJDOT alignment admittedly will displace an area of wildlife habitat. The forested area to be taken by the highway totals approximately seven acres. Within Johnson Park itself there remain approximately 200 acres of similar forested habitat up to the I-287 area. In addition there are substantial amounts of wildlife habitat in the immediate area outside of Johnson Park boundaries. Likewise, the developed recreation facilities adjacent to the alignment (baseball field and some picnicking) are readily available within the park both north and south of Landing Lane. In order to lessen parkland taking and provide physical and visual continuity to the park, the Raritan River Bridge will be extended approximately 165 feet, eliminating an equivalent length of embankment originally planned.

5. Delaware and Raritan Canal

Issue: Highway use of the canal represents an irreplaceable taking of an important recreational, historical, and wildlife asset.

Comment: While the loss of the 1½-mile section of the canal which will be filled in for highway purposes is rightfully questioned, it must be noted that this taking represents approximately 2 percent of the more than 60-mile long canal including its feeder. Immediately north of the highway taking the canal will still be available for recreational use, will continue to support wildlife, and will continue to be preserved as an historic site. The canal has been proposed for nomination to the National Register of Historic Places, but the nomination does not encompass that area affected by this project.

Boyd Park

Issue: What effect will the project have on Boyd Park?

Comment: The proposed Route 18 Freeway Extension does not physically intrude upon Boyd Park, but will provide the opportunity for expansion of the park by enclosing Lyle Brook in a culvert. Lyle Brook presently serves as the western boundary of the park and is a barrier to expansion into that area. Filling of the canal for the highway is also consistent with City of New Brunswick plans for expansion of its holdings along the canal. The City has already filled the canal in several areas behind police headquarters adjacent to Boyd Park.

6. Ecological Effects

Issue: Critics have questioned justification for the destruction of vegetation and fish and wildlife resources.

Comment: While it is true that vegetation and some fish and wildlife habitat will be removed by the highway project the amount taken is minimal when compared to the supply available in the immediate vicinity. Vegetation will be lost along the canal towpath and in Johnson Park. The amount lost is insignificant when compared to the vegetation that will still stand on the remainder of the canal towpath and in Johnson Park. The forested area of Johnson Park to be taken represents an important bird nesting and wildlife area, but represents only about 3.5 percent of the total of such areas available within Johnson Park alone not to mention other substantial areas both upstream and downstream along the Raritan River.

Potential fish habitat will be destroyed in the 1½-mile section of the canal to be filled in and in the Raritan River where fill will extend beyond the towpath on the south bank and encroach on the river, but it must be pointed out once again that the habitat taken is minimal in comparison to that available. The remaining length of the canal will still offer fish habitat as will the undisturbed areas of the Raritan River shoreline.

December 8, 1972

The advantages that the Route 18 Freeway Extension will offer in the area of human activities, such as increased mobility and potential economic growth, are felt to far outweigh the displacement of small areas of wildlife habitat in an area that has ample supply of the same.

7. Flooding

Issue: Effects of road embankment and bridge piers on river flooding have not been made clear.

Comment: The adverse effects upon the Raritan River have been identified as the effects upon the flood plain by an increase in water elevation, area, and flood water velocity caused by the restriction of the bridge piers and embankment encroachments.

Calculations of backwater for a 50-year storm made in accordance with "Hydraulics of Bridge Waterways," published by U. S. Department of Commerce, Bureau of Public Roads, 1960, indicated the impingement caused by the bridge piers and the road embankment would increase the flood level of a 50-year storm by 4 inches. Revised backwater developed on the basis of an updated manual prepared by the United States Department of Transportation Federal Highway Administration dated 1970, Hydraulic Design Series No. 1, indicates that a 50-year storm would cause an increase of flood level by the impingement aforesaid to a total of 6-7/8 inches, at the velocity of 5.4 cubic feet per second. The increase in flood level would result in insignificant additional flooded areas not exceeding 2 feet in horizontal width on south bank, and 2 feet on north bank, except in the area of race track where the width may be up to 30 feet.


J. F. Andrews
Director

Division of Economic and
Environmental Analysis

JFA:mwd



Enclosure 1

Reply to questions presented in Enclosure A with letter from Cooper B. Bright, Director, Center for Transportation Studies, dated September 22, 1972.

Page 1-2 Line 17

The answer to the comment re this statement can be found in Enclosure Two-c of the Report (copy of letter from New York District Corps of Engineers, Department of the Army, April 25, 1972).

Page 1-3 Line 2

The dates requested in the comment are a matter of record of the New Jersey State Department of Transportation, and a summary of the timing of the design procedures for the highway project is included in Part One Section 3.1 of Volume I of the Report.

Page 1-2 Line 7

The NJSDOT approved the final designs of the various sections of the State Freeway Extension Route 18 on the dates as recorded in the Department's records. With regard to the bridge permit "comment" please refer to Enclosure Two-a, Two-b, and Two-c, (copies of letters from the Corps of Engineers), of the Report.

Page 1-4 Line 5

The question is obviously directed to the United States Coast Guard. It is clearly evident to the NJSDOT that the basic generation of any new or extended highway facility is entirely dependent on the transportation and economic needs of the subject community. A comparative measure of these needs for all alternative alignments, (which has been the function of the NJSDOT long before formalized environmental analyses have become a part of the procedural requirements for the formulation of a new highway project), is necessarily the relative impact of the transportation and economic issues of all alternative alignments on the community's environment.



Page 1-6 Line 18

Comment No. 1

The increase in flood velocity is considerably less than 3' per second - see Part One, Section 5 of the Report.

Comment No. 2

The statements of Dr. Trama as quoted in Enclosure A are incomplete and out of context; it is recommended that a more thorough reading be made of the statements of Dr. Trama. The statement quoted by the commentator in full should read as follows:

"A separate assessment is being made of the effect on river hydrology of the presence of bridge piers and a highway embankment required by the proposed plans. Should this assessment indicate that the velocity of the current in the river will be increased to 3 feet per second or more, the proposed alignment is expected to result in scouring of benthic organisms from streambed rocks. This condition would disrupt the aquatic biota at least to the distance upstream and downstream (in the tidal system) to which such velocities are projected." This quotation is from Page 3-11 of Volume II Section 7 by Dr. F. B. Trama. In the same volume on Page 3-15 Dr. Trama defines the local benthic organisms and points out "Benthos organisms, unlike the plankton, are indicative of in situ conditions because they maintain a relatively long residence time in or on the river bottom. All of the benthic forms reported in Table 8 (Ed. Note - Table 8 titled Biological Survey of the Raritan River in Vicinity of Landing Lane Bridge. Collections and analyses performed by students enrolled in Limnology Course, Rutgers University) are very tolerant of a wide range of environmental conditions and no so-called "clean-water forms" are present. The faunal composition during both surveys is indicative of poor quality water with some evidence of a moderate level of chemical pollution."* Further on Page 3-17 Dr. Trama refers to the water quality of the Raritan River as being too poor for the establishment of any direct form of recreational use. "Construction of the bridge and highway would not have any adverse influence on the recreational value of the river in this area under its present condition." See also Section 5.2 in its entirety beginning on Page 1-67 of Volume I.

*Underlined by editor.



Aside from these observations the analysis as made during the early design stages (1964-1967) for the highway project which are based on U.S. Dept. of Commerce, Bureau of Public Roads Publication Hydraulic Series No. 1, Hydraulics of Bridge Waterways indicates the following:

Velocity under annual average flood conditions and under existing conditions prior to the construction of the bridge piers was in excess of 3 feet per second. For the 50 year frequency flood velocity through the existing channel (prior to the construction of the bridge piers) the analyzed velocity is approximately 4.7' per second. - see Part One, Section 5 of the Report.

Page 1-6 Line 20

Comment No. 1

Reference is made to the Report's Figure 16 showing detail of river bank slope protection and Figures 14 and 15, showing the encroachment effect of the new highway.

Comment No. 2

There is no information in Volume II Appendix Section 7 which compares aesthetic views. Reference to the Canal's forested lands is shown on Page 4-19 of Section 7. See also Pages 3-1 and 3-2 of Section 7.

Comment No. 3

No specific factors were used in stating the findings that a river bank with slope protection features will provide a more aesthetic view than the presently rough bank as provided by the deteriorated towpath of the existing canal in the canal's terminal length wherein the NJSDOT highway project is proposed. The findings stated are based on engineering experience which has developed such tried and true expedients for flood control and freer river flow as is proposed by the designed river bank slope protection as shown in Section for the NJSDOT highway project (see Figure 16 of the Report) and used successfully in many flood control projects. Within the limits of the canal's terminal length to be used as proposed for highway fill, the present morphometry has been significantly altered (see Volume II Section 7, Page 3-1: We respectfully suggest that a more profound reading and digestion be made of Pages 3-1 and 3-2 of this section).

Comment No. 4

It is not listed as a "damaging environmental effect" in view of the fact that the computed 50 year frequency flood



maximum velocity of 5.4' per second is not considered as sufficient an increase to the present maximum flood velocity so as to cause a scouring action on the bank located in Johnson Park.

Page 1-7 Line 3

The answer to the comment can be found on Page 1-9 Line 19 Impact on Delaware and Raritan Canal. We also respectfully refer to Page 3-10 of Volume II Section 7 which directly assesses the environmental factors of the canal's terminal 6000 feet as impacted by the proposed highway improvement on the present canal section and its less than "measurable deleterious effect on wildlife outside the impact area".

Page 1-7 Line 15

Comment No. 1

Most of the acreage in its present form was under private ownership prior to the acquisition by the NJSDOT for highway purposes.

Comment No. 2

The NJSDOT within its scope of responsibility is not authorized to "create a sloped bathing beach along the canal". However, the NJSDOT can provide the acreage so that the pertinent community agency may consider the use of the provided acreage for whatever recreational facilities would be appropriate including a sloped bathing beach along the canal if the water quality permits.

Page 1-7 Line 28

The statement quoted from the report is incomplete and should read as follows:

"Consideration is presently being studied by the NJSDOT for the extension of the Raritan River Bridge at Johnson Park so that approximately 4 acres of parkland of the 18 acres acquired for highway purposes.....(this is where the quoted statement was terminated in Enclosure A)..... can be added to the present interconnection between the 2 sections of Johnson Park - presently connected only by the relocated Park Road." The completion of this statement makes the comment unnecessary.

Page 1-8 Line 17

Comment No. 1

The Report indicates the similar but to a lesser degree impact of Alternate Bridge Highway Plan on the blighted waterfront section - see Figure 18. In answer to second question, the blighted section that now separates the City from the waterfront would be replaced by an embanked freeway and bridge over Albany Street whose elevation (34') would be below the elevation of George Street at Albany Street. Cement wall mentioned is on riverside of embankment and will not be seen from the City - see Figure 15 of Volume I of the Report and Page 2-69 of Part Two Volume I.

Comment No. 2

See above answer to Comment No. 1.

Comment No. 3

Comparison is made throughout the report. Please refer to Part One Section 2, 4, 5, 6, 7, 8, 10 and 11, and Part Two Section 4 and Part Three Section 4.

Comment No. 4

Refer to answer above to Comment No. 1.

Comment No. 5

See answer to Comment No. 1.

Comment No. 6

The CTS Alternate Highway Bridge Plan suggests that the interchange at Albany Street and Memorial Parkway (Route 18) can be designed in several ways. One possible construction alternative, as indicated in the CTS Plan, is for Memorial Parkway (Route 18) to pass underneath Albany Street as shown on Figure 18 of the Report. This proposal has been evaluated as completely impractical and unfeasible due to the low existing elevation of Albany Street which necessitates the proposed construction of depressed Memorial Parkway under the normal highwater elevation of Raritan River, in a sub-surface (below Albany Street) area that is occupied by numerous utilities - telephone and electric, as well as by the City's 60" Combined Sanitary and Drainage Sewer. Further, the improvements to existing Albany Street would necessitate property acquisition of additional and expensive private property including the Public Service Electric and Gas Company building on Peace Street and Albany Street.

Page 57-65

Comment No. 1

See Section 4.3 Part One Volume I.

Comment No. 2

See Section 4.3 Part One Volume I and Section 7 Volume II.



Volume II Section 5

Page 4 Line 13

Page 4 Line 23

Page 5 Line 2

No additional noise study is being continued.

Volume II Section 5

Page 5 Line 10

Noise studies have been completed and are contained in Volumes I and II of the Report.

Volume II Section 5

Page 73 Line 6

See Section 6, Part One, Volume I and Section 3, Part Four Volume II.

Page 73 Line 12

Comment No. 1

Through the public dissemination of the Report.

Comment No. 2

All projections are as reported in the Report.

Comment No. 3

Negative

Comment No. 4

Coast Guard to answer.

Page 1-13 Line 4

For evaluation and analysis of the alternatives described on Pages 13 and 14 see Section 4, Part Two Volume I and Section 4, Part Three, Volume I.

Page 1-13 Line 19

See Section 4.3, Part Two, Volume I.

Page 1-14 Line 12

Not relevant.

Page 1-13 Line 10

No answer required.



Page 1-14 Line 15

The preliminary engineering design analysis is contained in Report in Section 4.3 Part Two, Figure 5, Figure 17, and Figure 18.

Page 1-14 Line 23

It is estimated that if CTS Highway Bridge Plan were to be developed to provide a safe, usable, freeway or land service road to meet the conservative forecast traffic of the NJSDOT and to meet modern complete highway design standards, the resulting parkland impingement in Johnson Park in a very active recreational section of the park is far in excess of the NJSDOT project. See Part Three, Section 4.3, Page 3-17 and Figures 5, 17 and 18. No cost figures are included in the Report for either the NJSDOT project or any of the alternates. The cost estimates for the NJSDOT, of course, are on record in the Department and were not included in the Report since no comparable cost estimates could be made of the alternate highway plan. It is apparent, however, that the CTS Alternate Highway Plan if developed as stated above would be considerably more costly than the NJSDOT project. A specific example of the additional costs involved is the new tunneling that would be required at the Penn. viaduct. Information received from the Penn Central Co. indicates that in addition to the construction costs, a maintenance cost of the railroad viaduct of approximately \$1,000,000 would be required as evidenced by a similar tunnel widening project in Elizabeth, N.J. for the Penn Central Railroad. The necessary complex design at the Albany Street Bridge to meet requirements of the Department along the lines of the CTS Alternate Highway Plan would indicate also the impracticality and excessive high cost both in construction and property acquisition. However, this development was not done due to the fact that Mr. Bright who had presented relatively the same scheme in 1967 accused the Department of changing his scheme when such development was made by the Department. In regard to the remaining questions listed in this comment, we refer the reader to Part Three Section 4.3, Page 3-17 and Figures 5, 17 and 18.

Page 1-59 Line 17

Both statements are correct. However, it should be stated that McCormack's statement is based on the undeveloped scheme of the CTS Alternate Highway Plan which does not portray the actual taking of the existing recreational area lineally along Johnson Park. As described in the preceding paragraph



development of the sketchy CTS Alternate Highway Plan has not been done to avoid the accusations as were made by Mr. Bright in 1967. See also Part Three, Section 4.3 Page 3-17 and Figures 5, 17 and 18.

Page 1-101 Line 15

Comment No. 1

No. See Part One, Section 8.1 Page 101 and 102.

Comment No. 2

See Comment No. 1.

Page 1-103 Line 14

Comment No. 1

Noise evaluation of the CTS Highway Bridge Plan. See Part One, Section 6.5 Page 1-82.

Comment No. 2

The terminology is not understood.

Comment No. 3

G.E. did model and simulate the undecked conditions at the dormitory. Extensive explanation and data is provided in the report submitted to cover the decked version. The attenuation value of the decking at the U.N. over the FDR Expressway was determined by field measurements. If one applies the attenuation value to the dormitory measurements the noise level in and near the dormitory can be predicted based on traffic volume.

Comment No. 4

In general G.E.'s experience has indicated that practical information can be collected with approximately two weeks of data collected at each location. While it is true some differences can be expected under certain seasonal changes, the relationship between concentrations and temperature are further subject to several meteorological and other variables each of which has to be considered for the particular location. At the practical level therefore it appears that the amount of time allocated to each site provides rational responses for impact statements.



State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION

DIVISION OF PARKS AND FORESTS
Historic Sites Section

PLEASE ADDRESS REPLY TO
BUREAU OF PARKS
P. O. BOX 1420
TRENTON, N. J. 08625

April 25, 1973

HS-D73-71

Jerry Rogers
National Register of Historic Places
Dept. of the Interior
National Park Service
18th & C. Streets, N.W.
Washington
DC 20240

Dear Mr. Rogers:

Enclosed find the National Register nomination form for the Delaware and Raritan Canal in New Jersey.

If you recall this nomination was returned to our office for more detailed mapping in relation to the longitude and latitude coordinates.

That work has been completed with an attempt to eliminate much superfluous land. The maps have been reworked and two (2) additional continuation sheets for Geographical Data are included.

Respectfully resubmitted,

Terry Karschner
Historian-Curator



ENTRIES IN THE NATIONAL REGISTER

STATE **NEW JERSEY**

Date Entered **MAY 11 1973**

Name

Location

Delaware and Raritan Canal

Hunterdon County
Mercer County
Middlesex County
Somerset County

San Bartolome
Trenton

Also Notified

Hon. Clifford P. Case
Hon. Harrison A. Williams, Jr.
Hon. Frank Thompson, Jr.
Hon. Peter H. B. Frelinghuysen
Hon. Edward J. Patten
Hon. Cornelius E. Gallagher

State Historic Preservation Officer
Mr. Richard J. Sullivan, Commissioner
Department of Environmental Protection
Post Office Box 1420
Trenton, New Jersey 08625

Director, Northeast Region

PHR NRowland:mm 5/14/73



DEPARTMENT OF THE ARMY
NEW YORK DISTRICT, CORPS OF ENGINEERS
26 FEDERAL PLAZA
NEW YORK, N. Y. 10007

REPLY TO
ATTENTION OF:

NANOP-E

12 July 1973

- - - PUBLIC NOTICE NO. 7301 - - -

TO WHOM IT MAY CONCERN:

Application has been made by BUCKEYE PIPE LINE COMPANY, P. O. BOX 368, EMMAUS, PENNSYLVANIA 18049, for a Department of the Army permit to install a submarine pipeline under RAHWAY RIVER, RARITAN RIVER, DELAWARE AND RARITAN CANAL AND MILLSTONE RIVER AT COUNTIES OF UNION, MIDDLESEX AND SOMERSET, NEW JERSEY.

A copy of the plans of the proposed work is shown on the attached sheets. The applicant proposes to install a 20-inch submarine pipeline which, when completed, will run from Linden, New Jersey to Macungie, Pennsylvania and will transport refined petroleum products from the New Jersey refineries and marine and pipeline terminals to marketing areas in central and western Pennsylvania and upstate New York. The coordinates of the points where the proposed pipeline crosses the aforementioned waterways and the minimum depth of the top of the pipe below the plane of mean low water or below the existing bottom are indicated below:

Rahway River: (Sheet 1 of 11) Longitude $74^{\circ}15'10''$ West and latitude $40^{\circ}36'03''$ North, between Linden and Carteret. Depth: 23 feet below mean low water.

Raritan River (Sheet 3 of 11) Longitude $74^{\circ}30'54''$ West, latitude $40^{\circ}32'32''$ North, between Franklin and Piscataway Townships. Depth: At least 4 feet below the existing bottom.

Millstone River: (Sheet 5 of 11) Longitude $74^{\circ}34'36''$ West, latitude $40^{\circ}30'50''$ West, between Hillsborough and Franklin Townships. Depth: At least 4 feet below existing bottom.

Delaware & Raritan Canal (Sheet 7, 9 of 11) (Two crossings): One at longitude $74^{\circ}31'08''$ West, latitude $40^{\circ}32'42''$ North, at Somerset County. Depth: At least 4 feet below existing bottom. The other location is at Longitude $74^{\circ}34'37''$ West, latitude $40^{\circ}30'49''$, at Franklin Township, Somerset County. Depth: At least 8 feet below the existing bottom.

(over)

The estimated amount of material to be removed from the trenches which will be excavated for the proposed pipeline is 4,700 cubic yards. This material will be deposited at the ocean mud dump located at a point not less than 4 nautical miles, bearing 198°00' True from Ambrose Light, in not less than 90 feet of water. The two crossings at the Delaware and Raritan Canal will be made by boring and encased in a 24-inch casing pipe and no material is expected to be excavated from these two crossings. Backfill of trenches will consist of bankrun sand and gravel and crushed stone. In accordance with the National Environmental Policy Act of 1969, a Draft Environmental Impact Statement covering the river crossings has been prepared by the North Atlantic Division Office of the Corps of Engineers and can be obtained by contacting the North Atlantic Division, Environmental Resources Branch, telephone number (212) 264-6912.

The decision whether to issue a permit will be based on an evaluation of the probable impact of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered; among those are conservation, economics, aesthetics, general environmental concerns, historic values, fish and wildlife values, flood damage prevention, land use classification, navigation, recreation, water supply, water quality, and in general, the needs and welfare of the people. No permit will be granted unless its issuance is found to be in the public interest.

The following list of other government authorizations have been obtained or will be obtained prior to the issuance of a Department of the Army permit: Water Quality Certification and a Work Permit from the State of New Jersey Department of Environmental Protection.

Any person who has an interest which may be adversely affected by the issuance of a permit may request a public hearing. The request must be submitted in writing to the District Engineer within thirty days of the date of this notice and must clearly set forth the interest which may be adversely affected and the manner in which the interest may be adversely affected by the activity.

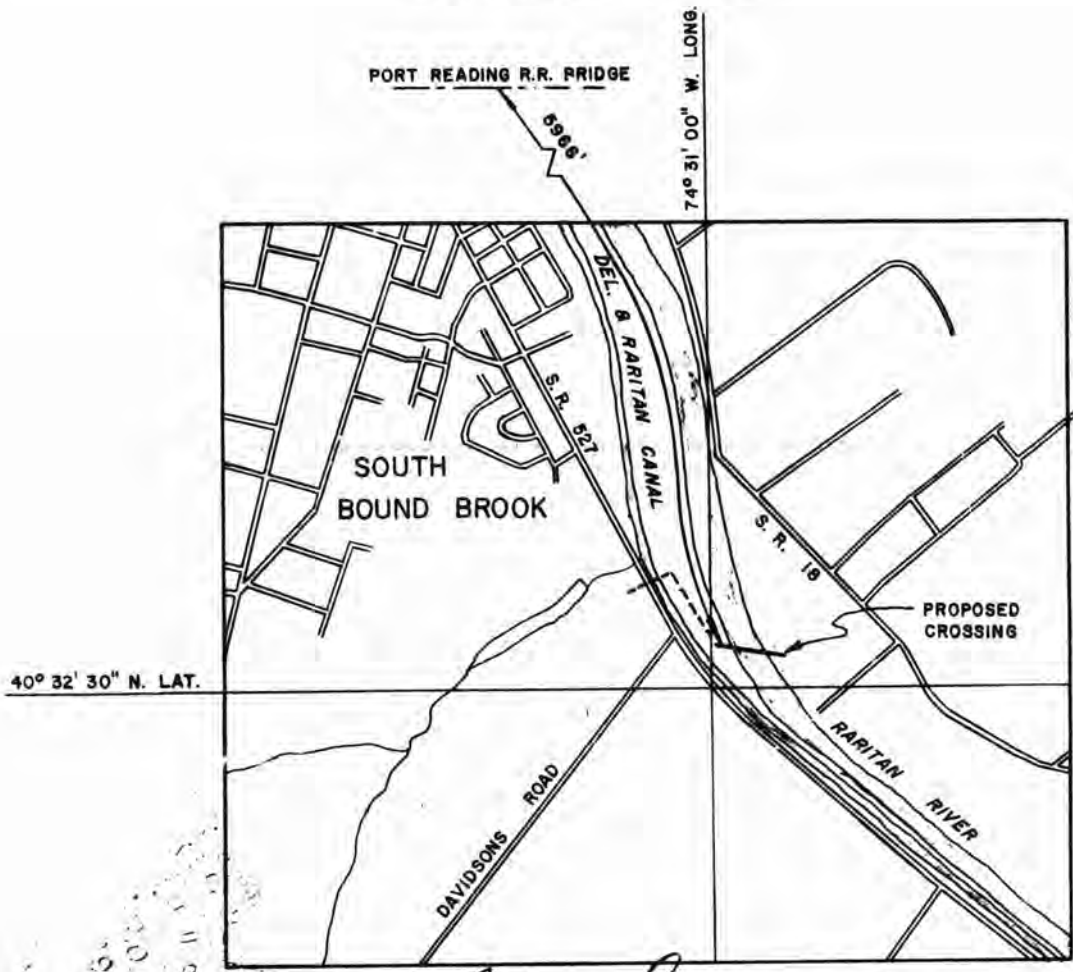
Any criticisms or protests regarding the proposed work should be PREPARED IN WRITING AND MAILED TO REACH THIS OFFICE prior to 13 August 1973, otherwise it will be presumed that there are no objections.

It is requested that you communicate the foregoing information concerning the proposed work to any persons known by you to be interested and who did not receive a copy of this notice.

- 6 Incls.
1. Dwgs. (Sheets 1 & 2)
2. Dwgs. (Sheets 3 & 4)
3. Dwgs. (Sheets 5 & 6)
4. Dwgs. (Sheets 7 & 8)
5. Dwgs. (Sheets 9 & 10)
6. Information Sheet 11

HARRY W. LOMBARD
Colonel, Corps of Engineers
District Engineer

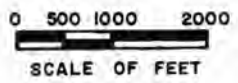
LOCATION PLAN



PIPELINE LOCATION
 CENTER LINE OF PIPELINE
 CROSSES CENTERLINE OF
 RIVER AT 74° 30' 54" WEST
 LONGITUDE BY 40° 32' 32"
 NORTH LATITUDE.

Robert D. Garvin
 DATE: 2/16/73
 ROBERT D. GARVIN No. 15294

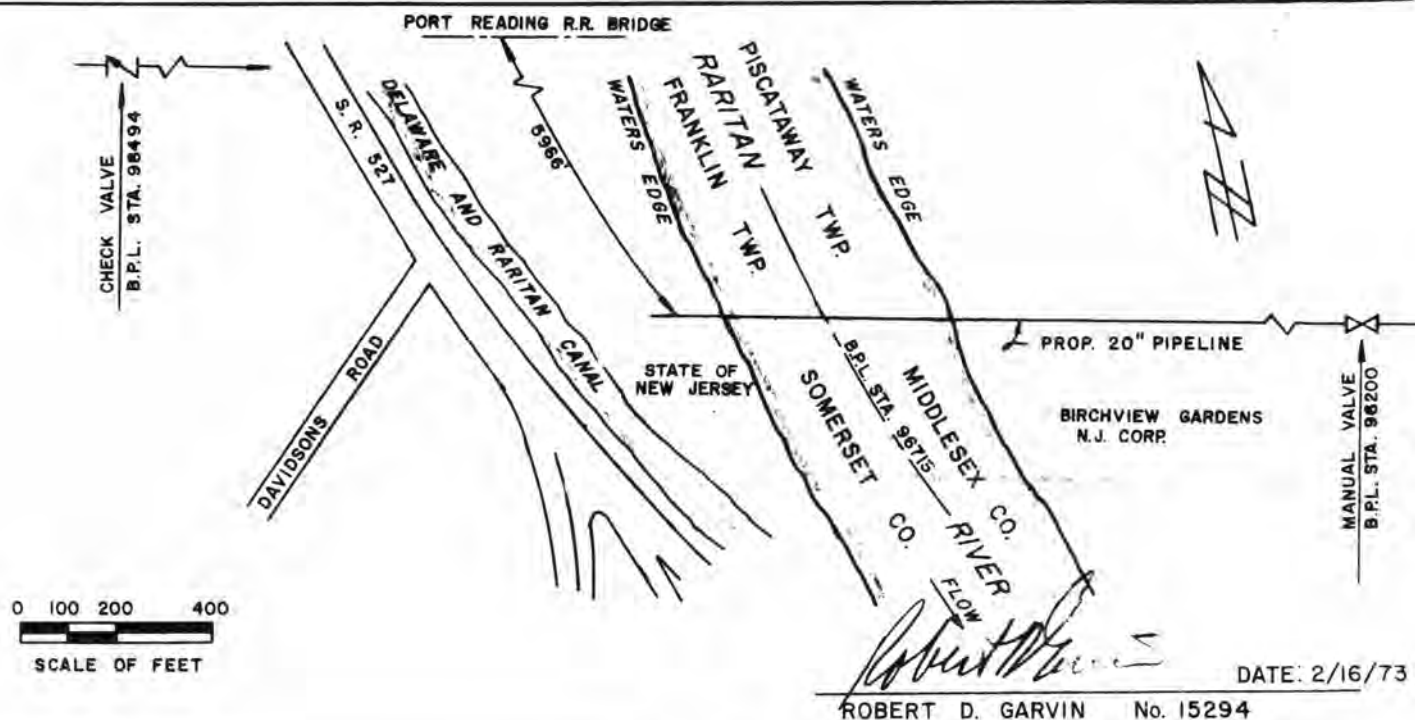
TRACED FROM U.S.G.S. 7-1/2' TOPOGRAPHIC MAP
 BOUND BROOK, N.J. QUADRANGLE



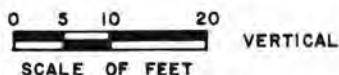
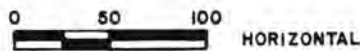
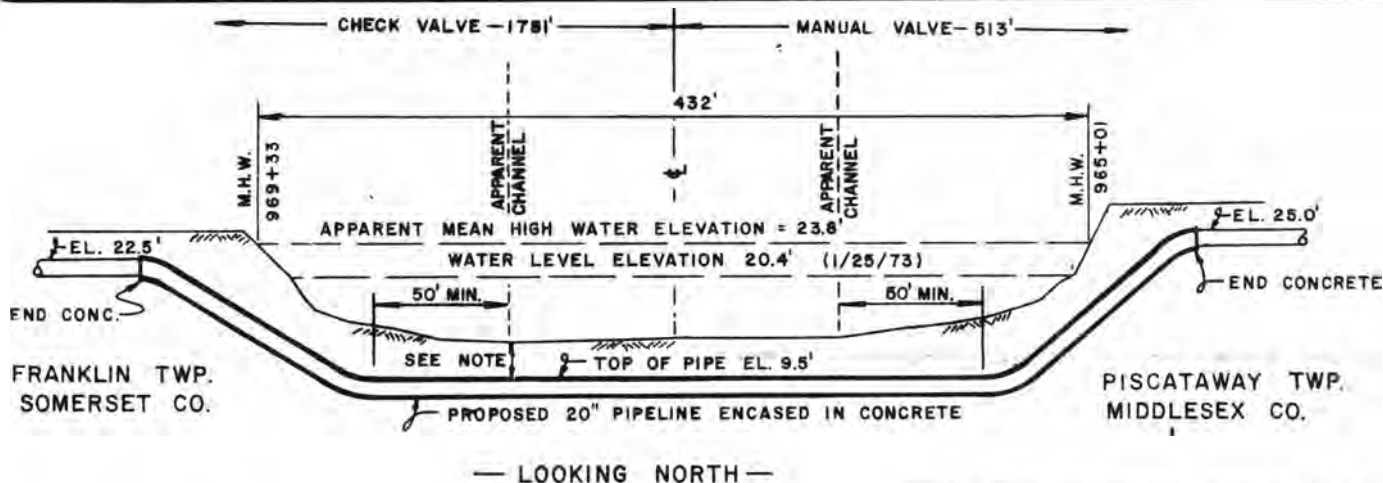
PROPOSED PIPELINE BETWEEN LINDEN, NJ AND JACONNE, PA

MATERIAL SPECIFICATIONS	BUCKEYE PIPE LINE Co. R./W. Dept. P.O. Box 368 Emmaus, Pa. 18049	
PIPE SPECIFICATIONS - A.P.I. 5L PIPE GRADE - X-42 M. F. G. PROCESS - SEAMLESS OUTSIDE DIAMETER - 20.000" WALL THICKNESS - .500" FIELD WELD SPEC. - A.P.I. 1104 COATING SPEC. - SOMASTIC JOINT COATING - SOMASTIC OTHER PROTECTION - 1-1/2" REINFORCED CONCRETE LADING - LIQUID PETROLEUM PRODUCTS INTERNAL DESIGN PRESSURE - 1080 P.S.I.G. FIELD HYDROTEST PRESSURE - 1350 P.S.I.G.	BURIED PIPELINE WATER CROSSING UNDER THE RARITAN RIVER FRANKLIN TWP, SOMERSET CO., N.J. PISCATAWAY TWP., MIDDLESEX CO., N.J.	
	WORK ORDER No. 7803 - 1181	
	DRAWN BY W.E.A.	CHECKED BY H.E.P. No. 7409-A
	APPROVED BY <i>R.D.G.</i>	DATE 3/6/73 SHEET 1 of 11

PLAN



PROFILE



NOTE: SEE ATTACHED SUPPLEMENT (SH. 11 of 11) FOR COVER

SUBMITTAL DATE: 2/16/73
 RARITAN RIVER
 BETWEEN SOMERSET & PISCATAWAY TOWNSHIPS

R/W M-1-232 ATLAS PAGE 8

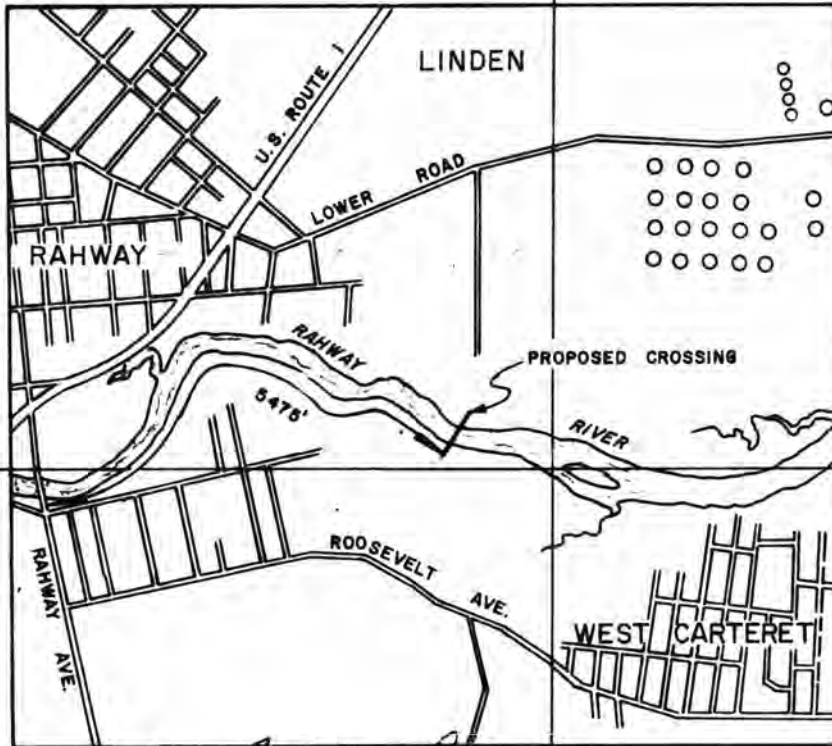
DATUM

ELEVATIONS SHOWN REFER TO MEAN SEA LEVEL AT SANDY HOOK, N.J.
 U.S.C. & G.S. DATUM

WORK ORDER NO. 7803 - 1181		
DRAWN BY: W.E.A.	CHECKED BY: H.E.P.	NO. 7409-A
APPROVED BY: <i>[Signature]</i>	DATE: 3/6/73	SHEET 2 of 11

LOCATION PLAN

74° 15' 00" W. LONG.



PIPELINE LOCATION

CENTER LINE OF PIPELINE
CROSSES CENTER LINE OF
RIVER AT 74° 15' 10" WEST
LONGITUDE BY 40° 36' 03"
NORTH LATITUDE.

40° 36' 00" N. LAT.

PROPOSED
BETWEEN
AND MA...

Robert D. Garvin DATE: 2/16/73
ROBERT D. GARVIN No. 15294

0 500 1000 2000

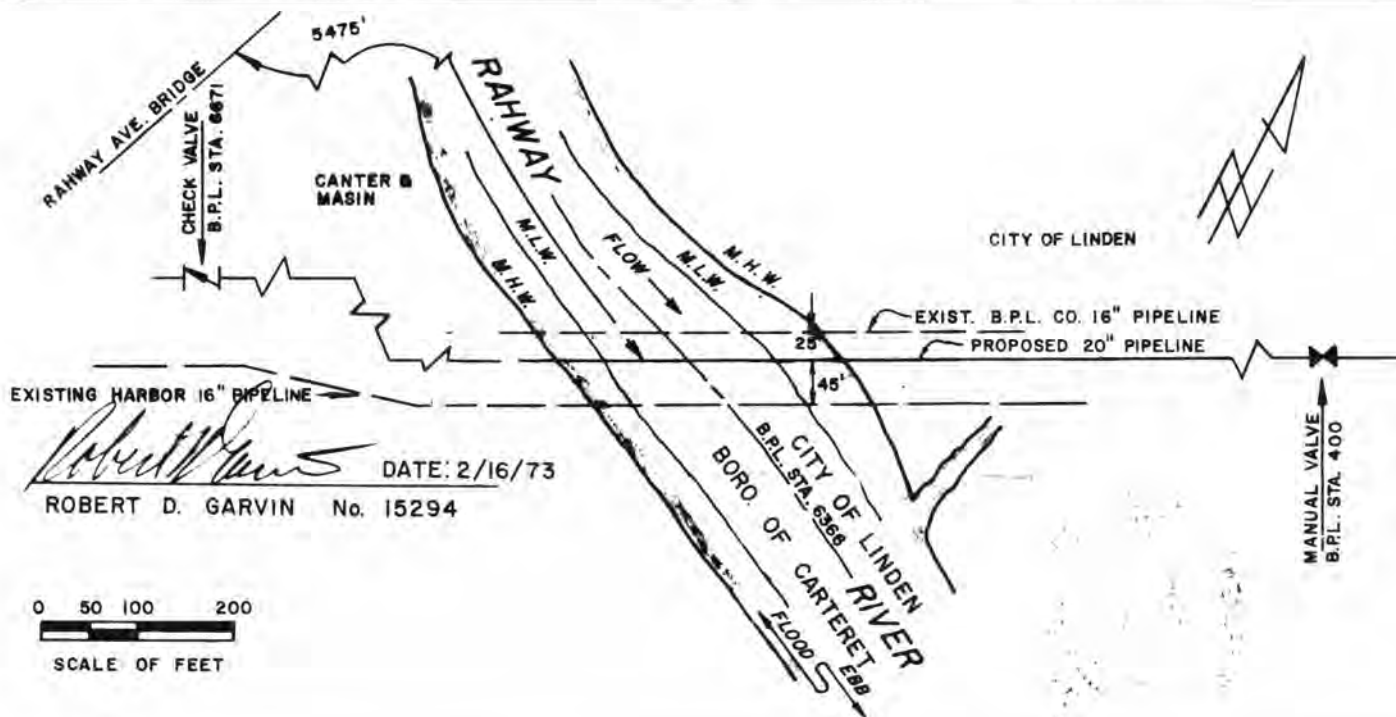
SCALE OF FEET

EXHIBIT "A"

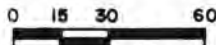
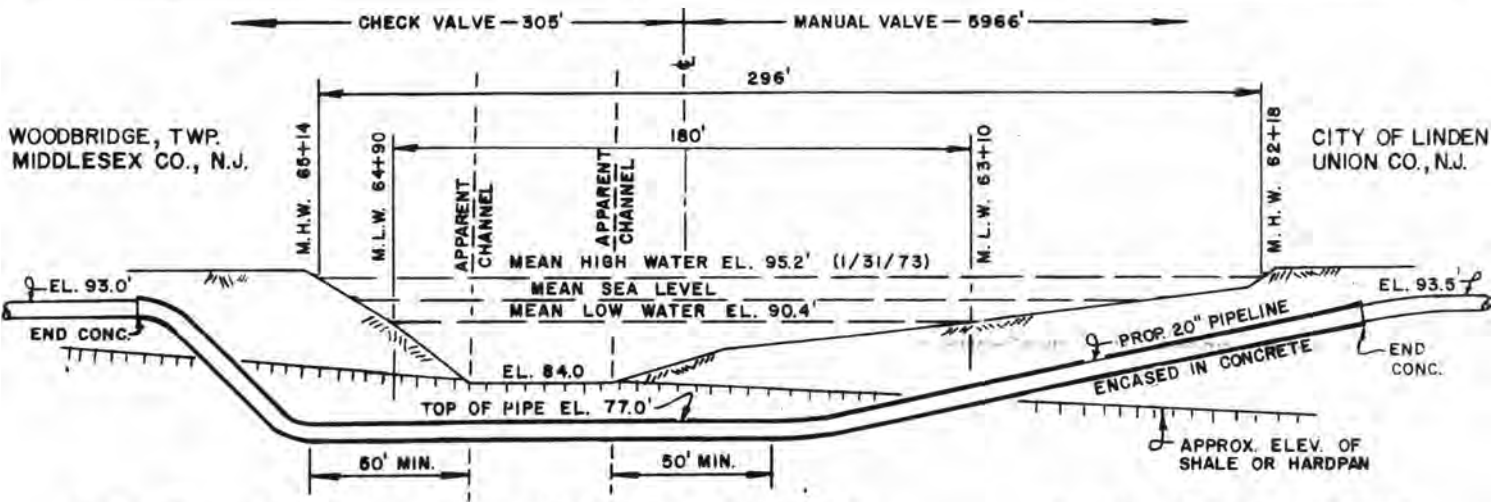
TRACED FROM U.S.G.S. 7-1/2' TOPOGRAPHIC MAPS
PERTH AMBOY & ARTHUR KILL, N. J. QUADRANGLES

MATERIAL SPECIFICATIONS	BUCKEYE PIPE LINE Co. R./W. Dept. P.O. Box 368 Emmaus, Pa. 18049	
PIPE SPECIFICATIONS — A.P.I. 5L PIPE GRADE — X-42 M. F. G. PROCESS — SEAMLESS OUTSIDE DIAMETER — 20.000" WALL THICKNESS — .500" FIELD WELD SPEC. — A.P.I. 1104 COATING SPEC. — SOMASTIC JOINT COATING — SOMASTIC OTHER PROTECTION — 1-1/2" REINFORCED CONCRETE LADING — LIQUID PETROLEUM PRODUCTS INTERNAL DESIGN PRESSURE — 1080 P.S.I.G. FIELD HYDROTEST PRESSURE — 1350 P.S.I.G.	BURIED PIPELINE WATER CROSSING UNDER THE RAHWAY RIVER CITY OF LINDEN, UNION CO., N.J. BORO OF CARTERET, MIDDLESEX CO., N.J. WORK ORDER No. 7803 - 1181	
DRAWN BY WEA	CHECKED BY H.E.P.	No. 7410-A
APPROVED BY <i>[Signature]</i>	DATE 3/6/73	SHEET 3 of 11

PLAN

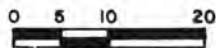


PROFILE



HORIZONTAL

—LOOKING NORTHWESTERLY—



VERTICAL

NOTE: SEE ATTACHED SUPPLEMENT (SH. 11-11) FOR COVER
 - 7' COVER AS REQUESTED BY 12/11/72 MEMO -

SUBMARINE PIPELINE UNDER RAILWAY RIVER BETWEEN LINDEN & CARTERET, N.J.

R/W M-1-1 ATLAS PAGE 1

DATUM

ELEVATIONS SHOWN REFER TO A PLANE 92.8 FEET BELOW MEAN SEA LEVEL AT SANDY HOOK, N. J.

WORK ORDER NO. 7803-1181		
DRAWN BY: W.E.A.	CHECKED BY: H.E.P.	NO. 7410-A
APPROVED BY: <i>[Signature]</i>	DATE: 3/6/73	SHEET 4 OF 11

LOCATION PLAN



PIPELINE LOCATION

CENTER LINE OF PIPELINE
CROSSES CENTER LINE OF
RIVER AT 74° 34' 36" WEST
LONGITUDE BY 40° 30' 50"
NORTH LATITUDE.

40° 30' 30" N. LAT.

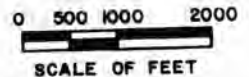
74° 34' 30" W. LONG



Robert D. Garvin

DATE: 2/16/73

ROBERT D. GARVIN No. 15294



TRACED FROM U.S.G.S. 7-1/2' TOPOGRAPHIC MAP
BOUND BROOK, N.J. QUADRANGLE

PROPOSED PIPELINE BETWEEN LINDEN, N.J. AND MACUNGIE, PA.

MATERIAL SPECIFICATIONS

PIPE SPECIFICATIONS A.P.I. 5L
PIPE GRADE X-42
M. F. G. PROCESS - SEAMLESS
OUTSIDE DIAMETER - 20.000"
WALL THICKNESS - .500"
FIELD WELD SPEC. - A.P.I. 1104
COATING SPEC. - SOMASTIC
JOINT COATING - SOMASTIC
OTHER PROTECTION - 1-1/2" REINFORCED CONCRETE
LADING - LIQUID PETROLEUM PRODUCTS
INTERNAL DESIGN PRESSURE - 1080 P.S.I.G.
FIELD HYDROTEST PRESSURE - 1350 P.S.I.G.

BUCKEYE PIPE LINE Co.

R./W. Dept. P.O. Box 368 Emmaus, Pa. 18049

**BURIED PIPELINE WATER CROSSING
UNDER THE MILLSTONE RIVER**

HILLSBOROUGH AND FRANKLIN TWP'S.
SOMERSET COUNTY N. J.

WORK ORDER No. 7803-1181

DRAWN BY W.E.A.

CHECKED BY H.E.P.

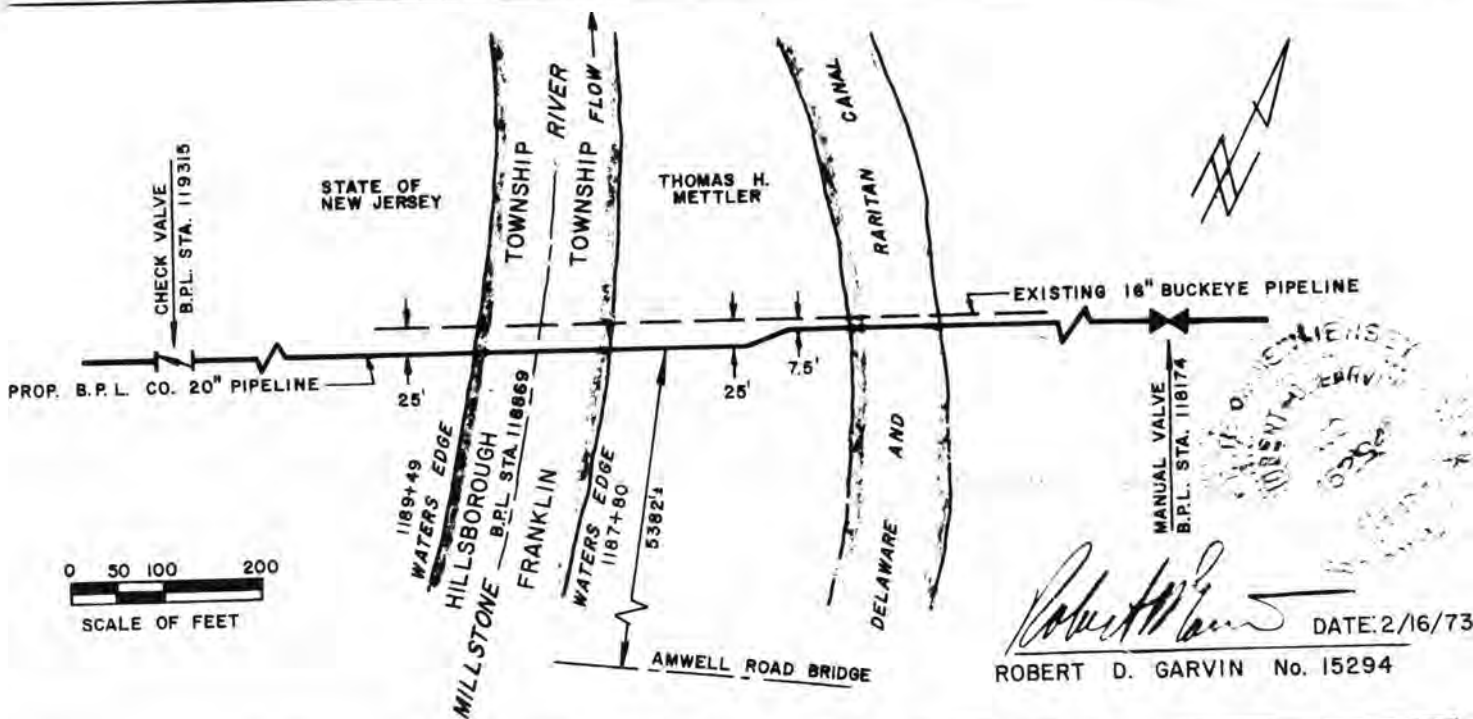
No. 7408-A

APPROVED BY *[Signature]*

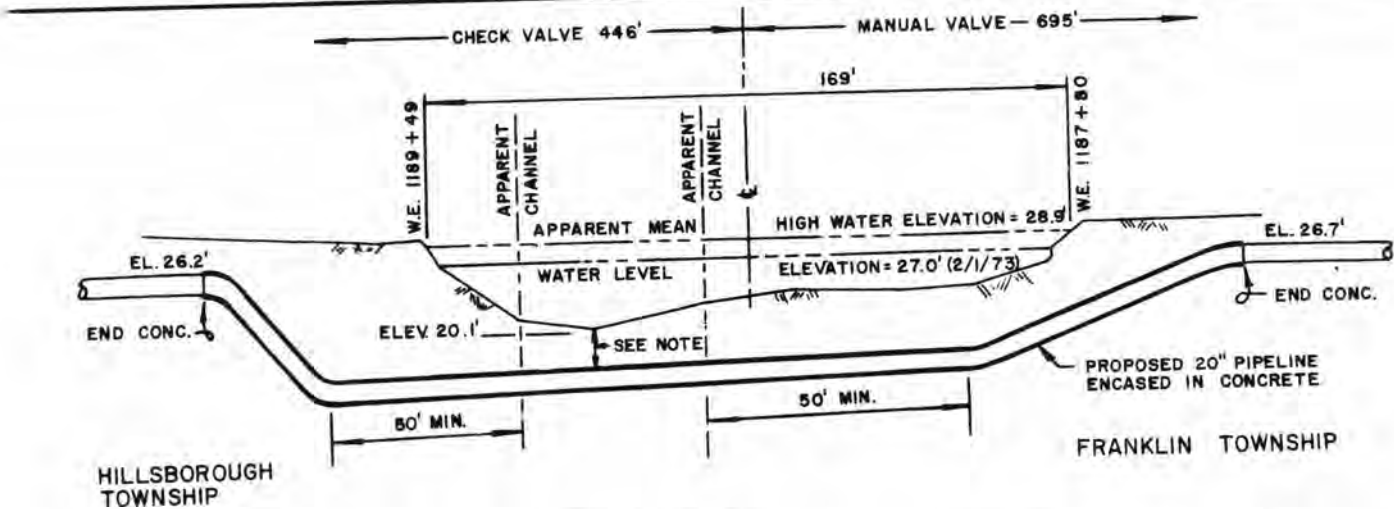
DATE 3/6/73

SHEET 5 OF 11

PLAN



PROFILE



LOOKING NORTH

0 10 25 50 HORIZONTAL

0 10 20 40 VERTICAL

SCALE OF FEET BETWEEN LINDEN, N.J. AND MACUNGIE, PA.

NOTE: SEE ATTACHED SUPPLEMENT (SH. 11 OF 11) FOR COVER

SUBMERGED PIPELINE UNDER MILLSTONE RIVER BETWEEN HILLSBOROUGH & FRANKLIN TOWNSHIP

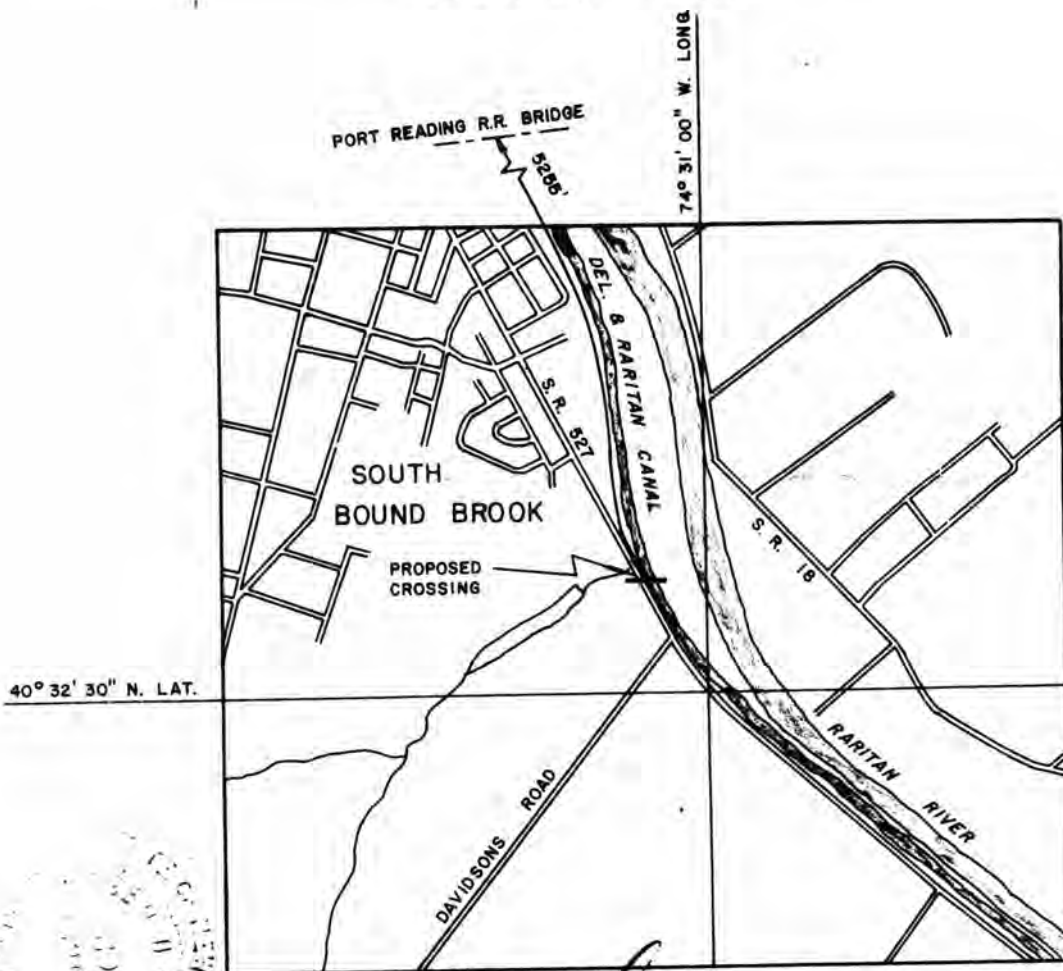
R/W S-1-30-1 ATLAS PAGE 10

WORK ORDER NO. 7803-1181		
DRAWN BY: W.E.A.	CHECKED BY: H.E.P.	NO. 7408-A
APPROVED BY: <i>R.D.G.</i>	DATE: 3/6/73	SHEET 6 OF 11

DATUM

ELEVATIONS SHOWN REFER TO MEAN SEA LEVEL AT SANDY HOOK, N. J. U.S.C. & G.S. DATUM

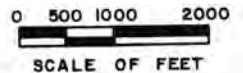
LOCATION PLAN



PIPELINE LOCATION
 CENTER LINE OF PIPELINE
 CROSSES CENTER LINE OF
 CANAL AT 74° 31' 08" WEST
 LONGITUDE BY 40° 32' 42"
 NORTH LATITUDE.

Robert D. Garvin
 DATE: 2/21/73
 ROBERT D. GARVIN No. 15294

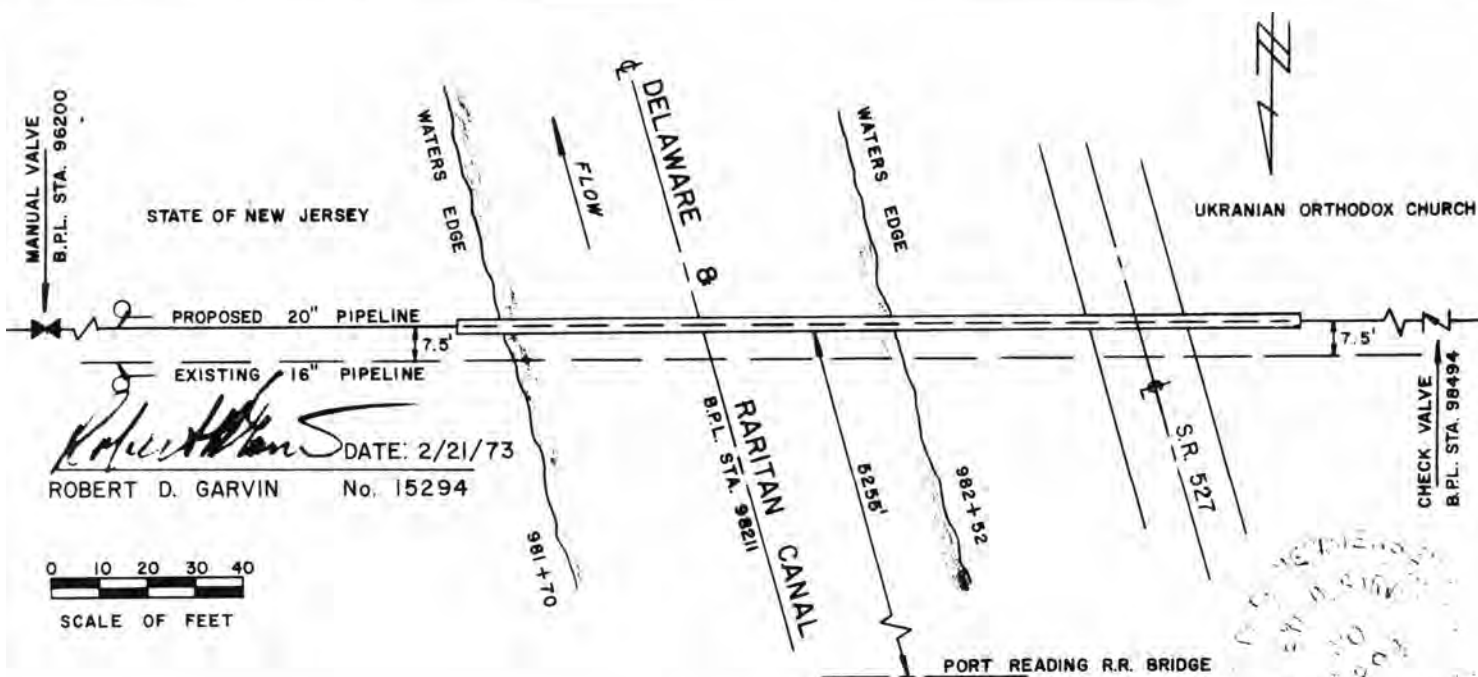
TRACED FROM U.S.G.S. 7-1/2' TOPOGRAPHIC MAP
 BOUND BROOK, N.J. QUADRANGLE



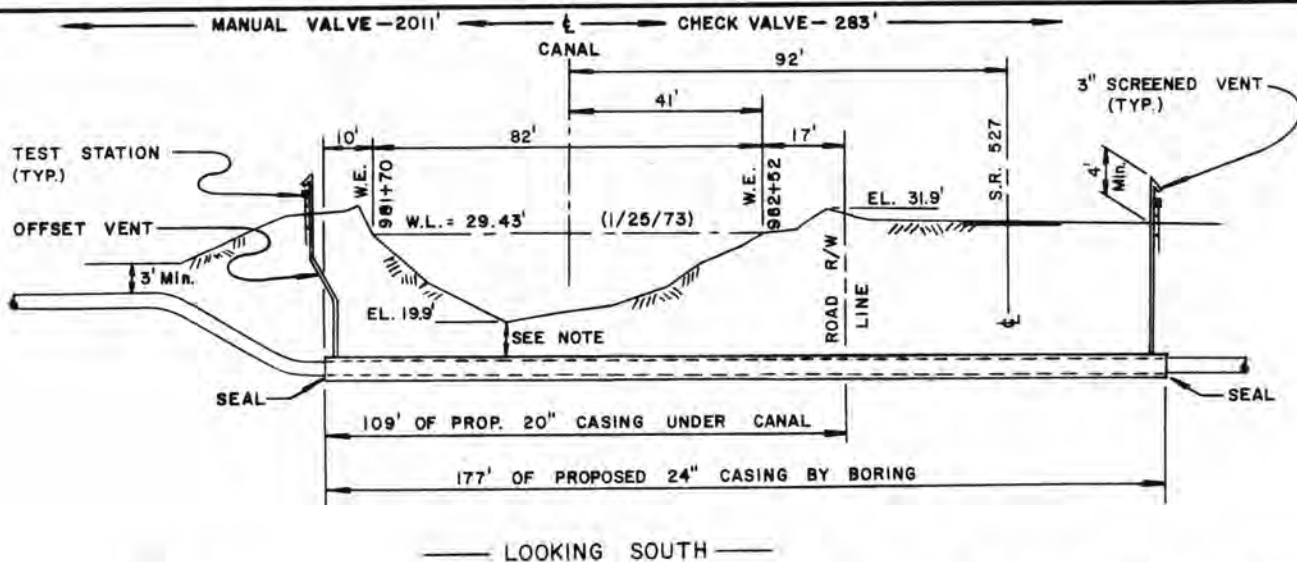
BUCKEYE PIPELINE BETWEEN LINDEN, N.J. AND MAUNINGIE, PA

<p>MATERIAL SPECIFICATIONS</p> <p>PIPE SPECIFICATIONS - A.P.I. 5L PIPE GRADE - X-42 M. F. G. PROCESS - SEAMLESS OUTSIDE DIAMETER - 20.000" WALL THICKNESS - .500" FIELD WELD SPEC. - A.P.I. 1104 COATING SPEC. - SOMASTIC JOINT COATING - SOMASTIC OTHER PROTECTION - 24" CASING SLEEVE LADING - LIQUID PETROLEUM PRODUCTS INTERNAL DESIGN PRESSURE - 1080 P.S.I.G. FIELD HYDROTEST PRESSURE - 1350 P.S.I.G.</p>	<p style="text-align: center;">BUCKEYE PIPE LINE Co. R./W. Dept. P.O. Box 368 Emmaus, Pa. 18049</p> <p style="text-align: center;">BURIED PIPELINE WATER CROSSING UNDER THE DEL. AND RARITAN CANAL RARITAN RIVER FRANKLIN TWP., SOMERSET CO., N.J.</p> <p style="text-align: center;">WORK ORDER No. 7803-1181</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; padding: 2px;">DRAWN BY A.J.B.</td> <td style="width: 33%; padding: 2px;">CHECKED BY H.E.P.</td> <td style="width: 33%; padding: 2px;">No. 7517-A</td> </tr> <tr> <td style="padding: 2px;"><i>AJB</i> APPROVED BY</td> <td style="padding: 2px;">DATE 3/6/73</td> <td style="padding: 2px;">SHEET 7 of 11</td> </tr> </table>	DRAWN BY A.J.B.	CHECKED BY H.E.P.	No. 7517-A	<i>AJB</i> APPROVED BY	DATE 3/6/73	SHEET 7 of 11
DRAWN BY A.J.B.	CHECKED BY H.E.P.	No. 7517-A					
<i>AJB</i> APPROVED BY	DATE 3/6/73	SHEET 7 of 11					

PLAN



PROFILE



SCALE OF FEET

PROPOSED PIPELINE BETWEEN WINDEN, N.J. AND MARION, PA.

NOTE: SEE ATTACHED SUPPLEMENT FOR COVER (SH. 11 OF 11) SUBMARINE PIPELINE UNDER DELAWARE AND RARITAN CANALS, RARITAN RIVER AT FRANKLYN TOWNSHIP, N.J. R/W S-1-1 ATLAS PAGE 8

DATUM

ELEVATIONS SHOWN REFER TO MEAN SEA LEVEL AT SANDY HOOK, N.J. U.S.C. & G.S. DATUM.

WORK ORDER NO. 7803-1181

DRAWN BY: A.J.B.	CHECKED BY: H.E.P.	NO. 7517-A
APPROVED BY: <i>R.D.G.</i>	DATE: 3/6/73	SHEET 8 of 11

LOCATION PLAN



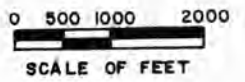
PIPELINE LOCATION
 CENTER LINE OF PIPELINE
 CROSSES CENTER LINE OF
 RIVER AT 74° 34' 37" WEST
 LONGITUDE BY 40° 30' 49"
 NORTH LATITUDE

40° 30' 30" N. LAT.

74° 34' 30" W. LONG



Robert D. Garvin
 DATE: 2/23/73
 ROBERT D. GARVIN No. 15294

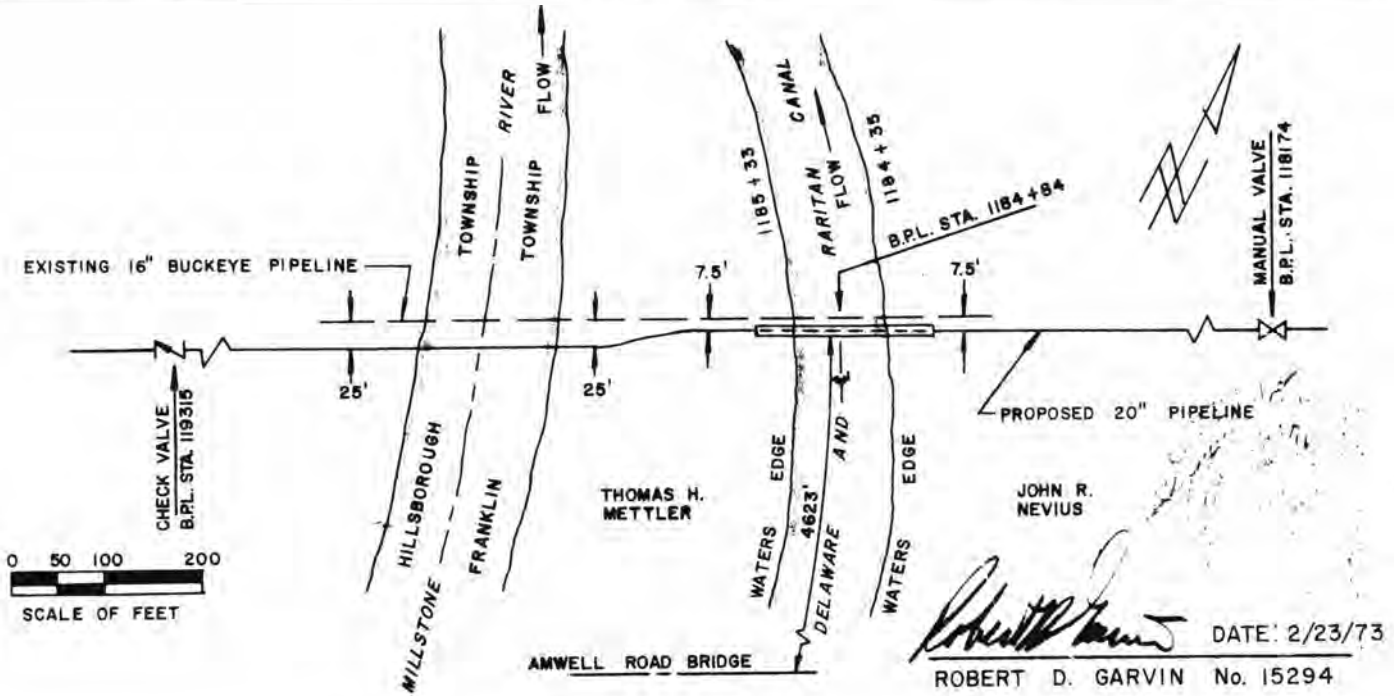


TRACED FROM U.S.G.S. 7-1/2' TOPOGRAPHIC MAP
 BOUND BROOK, N.J. QUADRANGLE

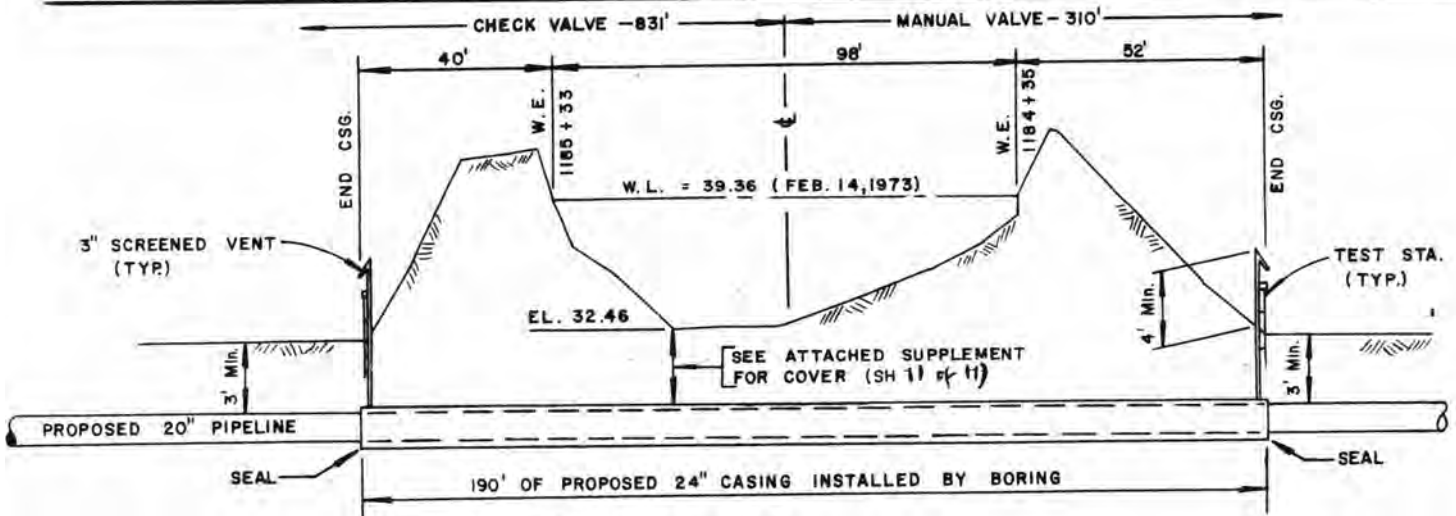
Proposed pipeline between Linden, N.J. and Macungie, PA.

<p style="text-align: center;">MATERIAL SPECIFICATIONS</p> <p>PIPE SPECIFICATIONS-A.P.I. 5L PIPE GRADE- X-42 M. F. G. PROCESS - SEAMLESS, OUTSIDE DIAMETER - 20.000" WALL THICKNESS - .500" FIELD WELD SPEC. - A.P.I. 1104 COATING SPEC. - SOMASTIC JOINT COATING - SOMASTIC OTHER PROTECTION - 24" CASING SLEEVE LADING - LIQUID PETROLEUM PRODUCTS INTERNAL DESIGN PRESSURE - 1080 P.S.I.G. FIELD HYDROTEST PRESSURE - 1350 P.S.I.G.</p>	<p style="text-align: center;">BUCKEYE PIPE LINE Co. R./W. Dept. P.O. Box 368 Emmaus, Pa. 18049</p> <p style="text-align: center;">BURIED PIPELINE WATER CROSSING</p> <p style="text-align: center;">UNDER THE DEL. AND RARITAN CANAL</p> <p style="text-align: center;">FRANKLIN TWP., SOMERSET CO., N.J.</p> <p style="text-align: center;">WORK ORDER No. 7803 - 1181</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%; text-align: center;">DRAWN BY A.J.B.</td> <td style="width: 33%; text-align: center;">CHECKED BY H.E.R.</td> <td style="width: 33%; text-align: center;">No. 7518-A</td> </tr> <tr> <td style="text-align: center;"><i>LB</i> APPROVED BY</td> <td style="text-align: center;">DATE 3/6/73</td> <td style="text-align: center;">SHEET 9 of 11</td> </tr> </table>	DRAWN BY A.J.B.	CHECKED BY H.E.R.	No. 7518-A	<i>LB</i> APPROVED BY	DATE 3/6/73	SHEET 9 of 11
DRAWN BY A.J.B.	CHECKED BY H.E.R.	No. 7518-A					
<i>LB</i> APPROVED BY	DATE 3/6/73	SHEET 9 of 11					

PLAN



PROFILE



0 10 20 40 HORIZONTAL

0 5 10 VERTICAL

SCALE OF FEET
 PROPOSED PIPELINE BETWEEN LINDEN, N.J.
 AND MALDEN, PA

— LOOKING NORTH —

SUBMARINE PIPELINE UNDER
 DELAWARE & RARITAN CANAL RARITAN RIVER
 AT FRANKLIN TWP N.J.

R/W S-1-30 ATLAS PAGE 10

DATUM

ELEVATIONS SHOWN REFER TO MEAN
 SEA LEVEL AT SANDY HOOK, N.J.
 U.S.C. & G.S. DATUM.

WORK ORDER NO. 7803-1181

DRAWN BY: A.J.B.	CHECKED BY: H.E.P.	NO. 7518-A
APPROVED BY: <i>[Signature]</i>	DATE: 3/6/73	SHEET 10 OF 11

DESIGN INSTALLATION OPERATION & MAINTENANCE OF WATER CROSSINGS

The proposed crossing will be designed, installed, operated and maintained in accordance with U.S.D.O.T. Regulations for the Transportation of Hazardous Liquids, Part 195, "Transportation of Liquids by Pipeline" and all existing, applicable state and local regulations.

Pipe material, strength and thickness will be selected to:

- (a) limit combined stress due to internal pressure and external loading to a maximum of 72% of the specified minimum yield strength, and
- (b) limit deflection due to external loading to a maximum of 3% of the pipe diameter, and
- (c) limit wall thickness to a minimum of .250 inches.

Valves will be installed at accessible locations within or immediately adjacent to the flood plain on both sides of all waterways wider than 100 feet between mean high water marks.

Cover over the pipe at any point where it lies below the elevation of mean high water, measured to the original or projected channel bottom, will be equal to:

- (a) the depth of soil cover over bedrock plus one third the diameter of the pipe, and
- (b) not less than 18 inches, and
- (c) not more than 48 inches unless otherwise indicated on the attached profile drawing

In unstable channels or where channel widening is planned, the horizontal run of pipe under the channel will be extended well into the banks on both sides. The slope of the approach pipe on either side of the channel will equal or exceed the angle of repose of the bottom material other than bedrock.

Protection against external corrosion will be provided by application of a dielectric coating to the pipe. Additional protection will be provided as required to prevent mechanical damage and flotation. Cathodic protection to prevent external corrosion at breaks in the dielectric coating will be installed within one year after construction. Navigable waterway crossings will be protected by large, conspicuous signs stating "Warning, Petroleum Products Pipeline, Do not Anchor or Dredge" and giving the company name and phone number. The crossing will be inspected visually by routine patrol at least once every two weeks to prevent damage from encroachments. Navigable waterway crossings will be inspected at least once every five years to confirm proper cover. If reduced cover is detected it will be restored.

Excavation and Backfill will be done using equipment and procedures selected for minimum practicable damage to flora, fauna and water quality. Excavated silt will be removed to a legal dumping ground. The original ground surface will be restored to its original contour and condition insofar as is practicable. If additional backfill material is required it will be bankrun sand and gravel or crushed stone. Banks will be fertilized, seeded and mulched to prevent erosion due to run-off. Rip-rap will be installed where required to prevent bank erosion due to impingement of stream currents.

PROPOSED PIPELINE BETWEEN LINDEN, N.J.
AND MACUNGIE, PA

3/6/73
No. 7517-A
Sheet 11 of 11

RUTGERS STUDENT COMMITTEE ON BICENTENNIAL YEAR
112 Hamilton Street
New Brunswick, New Jersey
08903

August 10, 1973

Mr. Miles Mitchel
Demonstration Division - Room 4114
Federal Railroad Administration
U.S. Department of Transportation
2100 Second Street S.W.
Washington, D.C. 20590

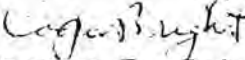
Dear Mr. Mitchel:

Enclosed is a copy of a study titled, Analysis of a Feeder Transportation System in the Northeast Corridor and Its Environmental Impact, completed at the Center for Transportation Studies of the Eagleton Institute of Politics, Rutgers University. This study was completed to be a part of the proposal submitted to the Federal Railroad Administration for a research grant to support feeder type transportation to the high speed railroad service now operating in the Northeast Corridor Region.

This study, which outlines in detail the proposal that was previously submitted to your office has received the support of the American Revolution Bicentennial Commission. Since the original proposal was submitted, the Delaware and Raritan Canal has been placed in the National Register of Historic Places. In addition, the State of New Jersey has passed legislation which created a Committee to determine how best to preserve the Canal as a Park. All those actions support the concept of establishing a transportation feeder system for providing access into the Park as part of the Northeast Corridor high speed railroad system.

Previous contact with the Federal Railroad Administration has been with Mr. Ken Lawson. I was informed at the office located in the NASSIF Building that he is no longer employed there. I am transmitting this study to you as a member of the Rutgers Committee on the Bicentennial Year and representing a research agency who will have the contractual responsibility for conducting the study of a feeder transportation system that will involve the students at Rutgers University.

Sincerely,


Cooper B. Bright

Carl Hull

CITIZENS COMMITTEE TO PRESERVE THE DELAWARE AND RARITAN
CANAL, RARITAN RIVER AND JOHNSON PARK

204 Lincoln Avenue
Highland Park, New Jersey
08904

August 10, 1973

Captain S. A. Wallace, USCG
Chief, Marine Environmental Protection Division
U. S. Coast Guard
400 Seventh Street S.W.
Washington, D.C. 20590

Dear Captain Wallace:

In response to your letter of June 29, 1973 the comments from the Citizens Committee to Preserve the Delaware and Raritan Canal, the Raritan River and Johnson Park, are submitted herewith. I am no longer the Director of the Center for Transportation Studies of the Eagleton Institute, Rutgers University. The complete set of documents, records and all information that was formally at the Center for Transportation Studies has been transferred to the Citizens Committee. In addition, the personnel who developed the Center for Transportation Studies Report No. 28 titled, An Alternate Highway Bridge Plan for Improving Route 18, dated April 3, 1972 are now connected with the Citizens Committee in preparing this response to the Draft Environmental Impact Statement.

This response is submitted in two parts. Part I contains a discussion of the facts in light of the National Environmental Policy Act (NEPA) Section 102 (2) (C) F1 91-190 and Section 4 (F) statement Pursuant to Public Law 89-670 and conclusions and recommendations. Part II contains all the detailed comments which were developed in analyzing the Draft Environmental Impact Statement.

In summary the finding of this analysis of the Draft Impact Statement prepared by the U.S. Coast Guard establishes:

1. the Alternate Highway Bridge Plan for Improving Route 18, prepared at the Center for Transportation Studies (CTS) of the Eagleton Institute of Politics, Rutgers University, which provides a prudent and reasonable alternative to the taking of parkland and historic sites and degrading of the environment that would occur if the State Freeway Extension to Route 18, proposed by the State of New Jersey Department of Transportation (SNJDOT), was constructed has not been described correctly.

2. The failure of the SNJDOT to evaluate the CTS Alternate Highway Bridge Plan, particularly as regards the environmental impact, which is not in accordance with the procedures prescribed in NEPA and

Captain S. A. Wallace, USCG

August 10, 1973

which have been characterized as nothing less than a mandate and establishing a strict standard of compliance, constitutes failure to consider all possible measures to prevent harm to the environment.

3. The Draft Impact Statement does not report correctly the CTS Alternate Highway Bridge Plan, hence the comments received by the U.S. Coast Guard from government agencies and the public, will certainly not allow intelligent consideration by them of all the adverse environmental effects which can be avoided should the State Freeway Extension to Route 18 be constructed and prevents conflicting factors in the environmental statement being considered at every important stage in the decision making process.

4. The arbitrary and capricious action taken by the SNJDOT in unlawfully constructing the bridge pillars in the Raritan River, and which is incorrectly reported in the Draft Impact Statement as a legal action, constitutes a serious deficiency in compliance with the NEPA.

5. The lack of inadequate and incorrect information in the information provided to the U.S. Coast Guard by the SNJDOT in support of their request for a permit to construct a bridge over the Raritan River and the subsequent inclusion of incorrect information in this Draft Impact Statement prevents "full disclosure" which insures the entire decision making process to public and political scrutiny.

It is recommended that:

1. the U.S. Coast Guard not issue a permit to the State of New Jersey Department of Transportation to build a bridge across the Raritan River as part of the State Freeway Extension to Route 18, because a prudent and reasonable alternate highway bridge plan can be constructed which will make unnecessary the taking of parkland or historic places.

2. corrections be made in the Draft Environmental Impact Statement to establish the illegal manner in which the bridge pillars have been constructed in the Raritan River and this correction be transmitted to the U.S. Attorney General for the District of New Jersey.

3. the Draft Environmental Impact Statement be reissued for comment to government agencies and the public, incorporating the changes suggested herein.

Very sincerely,

Toivo Lamminen
Toivo Lamminen, President

Cooper B. Bright
Cooper B. Bright, Vice President

Copy to: U.S. Dept. of Interior
Advisory Council on
Historic Preservation
Environmental Protection Agency
Council on Environmental Quality

PART I

Summary

and

Conclusions and Recommendations

Part I

Discussion of Facts and Conclusions and Recommendations

Since the Center for Transportation Studies Report No. 28 titled, An Alternate Highway Bridge Plan for Improving Route 18 was published on April 3, 1972, the Rutgers Student Committee on the Bi-Centennial Year (RSCBY) has been successful in having the Delaware and Raritan Canal placed on the National Register of Historic Places. This culminates work over a period of two and a half years, starting as a student project at the Center for Transportation Studies. The inclusion of this additional evidence is submitted to become a part of the CTS Study Report No. 28.

In submitting these comments on the Draft Environmental Impact Statement it was considered that purely mechanical compliance with NEPA is not enough, but there must be "full good faith consideration of the environment". Calvert Cliffs Coordinating Committee v Atomic Energy Commission 449 F. 2d 1109 (D.C. Cir., 1971), 2E.R. 1779, 1 E.L.R. 20340. The net result of the body of judicial decisions on NEPA has been the development of a substantial body of case law which has added considerable gloss to the statutory language and which can be regarded as substantially expanding the scope, significance, and thrust of NEPA. The procedures prescribed in NEPA have been characterized as "nothing less than a mandate", National Helium Corp. v. Morton 326 F. Supp. 151 (Kans., 1971), 2 E.R. 1373, 1 E.L.R. 20157. At the very least NEPA is an environmental full disclosure law Environmental Defense Fund v. Corps of Engineers, 325 F. Supp. 749 (ED., Ark., 1971), 2E.R. 1260 1E.L.R. 20130.

The failure of the SNJDOT to evaluate the CTS Alternate Highway Bridge Plan and the inaccurate description of it in the Draft Environmental Impact Statement, particularly as regards the environmental impact, constitutes failure to consider all possible measures to prevent

harm to the environment. Section 102 (2) (d) requires each federal agency to study, develop and describe appropriate alternatives to recommended courses of action Environmental Defense Fund v. Corps of Engineers Supra. Discussions of the alternatives must be as of the current period, rather than of the past time at which the basic decisions were made United States v. 247.27 Acres E. (S.D., Ohio, 1971, 3 E.R. 109° Most pertinent to lack of evaluation of alternate highway plans by the SNJDOT and the incorrect definition of the CTS Alternate Highway Bridge Plan in the Draft Environmental Impact Statement is the decision in the Natural Resources Defense Council v. Morton 337 F. Supp. 165 (D.C. 1971), 3 E.R. 1473. The district court found the statement defective in that the listed alternatives were inadequately discussed, particularly as regards their environmental impact, and other alternatives were not discussed at all.

The decision in the case of Calvert Cliffs Coordinating Committee, Inc., v. Atomic Energy Commission, 449 F. 2d 1109 (D.C. Cir., 1971), 2 E.R. 1779, 1 E.L.R. 20346. has introduced still another substantial requirement for NEPA statements. This is the requirement that the environmental statement include an analysis in which, in each case, the economic and technical benefits of the proposed action must be assessed and then weighed against the environmental costs. In addition "alternatives must be considered which would affect the balance of values". The court found that the basic purpose of NEPA is that it "mandates a case-by-case balancing judgement". This suggests that the cost - benefit calculus be performed not only with respect to the proposed action but also with respect to all alternatives. Natural Resources Defense Council v. Morton 337F. Supp. 167 (D.C., 1971), 3 E.R. 1473, 1 E.L.R. 20157.

The Draft Environmental Impact Statement does not report correctly the CTS Alternate Highway Bridge Plan, hence the comments received

by the U.S. Coast Guard from government agencies and the public will certainly not allow intelligent consideration by them of all the adverse environmental effects which can be avoided should the State Freeway Extension to Route 18 be constructed and prevents conflicting factors in the environmental statement being considered at every important stage in the decision making process. In the case of Calvert Cliffs Coordinating Committee v. Atomic Energy Commission, it is held where agency rules provide for hearings or other administrative proceedings on the proposed action, the requirement of Section 102 (2) (C) of NEPA that the environmental statement "accompany the proposal through the existing agency review processes" means that the environmental issues be considered at every important stage in the decision making process and that conflicting factors be balanced at each such stage. The agency may not sit back, merely as an umpire, to resolve adversary contentions, but must itself take the initiative in considering environmental values at every distinctive and comprehensive stage of review. When a hearing is required on the proposed action, the NEPA statement must be prepared before an initial decision is rendered, and parties to the proceeding must have a reasonable opportunity to comment on the statement and to cross-examine the applicant's and agency's witnesses in light of the statement, Calvert Cliffs Coordinating Committee v. Atomic Energy Commission,

The entering of the Delaware and Raritan Canal on the National Register of Historic Places makes certain the need for early and complete examination and review to circumvent court action to preserve this important historic heritage. The criterion established by the NEPA is that such properties represent the area historical heritage and should be preserved. In the case of the Delaware and Raritan Canal and Johnson Park, car traffic over the proposed State Freeway Extension to Route 18 could ruin the atmosphere of this historic place as well

as being physically destructive to resources.

A proposal from the Rutgers Student Committee on the BiCentennial Year (RSCBY) to have the Delaware and Raritan Canal declared an American Revolution BiCentennial Canal Park is now being considered by the U.S. Department of Transportation as a means of establishing a Feeder Transportation System to serve the high speed rail service in the North East Corridor and the International Airport at Newark, New Jersey. The students at Rutgers University who have submitted this proposal have been encouraged in their efforts by the Secretary of the U.S. Department of Transportation. (Copy of letter included as Enclosure A.)

A copy of the most recent submission to the Department of Transportation is included as (Enclosure B.). This information is provided to further emphasize the need to preserve intact the section of the Delaware and Raritan Canal which has been designated by the SNJDOT to be used as a right of way for the State Freeway Extension to Route 18. The building of this highway extension would seriously damage plans already formulated for using the Delaware and Raritan Canal as an American Revolution BiCentennial Canal Park for the Festival of Freedom in 1976.

PART II

Analysis of the Draft Environmental Impact Statement

Comments:

1. Fig. 3 shows one design of the Alternate Highway Bridge Plan that is proposed by the Citizens Committee to Preserve the Delaware and Raritan Canal, the Raritan River and Johnson Park; the Rutgers Committee on Route 18 (RSCORE); and the Center for Transportation Studies of the Eagleton Institute of Politics, Rutgers University (CTS). Fig. 3 was not prepared by either of these two committees or the CTS. It does, however, show the general route of alternate highway bridge plan. The exact route of the alternate highway bridge plan and other configurations that are proposed for this alternate are shown in drawings and described in detail on pages 14, 15, 16 and 17 of the CTS Report No. 28.

2. The following words should be added as a paragraph: Each alternate proposed by the CTS alternate highway bridge plan that considers the approaches to the Albany Street Bridge for increasing the traffic capacity of the bridge have the same beginning in the vicinity of the New Brunswick Police Headquarters, cross over both Albany Street and the Albany Street Bridge to intersect with River Road located in Highland Park, N.J. The present River Road in Highland Park will be widened to four lanes by acquiring right of way between the river and the present roadway for the section included between the intersection with Raritan Avenue and the Pennsylvania Railroad Underpass. The section of the present railroad underpass will be widened to four lanes in a manner to eliminate the present sharp turning angles which will in turn align it straight with the highway on both sides of the underpass. The section of River Road between the railroad underpass and its intersection with Metlars Lane will be widened to four lanes by

acquiring right of way from property located on the land side opposite Johnson Park. No land is to be taken from Johnson Park. From the drawing shown in Enclosure 12 of the CFS report, when considering only the alternate highway bridge plan to the state freeway extension no parkland is taken as the ramps shown to require taking of Johnson parkland would only be constructed if the Landing Lane Bridge were enlarged to four lanes and connected at the intersection of Metlars Lane and River Road. This connection is of course separated from Route 18 and would be constructed depending upon future decision as to how the state freeway to Route 18 is to be extended either along Metlars Lane or River Road to join Route 287. Also involved would be the decision to either enlarge the present Landing Road between the Landing Lane Bridge and River Road and to construct a new Landing Lane Bridge.

Until a current desire line traffic study is completed upon which the State of New Jersey can determine the manner in which the Landing Lane Bridge will be reconstructed and the Landing Lane arranged to accommodate the flow of traffic into the state freeway extension to Route 18, the plan for the Landing Lane Bridge shown in the drawings of the Alternate Highway Bridge Plan should not be compared with the state freeway extension to Route 18. The segment of River Road between the railroad underpass and the intersection with Cedar Lane for half its length would be constructed five lanes wide to allow for left turns into Johnson Park. Likewise the same five-lane highway would be provided to approach the intersection to allow for left turns from River Road into Cedar Lane. Yield lanes would be constructed to allow flow of traffic turning right from Johnson Park and Cedar Lane onto River Road without taking parkland.

Comment:

A new paragraph should be added following the first paragraph to read:

Prior to July 1967 when the analysis of the alternate highway bridge plan for the New Brunswick area was being conducted at the Center for Transportation Studies, a ruling was obtained from the Assistant Counsel to the Governor of New Jersey pertaining to Chapter 102 of the Laws of 1962. The ruling stated that this type of legislation is in accordance with general practice which is passed as a rule on behalf of a legislation representative to satisfy the concerned citizens that he has obtained action on a particular highway project. That the actual meaning depends upon circumstances that develop at subsequent public hearings. As an example the Assistant Counsel enumerated four instances where such legislation had been passed in the year 1966 and from other similar legislative acts that have remained in force for twenty years and the highways are still not built. In the case of the phrase "as soon as practical" the assistant counsel ruled that this particular phrase was not restrictive of the time for completing construction of the Route 18 extension. The Deputy Attorney General assigned to the office of the Commissioner of the New Jersey Department of Transportation in conversation with the CTS and RSCORE ruled that the legislation designating the route and type highway as a freeway was done before the public had been made aware of the alternate highway bridge plan proposed by the Center for Transportation Studies. That if the alternate plan was found after evaluation by the New Jersey Department of Transportation to be more acceptable it would be expected that the law would be changed. In this case however, he ruled, no new legislation would be necessary as the construction of the alternate highway bridge constituted an improvement to the existing Route 18 highway.

Comments:

1. The statement contained in the second paragraph is incomplete.
2. Add the following: Other interested parties contend that if indeed there is a transportation or economic need for a highway, then this need should be satisfied at the lowest construction cost, in the shortest period of time, with least inconvenience to users of the highway and residents of the area, in accordance with the state and federal environmental laws, in a manner that will discourage users such as trucks which create high levels of air pollution and noise, and not to create unsafe conditions for pedestrians who inhabit the area through which the highway is to pass.

Comments:

1. Place period after the word out.

2. Delete the parenthesis and substitute the following sentence: Data obtained from an origin destination study conducted in the late 1950's was plotted at the Center for Transportation Studies and it was determined that the greatest number of daily desire line traffic patterns crossed the Raritan River in the vicinity of the Albany Street Bridge. The CTS recognized the need of having a new origin destination study made before a decision is made on building the state freeway extension to Route 18. Because of this the Alternate Highway Bridge Plan shows its connection with Route 297 to be its present intersection with River Road and not by building a new highway through Piscataway Township.

Comments:

1. Delete the parenthesis signs and the words within them.
2. Starting a new sentence at the end of line 23, add: While the New Jersey Department of Transportation has designated their proposed extension to Route 18 as a freeway, it is designed with a highly complex patterns of entrances and exits. In addition, three traffic lights exist in the section stretching from Route 1 to its intersection at the Albany Street Bridge. A new traffic light is shown to be installed in Metlars Lane when the state freeway extension to Route 18 is joined.

Delete the last sentence which continues on to page 12 and substitute: The highway planners of Middlesex County when first interviewed by representatives from the RESCORE and the Center for Transportation Studies stated it was planned to widen River Road to four lanes east of the northwestern extremity of proposed Route 18 between Metlars Lane and Raritan Avenue (Route 27). It was shown in the CTS study that the cost of widening the road under the Penn Central Railroad would cost about \$600,000 and was needed now to alleviate a safety hazard which now exists in the present highway. This cost was acceptable considering the Alternate Highway Bridge Plan would cost about 50 per cent less than for the state freeway extension to Route 18.

Comments:

It becomes obvious from studying the Draft Environmental Impact Statement that the reason that proponents of the plan for the state freeway extension to Route 18 and its critics disagree on what should be done but agree that something must be done is basically caused by first, a total misunderstanding as to what constitutes the alternate highway bridge plan and second, that the information required by law to be provided by the State of New Jersey Department of Transportation concerning the state freeway extension to Route 18 and the alternate plans which include the alternate highway bridge plan has not been forthcoming. It is hoped but not expected that the SNJDOT will provide the information required by law to the U.S. Coast Guard in response to the Draft Environmental Impact Statement. It is suggested that it would be most helpful for the Coast Guard to call a meeting between representatives of RSCORE, Citizens for the Preservation of the Delaware and Raritan Canal, Raritan River and Johnson Park and the State of New Jersey Department of Transportation to create an understanding of (1) the information that is required under law from the NJDOT, and (2) the explanation by the RSCORE and Citizens Committee as to the exact meaning of the alternate highway bridge plan. It is not meant to exclude other interested parties but these three organizations presented the separate highway plans that are given major consideration by the U.S. Coast Guard in its draft statement.

Comments:

A great deal of emphasis has been given by the New Jersey Department of Transportation to this enabling legislation as if it was mandatory that the highway must be constructed in exact conformity with it. As discussed in the comments on page viii, line 17, as ruled by the Assistant Counsel to the Governor of New Jersey this is a general practice type legislation which it is fully expected can be amended, replaced or not executed depending upon the circumstances that arise during the negotiations with other public and governmental agencies; circumstances which become known through subsequent planning and disclosure that they conflict with federal law. An example is the disclosure contained in the study Comparison of Air Pollution from Aircraft and Automobiles--Project Eagle (Report No. FAA-NO-70-14) dated September 1970 which discloses that if the state freeway extension to Route 18 was constructed air pollution concentrations along the highway in the vicinity of the river dormitories at Rutgers University would produce physiological effects which would be in violation of the Imminent Endangerment Section of the Air Quality Act of 1967, and the Air Pollution Standard of the New Jersey Air Pollution Code. In addition in a study completed at the Center for Transportation Studies of the Eagleton Institute of Politics, Rutgers University in December 1972 it is concluded that for the periods 1970-1980 public carriers, show less air pollution than automobiles from emission of carbon monoxide, hydrocarbons, nitrogen oxides, both in grams per passenger mile and in total tons. This report is entitled Comparison of Mobile Source Emission from Aircraft, Automobiles, Buses, Trucks, Railroads, and Electric Trains--Project Eagle. A copy is included as (enclosure C) in these comments to the U.S. Coast Guard. It would now

appear evident that for moving people over the desire line travel patterns that would be indicated when a more recent desire line travel survey is completed the New Jersey Department should give first priority to other modes of transportation in addition to the proposed state freeway extension to Route 18. Likewise the extension of the time from 1975 to 1977 for compliance with Federal Air Pollution and Noise Standards makes more critical the exposure of the occupants of the Rutgers Dormitories to air pollution and noise pollution which would result in physiological effects unacceptable in accordance with both state and federal pollution standards.

That enabling legislation is framed to be modified to accommodate changes reflecting the circumstances was pointed out by the Assistant Counsel who enumerated four instances where such legislation had been passed in the year 1966 and four other similar acts that have remained in force for twenty years and the highways are still not built. In addition the Deputy Attorney General assigned to the Office of the Commissioner of the New Jersey Department of Transportation in conversation with representatives from both CTS and RSCORE ruled that the legislation designating the state freeway extension to Route 18 was passed before the public had been made aware of the alternate highway bridge plan and before the New Jersey Department of Transportation had considered all the alternative ways of moving traffic and people between origin and destinations that would use a trans-Raritan River crossing. Most important, however, the alternate highway bridge plan does not require the passage of enabling legislation because it constitutes an improvement to the already existing Route 18. Consequently in a legal sense it has the same standing as the state freeway extension to Route 18.

Comments:

Since the environmental impact study being prepared by the U.S. Coast Guard is not directed at any part of the extension of Route 18 from Metlars Lane toward the northwest to Interstate Route 287 consideration of a new Landing Lane bridge, the highway shown leading from the new Landing Lane bridge to an intersection with River Road at Metlars Lane and the two highway ramps shown to be located in Johnson Park as part of the interchange of the alternate highway bridge plan at the intersection with Metlars Lane must now be eliminated. These changes are of such an order of magnitude that little doubt now remains that the alternate highway bridge plan can be constructed in conformity with all federal and state pollution standards and without the taking of any real estate from Johnson Park, the Delaware and Raritan Canal and without diking of the Raritan River.

Comments:

The State Highway Department by confining its consideration of the feasibility of alternate highways to the extension of a new route beginning in New Brunswick and crossing the Raritan River in the Leupp Lane-Metlars Lane area, eliminated from consideration alternate plans such as the Alternate Highway Bridge Plan, the Yacenda Plan, etc. This of course does not conform with federal and state statutes which require evaluation of all alternate plans. What the NJDOT did consider were variations to its plan to construct the state freeway extension to Route 18. To date the NJDOT has failed to evaluate the alternate highway bridge plan proposed by the Rutgers Student Committee on Route 18 and the Center for Transportation Studies of the Eagleton Institute of Politics, Eagleton University.

Comments:

It is stated in the draft environmental impact statement by the U.S. Coast Guard, "among those alternate alignments studied was a proposal variously labeled the Alternate Highway Plan, the Student Alternate Plan, the Cooper Bright Plan, or the CTS Plan."

In a letter dated September 22, 1972 from Cooper Bright to Capt. T. T. Wetmore III, information was requested to evaluate the report titled, Environmental Analysis and Report for Route 18 Freeway Extension. A copy of this letter is indicated as (Enclosure D.)

It was stated "the most serious deficiency to be found in this report prepared by the New Jersey Department of Transportation is the absence of its compliance with the National Environmental Policy Act of 1969 (Public Law 91-190). In particular it does not consider the actions significantly affecting the quality of the human environment that would occur if the Alternate Highway Bridge Plan was constructed nor does it study, develop and describe this highway alternative to the recommended State Freeway Extension in terms of involving unresolved conflicts concerning alternate use."

The particular question asked was "Where in its environmental analysis by the NJDOT is a comparison made between the Alternate Highway Bridge Plan and the State Freeway Extension to Route 18? The answer contained in the reply to the U.S. Coast Guard from the NJDOT and forwarded to Cooper Bright in a letter from Capt. T.T. Wetmore dated December 18, 1972 (Enclosure E) states the evaluation of the Alternate Highway Bridge Plan was not done "due to the fact that Mr. Bright who had presented relatively the same scheme in 1967 accused the Department of changing his scheme when such development was made by the Department."

This statement is the first such one put in writing which admits the evaluation of the Alternate Highway Bridge Plan was never conducted by the State of New Jersey Department of Transportation.

In the Center for Transportation Studies Report No. 28 titled, An Alternate Highway Bridge Plan for Improving Route 18, a drawing is enclosed as Figure 4 that was prepared by the NJDOT and falsely identified as the Cooper Bright Plan. It is this plan prepared by the NJDOT which is not the CTS Alternate Highway Bridge Plan that the NJDOT falsely refers to as the plan "Mr. Bright presented relatively the same scheme in 1967."

Since the evaluation of the alternate Highway Bridge Plan has not been made by the NJDOT required under the National Environmental Policy Act of 1967, this should be accomplished and submitted to various government agencies involved. In turn their comments should then be considered in making a decision to issue the permit for constructing the bridge across the Raritan River as part of the State Freeway Extension to Route 18.

Comments:

The description of the Alternate Highway Bridge Plan is written in such a manner that the construction of a new Landing Lane bridge in its present location but modified to join with a new stretch of highway reaching from the end of the Landing Lane bridge in Johnson Park to the new interchange proposed where Metlars Lane and River Road intersect appears as part of the alternate highway bridge plan. Actually the Landing Lane bridge and the new road connecting it with River Road and Metlars Lane was included to show one plan to accommodate the 15 per cent of the total of daily travelers crossing the Raritan River who would use the Landing Lane bridge. It has been stated on many separate occasions that a new Landing Lane bridge is to be constructed by the NJDOT. The alternate highway bridge plan when compared to the state freeway extension to Route 18 should not include the new Landing Lane bridge, the segment of highway connecting it with the interchange at River Road and Metlars Lane. The two ramps shown to be located in Johnson Park as part of the interchange at Metlars Lane and River Road likewise should not be considered.

Comments:

The information contained in this part of the Draft Environmental Impact Statement reports only the facts as reported by the NJDOT which are both incomplete and incorrect.

The extensive search conducted of the records of the U.S. Coast Guard, the U.S. Army Corps of Engineers and the cognizant bureaus and agencies of the State Government is reported in the Center for Transportation Studies Report No. 28 titled, An Alternate Highway Bridge Plan for Improving Route 18. This information establishes that:

1. In a letter dated October 8, 1971 from John Kohl, Commissioner to Freeholder Frank Coury it is stated that when the roadway was designed in 1965, all necessary approvals were secured from the U.S. Army Corps of Engineers.

2. No record of such a request for a permit was received from the NJDOT nor was a permit granted in accordance with the existing Federal laws and regulations. These laws and regulations include: Rivers and Harbors Act of March 3, 1899, Section 9; General Bridge Act of March 23, 1906; and the General Bridge Act of 1946.

3. The Federal Register Volume 32, Number 237, Part II dated Tuesday, December 12, 1967 delineates in detail the procedures that must be followed in preparing and submitting a request to obtain approval of plans for a bridge across navigable waterways. As construction of the bridge piers were not started until December 1, 1969, ample time existed for the NJDOT to act in accordance with Federal law and apply to the Coast Guard for a permit. Commissioner John Kohl has stated the U.S. Coast Guard made no move whatsoever to review the situation at the time and raised no objection about a Federal permit. The records turned over to the U.S. Coast Guard from the U.S. Army Corps of Engineers shows no verbal or written record of any request made or pending from the NJDOT for a bridge permit. Considering only the

Rivers and Harbors Act of 1899 wherein procedures are established that must be followed regarding the building of bridges across navigable waterways. The burden of compliance has always been upon the NJDOT and not the U.S. Coast Guard.

4. December 10, 1969 application made by NJDOT to Chief, Bureau of Navigation for a permit to construct three River piers in the Raritan River. The Bureau of Navigation never executed the authorization to proceed with the construction of the three bridge piers. In violation of the laws and statutes of New Jersey the construction of the bridge piers was started in December 1969 and completed July 1970.

5. July 4, 1971 the Natural Resources Council did not issue the Riparian grant to the NJDOT for constructing the bridge piers in the Raritan River.

6. Commissioner Kohl stated in 1969 the NJDOT constructed the bridge piers under a Riparian permit issued by the State's Division of Water Policy which was part of the former Department of Conservation and Economic Development. This division of water policy was charged with issuing riparian permits for all waters other than tidal waters. The riparian permits for tidal waters must be issued by the Bureau of Navigation.

Comments:

It has been determined by the U.S. Coast Guard in the 3rd Coast Guard District that federal funds have been used in preparation of the engineering drawings of the state freeway extension to Route 10. Why was this involvement by the Federal Highway Administration not stated in the Draft Environmental Impact Statement?

Comments:

By providing left turn lanes at the stop lights now installed at the intersections of Cedar Lane and Metlars Lane with River Road, the access to Johnson Park by car would be improved. By constructing the state freeway extension to Route 18 from Albany Street along Water Street in New Brunswick, this will make access to the park more difficult for the majority of users of the park who arrive on foot and who come from the low income areas of New Brunswick.

Comments:

No mention is made of the cement wall that would be created reaching 35 feet in height at the Albany Street Interchange to carry the state freeway extension to Route 18 along Memorial Highway and Water Street. This alteration would have a major unsatisfactory environmental and economic impact upon the residents of the city of New Brunswick and the economic vitality of the city itself. In the Draft Environmental Impact Statement on page 37, the last paragraph acknowledges the description of an intrusion of a multi-lane high speed facility between the Canal and the people who have in in the past and might in the future use the canal banks and the towpath on the River itself for fishing, biking or just walking. Why was this division by the construction of a concrete wall not included in the Draft Environmental Impact Statement?

Comments:

It should be made clear at this point that a relocated Landing Lane (connecting to Metlars Lane) which would cross Johnson Park is not a part of the CTS highway bridge plan. It is suggested for consideration only if a new cross Baritan travel survey was conducted which showed the daily travel should indicate Metlars Lane as the roadway that would use the Landing Lane bridge. It would also depend upon the decision whether to extend Route 18 from the intersection of Metlars Lane with River Road along Metlars Lane to interstate Route I-287 or along River Road to connect with interstate I-287.

It should be noted that the Draft Environmental Impact Statement considers the addition of 11.7 acres to Boyd Park as part of the NJDOT Plan but does not state that the exact same acreage would accrue if the CTS Highway Bridge Plan is constructed. Likewise it states 4.5 acres of land would be taken from Johnson Park if the Landing Lane bridge and connecting highway are made part of the CTS plan but fails to show the same acreage would be taken if the same Landing Lane bridge commuter road was incorporated into the NJDOT plan.

Comments:

1. The Devonshire apartment building would have to be taken only if the decision^{not} to run the ramp connecting River Road with the Albany Street Bridge was made not to go around it.

2. The building housing the Jewish Federation of Raritan Valley YM and YWHA located to the south of Raritan Avenue would not have to be taken.

3. St. Mary of Zirovicy Church, two private residences and two commercial buildings located in the vicinity on the land side of River Road would not have to be taken.

Comments:

The CTS plan calls for widening River Road on the side along the river and not on the land side hence no residences would have to be acquired.

Comments:

The construction of a cement retaining wall to support the state freeway extension to Route 18 that would reach a height of 35 feet as the highway crosses Albany Street should be noted in this paragraph as isolating the residents of New Brunswick from the river.

Comments:

The CTS Alternate Highway Bridge Plan does not require the taking of St. Mary of Zirovicy Church in Piscataway Township.

Page 40, line 2

Comments:

Approximately 4.5 acres of unimproved land in Johnson Park would not have to be taken as it is not a part of the CTS plan for improving Route 18.

Comments:

The statement that "Implementation of the CTS plan would result, it is noted, in a loss of 0.87 acres in Johnson Park" is incorrect. No land would be taken from Johnson Park if the CTS plan was implemented.

Comments:

It is shown the CTS proposal would require 4.76 acres of park forests and grasslands in Johnson Park in the interchange area west of Hillcrest Road in addition to at least 1.75 acres along River Road east of Hillcrest Road. This of course is not true as no parkland will be taken if the alternate highway bridge plan is constructed. The Landing Lane Bridge and its connector road to the intersection of Metlars Lane and River Road are a suggested highway plan if certain highway planning is made by the NJDOT.

Comments:

The CTS highway bridge plan would not result in the destruction of forests and shrub habitats in the vicinity of Metlars Brook. This would occur only if a new Landing Lane bridge is constructed and it is connected to Metlars Lane. This would be true if it was built as a connector highway for either the NJDOT or CTS plans.

Page 54, last paragraph at the bottom of the page and continued in three lines on page 55

Comments:

The factors enumerated in the General Electric Study have never been developed by the NJDOT or presented for consideration of the Coast Guard to be included in its Draft Environmental Impact Statement. This information must be made available to determine the feasibility of placing this structure over the highway which is dependent on cost and the modification which could be required to the building of the state freeway extension to Route 18. It has been established in a letter (copy in the CTS Report No. 28) from the NJDOT to Rutgers University that the NJDOT would not fund the cost of building this deck structure. When it is considered that the size of the deck must be of sufficient length that "all line/sight paths" from the extension to the dormitories are eliminated, this item of cost when added to the highway costs could alone cause the state freeway extension to Route 18 not to be constructed.

Comments:

It is stated, "The CTS alternate proposes an interchange at the River Road Raritan Avenue (Route 27) intersection which would involve rather steep grades (up to 12%) and sharp turning radii (required to save an apartment building and a community center)." This of course is not necessary. The information contained in the CTS Report No. 25 shows that a 3% grade can be used which is one degree lower than the 4% grade for the state freeway extension to Route 18 as it starts its climb from Memorial Parkway over Albany Street. The turning ramp that moves the traffic from the Albany Street under Raritan Avenue and along River Road will be all down a 3 per cent grade and will not necessitate traffic deceleration, shifting to lower gears and braking which of course will not generate additional traffic noise in a residential community near the present intersection. A traffic light is now located at the intersection where the Albany Street Bridge joins Raritan Avenue in Highland Park central. This necessitates traffic stopping and starting to make a left turn onto River Road. In the case of trucks it creates a high noise level. In the CTS highway bridge plan all this traffic would pass down the ramp and under Raritan Avenue onto River Road without stopping. Consequently this should be a reduction in the noise level at this intersection. Likewise with the elimination of this traffic light the traffic which now must stop and then start the climb up the hill on Raritan Avenue into Highland Park will become free flowing. This should result in a decrease in the noise level that is now generated at this location. Likewise the traffic moving from Highland Park onto River Road and across Albany Street Bridge will no longer be stopped at the traffic light but will be free flowing which again should result in a reduction of noise.

The statement is not correct which says "noise levels predicted for the section of the NJDOT proposed route past Prelinghuysen Dormitory would probably be experienced on the widened River Road." It must be remembered that the complex series of ramps which lead from the state freeway extension into the sixth ward of New Brunswick will cause added increase in noise levels which have as yet been underestimated by the NJDOT nor is it included in the Draft Environmental Impact Statement. These ramps have steep grades which in the case of trucks will require shifting of gears and braking. It has been attested by the truck operators in public hearings that they will use the state freeway extension to Route 18 as a major travel artery if built. They would not use the CTS highway bridge but would route their trucks over the present system of highways. The intersection of the highway bridge plan at Metlars Lane would not require steep grades (not over 4 per cent) which would not necessitate gear shifting, braking and deceleration.

Comments:

The grades and turning radii in the vicinity of the Albany Street Bridge and the proposed Metlars Lane intersection would not be steep and of sharp enough turning radii to cause increased noise levels. The shielding effort of the tunnel under Raritan Avenue would act to reduce the noise levels that are now generated because of the starting and stopping made necessary by the traffic light at the intersection of Raritan Avenue and River Road.

Comments:

It has been shown that the grades would be less than the grades to carry the state freeway extension to Route 18 over Albany Street in New Brunswick. As the slope in the ramp that goes under Raritan Avenue is downgrade and the traffic is free flowing, no slowing up of vehicles would be necessary.

Comments:

The statement is open to question which holds that, "In the CTS Plan such bottlenecks might result over the Albany Street Bridge and in the vicinity of the Metlars interchange." This statement might apply to the interchange located at the New Brunswick side of the Albany Street Bridge. When it is considered that two stop lights are installed on Memorial Parkway and one at the intersection of Stephun Road on Metlars Lane, the average speed of 50 miles per hour on the freeway could be greatly reduced particularly during peak travel hours. The interchange at the Albany Street Bridge in Highland Park should show a decrease in pollution as the traffic light will be eliminated and traffic will become freeflowing. At the intersection of Metlars Lane and River Road the stop light will only retard the traffic turning left from River Road onto Metlars Lane and from Metlars Lane onto River Road. The through traffic to interstate highway I-287 will become free flowing.

Comments:

1. The 27 apartment residential building would not have to be taken if the ramp from River Road to the Albany Street Bridge was constructed around it. The five single-family residences, one church and a YM and YWHA building would not have to be acquired.

2. No parkland would be taken by constructing the CTS Highway Bridge Plan.

Page 83, line 11

Comment:

No land is taken from Jonnson Park by building the CTS Highway
Bridge Plan.

Page 85, last sentence on page

Comments:

In accordance with both state and federal statutes all alternates must be evaluated by the New Jersey Department of Transportation before the state freeway extension to Route 18 can be used as a basis for requesting the U.S. Coast Guard for a permit to construct a bridge across the Raritan River. To this alternate plan can be added the CTS Highway Bridge Plan which the NJDOT has never evaluated.

Page 89, line 11

Comment:

No land would be taken from Johnson Park if the CTS Highway Bridge Plan was constructed.

Comments:

When the Highway Bridge Study was conducted it was determined that the cost of widening River Road from two to four lanes under the Penn Central Railroad tracks would cost \$600,000.00. This sum was included in the total cost of this Highway Bridge Plan of \$ 7,663,390.00as compared to the State Freeway Extension to Route 18 of \$ 18,794,790.00. Since these costs were computed the NJDOT has reestimated the cost of its Freeway Extension to total about 36 million dollars. This later figure cost estimate by the NJDOT, does not include the cost of the deck over the Delaware and Raritan Canal which has been estimated at \$3.5 million. If the cost of the underpass of the Pennsylvania Railroad is increased to \$1 million, it is obvious it would not be prohibitively expensive.

Comments:

The dike should be identified as being placed in the Raritan River. In addition to the permit from the U.S. Army Corps of Engineers an Act passed by the U.S. Congress and a permit obtained from the N.J. Department of Environmental Protection, because the Raritan River at the point where the dike would be built is a tidal waterway.

Line 96 line 19 through line 20

Comments:

No study of a circumferential highway around the area served by the proposed State Freeway Extension to Route 18 was made available to the Center for Transportation Studies for consideration in its development of the Alternate Highway Bridge Plan. No such plan has been made known to the Coast Guard or at the Public meetings held by the Coast Guard to discuss all highway plans which would effect the building of a new crossing across the Raritan River. It is recommended^{if} such a study was completed, it be submitted to the New Jersey Department of Transportation for an evaluation as required under the 1969 National Environmental Policy Act. This Act requires an exhaustive environmental impact statement including a discussion of alternatives, where a project might have a substantial effect on the environment. When the NJDOT conducts this evaluation, particular attention should be given to specifically determining in detail what change would occur in the demand for increased traffic across the Raritan River. In turn, the organizations and individuals listed in the Draft Environmental Statement should be provided the opportunity to review both the circumferential highway plan and its analysis by the NJDOT.

Comments:

The CTS, ESCOPE and the Citizens Committee to Preserve the Delaware and Raritan Canal, Raritan River, and Johnson Park have exhausted all avenues open to them to find out from the NJDOT what plans have been made to continue Route 18 from Metlars Lane, but to no avail. It is strongly recommended the U.S. Coast Guard obtain such information and make it available for comment to all the interested parties listed in the Draft Environmental Impact Statement.

Comments:

Nowhere in the NJDOT Environmental Analysis and Report for Route 18 Extension City of New Brunswick and Piscataway Township, Middlesex County, New Jersey does any analysis exist to establish the Matlars Lane Intersection as envisioned in the CTS Plan would lead to poor traffic flows and unsafe conditions. If such analysis does exist, it should be made known to the proponents of the CTS Highway Bridge Plan for comment. The drawings contained in the Alternate Highway Bridge Plan For Improving Route 18, provide for acceptable traffic flows and safe operations of all road vehicles.

Page 97 line 11 through line 13.

Comments:

The CTS Highway Bridge Plan does not require the taking of any land from Johnson Park or the Delaware and Raritan Canal.

Comments:

The implementation of the CIS Plan would not require the taking of the Jewish Federation of Raritan Valley YM and YWHA building.

Page 97 line 36 through line 38

Comments:

No flood plain area of the Raritan River would be taken by constructing the CTS Highway Bridge Plan.

Comments

The pavement widths, curve radii and grades at the New Brunswick side of the Albany Street Bridge would be the same as for the NJDOT Freeway plan.

At the Highland Park end of the Albany Street Bridge the grades would be the same or less than those designed throughout the State Freeway Extension to Route 18. Because the traffic at both entrances of the Albany Street Bridge would become free flowing as compared with the stop and go traffic now created by traffic lights, the noise levels should be reduced.

Comments

The CTS plan would adequately serve the growing needs of the Rutgers University Community. As an example, it was determined that for bus or automobile travel between the New Brunswick Campus and the Heights Campus, it would only take 12 seconds longer by the CTS plan than the State Freeway Extension to Route 18. This assumed that vehicles would not be delayed in entering the State Freeway Extension from ramps leading from George Street. During peak traffic hours on the State Freeway Extension, a sizeable delay could be expected to occur when entering the Freeway.

Page 98 line 39 through line 41

Comments:

It has been determined in the CTS study Report No. 28 titled, An Alternate Highway Bridge Plan for Improving Route 18, that the least amount of delay in providing added highway capacity would be to contrast the CTS Highway Bridge Plan.

Comments:

This paragraph is incorrect in stating that because the NJDOT Plan has progressed to the design stage, therefore it is the only one of the three plans that can specifically respond to environmental concerns. In fact the CTS Highway Bridge Plan constitutes an improvement of Route 18 already designed and constructed. Consequently actual roadway testing of factors effecting the environment can be conducted which will be more meaningful than the projections that must be accepted from the NJDOT freeway plan. The results from the road tests conducted on the present Route 18 highway, specifies designs can be made to avoid environmental degradations, which is not possible with the NJDOT plan. It is just such studies that are required to be made by the NJDOT of the alternate plans under the 1969 Environmental Policy Act. The CTS, RSCORE and the Citizens Committee to Preserve the Delaware and Raritan Canal, Raritan River and Johnson Park have since 1969 repeatedly requested the NJDOT to conduct such analysis in compliance with the law.

As stated earlier in the Draft Environmental Impact Statement the Genesis is a study of moving traffic to a Transportation Center located in the Center City of New Brunswick.

Comments:

In this paragraph it is stated in favor of the NJDOT Plan that it will turn over additional land for increasing the area of Boyd Park. This same land would be added if any of the three plans were adopted. That recreational area might be provided on the top deck which might be built over its proposed Route 18 Extension. In a letter dated April 15, 1969 a copy of which is contained in the CTS Studies Report No. 28 the Commissioner of Transportation NJDOT stated, "If the University wishes to allocate its funds for the construction of this facility (Deck) this Department would be prepared to cooperate with the University". The Board of Governors of Rutgers University has stated they will not allocate any funds to pay for constructing the Deck. Until this is resolved the construction of the State Freeway Extension should not be permitted.

Comments:

Change Johnson Park from Y to N - No land is taken from Johnson Park when constructing the CIS Highway Bridge Plan.

Addition to Boyd Park - the same 11.7 acres would be added to Boyd Park if the CIS Highway Bridge Plan was constructed.

Johnson Park access made more difficult. The P should be changed to N as access by car should be improved and the same access as now will not be disturbed.

Comments:

In Johnson Park 4.76 acres of grassland and park forest to be taken by CTS. Change Y to N as no land is to be taken from Johnson Park.

In vicinity of Metlars Brook - Change Y to N as no land taken by CTS.

Along River Road east of Hillcrest Crive - change Y to N as no land taken by CTS.

Comments:

In the vicinity of the Albany Street Bridge. Change Y to S.
This will depend upon the results of an environmental impact study
that is required of the N.J. DOT for all alternate plans.

Comment:

In the vicinity of the Albany Street Bridge - Change Y to S.

Until tests are conducted at the interchange or extrapolated based on other acceptable locations are presented by the NJDOT to the U.S. Coast Guard, its exact extent is unknown.

Citizens Committee for the Preservation of the Delaware
and Raritan Canal, Raritan River and Johnson Park

204 Lincoln Avenue
Highland Park, New Jersey
08904

August 13, 197

Secretary Claude C. Brinegar
U.S. Department of Transportation
400 5th Street, S.W.
Washington, D.C. 20590

Dear Secretary Brinegar:

The Citizens Committee for the Preservation of the Delaware and Rari-
tan Canal, Raritan River and Johnson Park, wish to commend the U.S.
Coast Guard for producing the Draft Environmental Impact Statement
regarding the Bridge Permit Application for Route 18 Extension fixed
highway bridge over the Raritan River in New Brunswick, New Jersey.

This statement is a balanced treatment of a great deal of information
concerned with environment, legal, social, economic and technical
aspects that has been submitted to the Coast Guard by interested
parties. In the main the Coast Guard has stressed the points of issue
under section 102 (2) (c) PL-91-190 and Section 4 (f) statement pur-
suant to Public Law 89-670 to insure they are the principle ones
addressed when comments are made.

Of particular importance is the emphasis given to information which
has been submitted by groups who have conducted in-depth studies of
the Route 18 and Alternate plans and which are concerned with current
and future adversities which the lack of a new crossing imposes on
both the residents of New Brunswick and Piscataway.

It is realized that the job of the Coast Guard is a most difficult
one considering the strong feeling that has developed on this project.
Yet throughout the past three years in which the Coast Guard has been
involved, the spirit of dedication to carry out both the letter and
spirit of the law in a most objective and fair manner, has been a cause
for real satisfaction.

Of particular importance has been the most beneficial effect upon the
students at Rutgers University who have worked on this problem over
the past six years. They have learned that by working within the
political system they can prevent arbitrary and capricious and unlawful
actions on the part of elected officials from being carried out.

Captain T.T. Wetmore, III USCG has been in a position of having to work
with many diverse groups and individuals. His sense of fair play and
consideration for the views of all parties has brought real credit
to the Coast Guard Service and the Department of Transportation.

Secretary Claude S. Brinegar

August 13, 1973

In each instance that the Citizens Committee has contacted representatives of the Coast Guard, both in the Third Coast Guard District and the Washington Headquarters, they have been received well and given the kind of help that inspires confidence in our governmental institutions.

Sincerely,

Toivo Lamminen, President

Cooper B. Bright, V. President

Route #3 - Box 288-A
Cambridge, Maryland
21613
August 13, 1973

Dr. William Murtagh
Keeper of the National Register
U.S. Department of Interior
1100 L Street N.W.
Washington, D. C.

Dear Dr. Murtagh:

I want to thank you and members of your staff for the valuable assistance provided to the students at Rutgers University in their efforts to have the Delaware and Raritan Canal placed in the National Register of Historic Places.

The efforts by the students over the past two and a half years required a great deal of persistence and innovative planning to overcome the many serious political and administrative oppositions that were encountered. That ultimate success resulted from their efforts was most fortunate for it convinced them that by working through the established system of government, goals which benefit all the people can be achieved. As a learning experience it will prove of real value in the years ahead.

In particular, the guidance given to these students by Dr. Sidney Bradford encouraged them to continue their efforts at a time when the situation was very discouraging.

The dedicated service of Mr. Jerry Rogers enabled the students to prepare corrected charts correctly defining the location of the Delaware and Raritan Canal which in turn were given to the Historic Sites Section of the New Jersey Department of Environmental Protection, which were then submitted to your office.

Most noteworthy has been the efforts of Mark Gertel who as part of his course work at the Center for Transportation Studies of the Eagleton Institute of Politics, Rutgers University, conducted the initial research and prepared and submitted the nomination form for the Delaware and Raritan Canal to be placed on the National Register of Historic Places. His study was completed in the Spring of 1971. Miss Trudy Baylock a student at the Center for Transportation Studies during the Fall term of 1971 and the academic year 1972 at the Center for Transportation Studies, conducted a study as a class room project titled, A Case Study of the Historical and Environmental Aspects of the Delaware and Raritan Canal. She also organized the Rutgers Student Committee on the BiCentennial Year to have the Delaware and Raritan Canal designated as a park for the celebration of the Festival of Freedom on July 1976. Her appearance before the Boards of Freeholders in Hunterdon, Somerset, Mercer and Middlesex Counties gained support in persuading the New Jersey Department of Environmental Protection to forward the nomination to your office. In addition Miss Baylock obtained the

Dr. William Murtagh

August 13, 1973

support of former Governor Alfred Driscoll who had the New Jersey Historical Commission award a research grant to assist the students at the Center to continue their research.

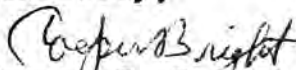
Mr. Russell A. Rawling and Mr. Jeffrey Ranney, students at the Center for Transportation Studies then completed a study titled, Analysis of A Feeder Transportation System in the Northeast Corridor and Its Environmental Impact. This study established the feasibility of creating a feeder type transportation system to carry 40,000 visitors a day travelling to historic places within the area surrounding the canal. This same transportation system could also serve as a feeder for the new high speed rail operations on the railroad right of way along this spine of the Northeast Corridor Region and to the major airports located in the New York metropolitan area.

Along with Rawling and Ranney, Miss Barbara Silverman, completed a study as a student at the Center for Transportation Studies, titled, The Establishment of An American Revolution BiCentennial Canal Park in New Jersey. This study is a comprehensive analysis of the work accomplished by the Rutgers Student Committee on the BiCentennial Year in their objective to establish an American Revolution BiCentennial Canal Park. It demonstrated how such a BiCentennial Park will serve as a recreational facility for low income families in the New Brunswick, N. J., area, how the preservation of the Delaware and Raritan Canal will enhance the environmental quality of Central New Jersey and the success of the venture will imbue the present generation with the Spirit of 1776 in the year 1976.

As the teacher of these students I was priveleged to share in their accomplishment and consider it one of the most rewarding experiences of my life.

Again my sincere thanks for your assistance.

Sincerely,


Cooper B. Bright

Citizens Committee for the Preservation of the Delaware
and Raritan Canal, Raritan River and Johnson Park

204 Lincoln Avenue
Highland Park, New Jersey
08904

August 13, 1973

Ms. Ann Webster Smith
Community Relations Staff
Office Assistant Secretary for Environment, Safety and Consumer Affairs
U. S. Department of Transportation
400 - 7th Street S.W.
Washington, D. C. 20590

Dear Ann:

Enclosed is a copy of the comments submitted by the Citizens Committee for the Preservation of the Delaware and Raritan Canal, Raritan River and Johnson Park on the Draft Environmental Impact Statement concerned with the Bridge Application for Highway Route 18 Extension located in New Brunswick, New Jersey.

Most important the comments disclose that the New Jersey Department of Transportation has never conducted an evaluation of the Alternate Highway Bridge Plan which has been developed at the Center for Transportation Studies of the Eagleton Institute, Rutgers University.

The maps included in the Draft Environmental Impact Statement were prepared by the New Jersey Department of Transportation and do not show the correct alignment of the Alternate Highway Bridge Plan. The plan proposed by the Center for Transportation Studies and concurred in by the Citizens Committee and the Rutgers Student Committee on Route 18 (RSCORE) does not take any parkland from Johnson Park, nor destroy any section of the Delaware and Raritan Canal. No buildings are required to be taken in Highland Park, with the one exception of the Apartment house at the intersection of Raritan Avenue and River Road.

Consequently, the Alternate Highway Bridge Plan for improving Route 18, provides a prudent and reasonable alternative to the taking of parkland, historic sites and of degrading the environment that would occur should the State Freeway Extension to Route 18, as proposed by the New Jersey Department of Transportation is constructed.

It is recommended by the Citizens Committee that the U.S. Coast Guard not issue a permit to the New Jersey Department of Transportation to build a bridge across the Raritan River. It is hoped that your office will support this action. If additional information is required do not hesitate to contact me.

Sincerely,

Toivo Lamminen
Toivo Lamminen, President

Cooper B. Bright
Cooper B. Bright, V. President

Dr. William Murtagh

August 13, 1973

support of former Governor Alfred Driscoll who had the New Jersey Historical Commission award a research grant to assist the students at the Center to continue their research.

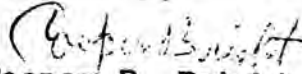
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As the teacher of these students I was priveleged to share in their accomplishment and consider it one of the most rewarding experiences of my life.

Again my sincere thanks for your assistance.

Sincerely,


Cooper B. Bright

Route #3 - Box 288-A
Cambridge, Maryland 21613

August 18, 1973

Ms. Carol Shull,
National Parks and Forests
National Register
U.S. Department of Interior
1100 L Street N.W.
Washington, D. C.

Dear Carol:

Students who should receive credit from Dr. Murtagh for their
efforts in having the Delaware and Raritan Canal placed on the

National Register are:

Miss Gertrude Baylock
Apartado 891
Sevilla, Espana (Spain)

Mr. Russell Rawling
RPO 6917
Rutgers University,
New Brunswick, New Jersey 08903

Mr. Jeffrey Ranney
149 Palmer Drive
South Windsor, Connecticut 06074

Miss Barbara Silverman
Douglass College, Rutgers - The State University
New Brunswick, New Jersey 08903

Mr. Mark Gertel
Rutgers Law School
Rutgers - The State University
Camden, New Jersey

Sincerely,



Cooper B. Bright

Route #3 - Box 288-A
Cambridge, Maryland 21613
August 22, 1973

Mrs. Carol Shull
National Parks and Forests
Room 2317
U.S. Department of the Interior
1100 L Street
Washington, D. C.

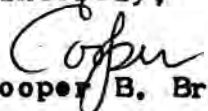
Dear Mrs. Shull:

In addition to sending letters to students involved in having the Delaware and Raritan Canal placed on the National Register, I would request that a letter be sent to Dr. Edward Bloustein, President of Rutgers University, complimenting the University on this worthwhile activity. It might well result in a Press Release by the University or at least notice in the College publications. This would give real encouragement to the students to continue their efforts to have the Delaware and Raritan Canal designated as a Bi-Centennial Park, and stop Route 18 from being built which will destroy 1.3 miles of Canal.

Dr. Edward Bloustein, President
Rutgers - The State University
Old Queens
New Brunswick, New Jersey

Enclosed is a copy of a letter from the Rutgers Student Committee on Route Eighteen to the U. S. Department of Transportation, which could be of interest to you.

Sincerely,


Cooper B. Bright

Mrs Carol Shue

Aug. 27, 1973

1100 L. Street

U.S. Dept. of Interior

Washington, D.C.

Dear Carol:

The enclosed copy of enclosure A goes into the copy of the comments to the U.S. Coast Guard from the Citizen Council to Assure the Release of Periton Card, Periton River and Johna Park. This will make your copy complete.

I am meeting with the students at Purdue University this Thursday to finalize their comments to the U.S. Coast Guard.

Respectfully

Cooper Bryant



THE SECRETARY OF TRANSPORTATION
WASHINGTON, D.C. 20590

AUG 2 1972

Ms. Trudy Baylock
Rutgers University
Center for Transportation Studies
Wood Lawn, Neilson Campus
New Brunswick, New Jersey 08903

Dear Ms. Baylock:

I was very pleased to learn of the work of the Rutgers Students-Citizens Committee on the Bicentennial Year. I was especially interested in your comment about students who work within the political system to achieve goals for the community as a whole.

My Assistant Secretary for Policy and International Affairs is reviewing your proposal for a student conducted study of the transportation components of a Bicentennial Park as one element in plans for regional development within the North East Corridor. Your proposal which brings together transportation, historic preservation, planning with students and citizen participation, is certainly an interesting one.

My staff will be in touch with you after it has had an opportunity to review your proposal to study the transportation components of the proposed Bicentennial Park.

With every good wish.

Sincerely,

ENCLOSURE A

THE EAGLETON INSTITUTE OF POLITICS

Center for Transportation Studies

Wood Lawn, Neilson Campus

New Brunswick, New Jersey 08903

June 21, 1972

Secretary John Volpe
U.S. Dept. of Transportation
400 Seventh Street, S.W.
Washington, D. C.

Dear Secretary Volpe:

The Rutgers Students-Citizens Committee on the Bicentennial Year (R-SCOBY) has been formed to assist the State of New Jersey and the American Revolution Bicentennial Commission to create a bicentennial year canal park by July 4, 1976. This committee includes students from colleges of Rutgers University located at Camden, N.J., Newark, N.J. and New Brunswick, N.J. and citizens living throughout the state.

The Delaware and Raritan Canal and the surrounding area containing important historic sites of the American Revolution and the Colonial period has been selected as the focal points of interest around which all planning, development and coordination of ideas and activities required for commemorating the Bicentennial Year in New Jersey will be centered. This canal, which is 65 miles in length and includes about 2400 acres of land, starts at Stockton, N.J. and follows along the banks of the Delaware River to Trenton, N.J., from where it crosses the state to join with the Raritan River at New Brunswick, N.J.

The continued existence of this Bicentennial Year Canal Park will remain after 1976 to provide a lasting benefit for all the people in improvement to the ecology, beautification and rehabilitation of the fastest growing areas in population within the northeast corridor of the United States. In particular, the transportation aspects of this study will consider both the improvement of railroads and highway access which already exists within this area and what new transportation facilities could be justified for construction to accommodate about 40,000 visitors a day.

The enclosed is a copy of a letter to Mr. William Butler, Program Analysis Officer of the American Revolution Bicentennial Commission outlines in detail the program that the students of Rutgers University are pursuing. Enclosed with this letter is a copy of a study titled: A Case Study of the Environmental and Historic Aspects of the Delaware and Raritan Canal, which I proposed to have the canal placed on the National Register as an historic place. The present effort to create a bicentennial canal park

June 21, 1972

resulted from this study. This project is being conducted as a study for the Center for Transportation Studies of the Eagleton Institute, Rutgers University and in which students receive undergraduate and graduate credit.

By my work with the various governmental and civilian agencies, it was most fortunate that Mr. Butler put the R-SCOBY in contact with Mrs. Ann Webster Smith, Director, Community Relations, Office of Environment and Urban Systems in the Department of Transportation. Through her efforts, Mr. Robert Bruton, of the Policy Plans Development (TPI-30) in the office of the Assistant Secretary of Policy and International Affairs is now giving consideration to obtaining support for the students to conduct a study of the transportation needs for such a bicentennial canal park and of importance as a regional development in the Northeast Corridor.

I have been encouraged by my fellow students to acquaint you directly with this project that can be an important contribution to the Festival of Freedom because of your sincere interest in our activities directed toward preserving the environment at Rutgers University. You have often expressed yourself as favoring students who work within the political system to obtain goals that are important to the citizens within our community. With this kind of interest on your part, I know that our chances for success in this venture for establishing a bicentennial year park, will be fulfilled.

Sincerely,



Trudy Baylock

CITIZENS COMMITTEE TO PRESERVE THE DELAWARE AND RARITAN
CANAL, RARITAN RIVER AND JOHNSON PARK

204 Lincoln Avenue
Highland Park, New Jersey
08904

September 6, 1973

Ms. Myra Harrison
Advisory Council on Historic Preservation
1522 K Street, N.W.
Washington, D.C.

Dear Ms. Harrison:

Enclosed is a copy of Section 145 (a) from the S502 (Report No.93-118), the Federal Transportation Act to authorize appropriations for the construction of certain highways in accordance with title 23 of the U.S. Code. This makes mandatory a recommendation from the U.S. Coast Guard to the Secretary of the U.S. Department of Transportation, regarding what action should be taken regarding the granting of a permit to build the bridge over the Raritan River, as part of the State Freeway Extension to Route 18. This extension is to be constructed in the bed of the Delaware and Raritan Canal and through Johnson Park. This section was put in the Bill at the request of the State politicians who favor the Extension of Route 18.

Enclosed is a copy of the Draft Environmental Impact Statement prepared by the U.S. Coast Guard and a copy of comments submitted to the U.S. Coast Guard by the Citizens Committee to Preserve the Delaware and Raritan Canal, the Raritan River and Johnson Park. The main thrusts of these comments by the Citizens Committee are:

1. The New Jersey Department of Transportation has never evaluated the Alternate Highway Bridge Plan which provides a prudent and feasible alternative.
2. The bridge pillars in the Raritan River were constructed illegally as no State or Federal permit has ever been granted, which is required by both State and Federal statutes.

I sincerely believe that the Advisory Council on Historic Preservation could perform a most important and vital public service if it would request the Coast Guard to decline issuing a permit to the New Jersey Department of Transportation until the Advisory Council completes its review of the Alternate Plan and makes its recommendation. There is certainly a real precedent for this considering the effective action taken in the past by the Council, in blocking successfully the construction of other bridges and highways, which would have adversely affected property listed in the National Register of Historic Places. If the Extension to Route 18 is built, it will destroy 1.23 miles of the historic Delaware and Raritan Canal.

Ms. Myra Harrison
Advisory Council on Historic Preservation

September 6, 1973

A proposal has been submitted to the U.S. Department of Transportation by the students of Rutgers University to create the Delaware and Raritan Canal, including the 1.23 mile segment, into a BiCentennial Canal Park. To build Route 18 in the Canal will destroy its terminal with the Raritan River and render the creation of a BiCentennial Canal Park unoperable. The dramatic victory of the Advisory Council in 1969, through its influences and recommendations, halted the construction of a six-lane highway through the old French quarter of New Orleans, provides a valid reason why the Council can communicate with the Secretary of Transportation in this matter.

The success of the fight to save Lake Allatona in Georgia, by forcing the adoption of a feasible and prudent alternate highway plan, has its counterpart in the Delaware and Raritan Canal. Action by the Supreme Court in the landmark decision on March 2, 1971 stopping Interstate 40 through Memphis's Overton Park, also backs such action by the Advisory Council on Historic Preservation.

It has been a most difficult 2½ year struggle by the students to have the Delaware and Raritan Canal placed on the National Register of Historic Places. They are continuing their efforts to save this historic place, but now need all the help they can possibly receive. To allow the destruction of this segment of the Delaware and Raritan Canal will serve as an important precedent for destroying other historic places.

The National Environmental Policy Act requires governmental agencies to measure "to the fullest extent possible", the environmental impact of the proposed action; any adverse environmental effects which cannot be avoided; alternatives to the action; the relationship between local, short-term uses of man's environment and enhancement of long term productivity, and any irrevocable and irretrievable commitment of resources if the project is executed."

The Rutgers Student Committee on Route 18 and the Rutgers Student Committee on the BiCentennial Year have been granted an extension until September 20, 1973 to submit their comments to the U.S. Coast Guard. What is required now is for the Bridge permit not to be issued by the Coast Guard until the Environmental Impact Statement submitted by the New Jersey Department of Transportation has been evaluated in accordance with the National Environmental Policy Act, "to preserve important historic, cultural, and natural aspects of our heritage." The Advisory Council on Historic Preservation can take advantage of the Environmental statement not only to assure consideration of the cultural resources in the Central New Jersey area, but, through such alternatives, to install a degree of caution during federal actions that can result in more protection for the overall environment. The Delaware and Raritan Canal represents the area's cultural heritage.

Ms. Myra Harrison
Advisory Council on Historic Preservation

September 6, 1973

Executive order 11593 certainly mandates a spirit of historic preservation that requires following the review procedures mandated by the Environmental Protection Act.

Do not hesitate to contact me if any additional information is needed.

Sincerely,

Cooper B. Bright, Vice President

H34-PHR

SEP 17 1973

9-11-73
C.Shull
9/12/73
CSh

Mr. Mark Gertel
Rutgers Law School
Rutgers-The State University
Camden, New Jersey

Dear Mr. Gertel:

We at the National Register of Historic Places would like to commend you for your assistance as a student at the Center for Transportation Studies at Rutgers University in preserving the historic Delaware and Raritan Canal.

As you probably know, the Delaware and Raritan Canal was listed in the National Register of Historic Places on May 11, 1973. Professor Cooper B. Bright has advised us that your research on the canal culminated in the preparation and submission of the nomination forms to the New Jersey State Historic Preservation Officer, Mr. Richard J. Sullivan.

This practical exercise in environmental planning and in working through established governmental channels to protect and revitalize our historic environment is invaluable experience. Planners must apply such concepts if we are to preserve our cultural resources and at the same time provide for transportation needs of the future.

Sincerely yours,

Jerry L. Rogers
Chief of Registration
National Register

Enclosure

cc:

Mr. Richard J. Sullivan, Commissioner, Department of Environmental Protection, Post Office Box 1420, Trenton, New Jersey 08625 w/cy inc
Professor Cooper B. Bright, Route #3, Box 288-A, Cambridge, Maryland 21613 w/cy inc
Director, Northeast Region w/cy inc

LI

PHR - w/cy inc

CShull:lmw

9-11-73

BASIC FILE RETAINED IN PHR

SEP 17 1973

9-11-73
C Shull
9/12/73
card

H34-PHR

Miss Gertrude Baylock
Apartado 891
Sevilla, Espana (Spain)

Dear Miss Baylock:

We at the National Register of Historic Places would like to commend you for your assistance as a student at the Center for Transportation Studies at Rutgers University in preserving the historic Delaware and Raritan Canal.

As you probably know, the Delaware and Raritan Canal was listed in the National Register of Historic Places on May 11, 1973. Professor Cooper B. Bright has advised us that your project, "A Case Study of the Historical and Environmental Aspects of the Delaware and Raritan Canal" and your efforts in organizing the Rutgers Student Committee on the Bicentennial year to have the Delaware and Raritan Canal designated as a park, as well as public speaking on behalf of the Canal have played vital roles in the efforts to gain recognition for the canal and in planning for the preservation of this irreplaceable resource.

This practical exercise in environmental planning and in working through established governmental channels to protect and revitalize our historic environment is invaluable experience. Planners must apply such concepts if we are to preserve our cultural resources and at the same time provide for transportation needs of the future.

Sincerely yours,

Jerry L. Rogers
Chief of Registration
National Register

Enclosure

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Professor Cooper B. Bright, Route #3, Box 288-A, Cambridge, Maryland 21625 w/cy inc
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9-11-73

PHR - w/cy inc
CShull:lmw

SEP 17 1973

9-11-73
C. Shull

H34-PHR

T/11/73
call

Miss Barbara Silverman
Douglass College
Rutgers-The State University
New Brunswick, New Jersey 08903

Dear Miss Silverman:

We at the National Register of Historic Places would like to commend you for your assistance as a student at the Center for Transportation Studies at Rutgers University in preserving the historic Delaware and Baritan Canal.

As you probably know, the Delaware and Baritan Canal was listed in the National Register of Historic Places on May 11, 1973. Professor Cooper B. Bright has advised us that your study "The Establishment of an American Revolution Bicentennial Canal Park in New Jersey" has played a vital role in gaining recognition for the Canal and planning for the preservation of this irreplaceable resource.

This practical exercise in environmental planning and in working through established governmental channels to protect and revitalize our historic environment is invaluable experience. Planners must apply such concepts if we are to preserve our cultural resources and at the same time provide for transportation needs of the future.

Sincerely yours,

Jerry L. Rogers
Chief of Registration
National Register

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Professor Cooper B. Bright, Route #3, Box 288-A, Cambridge, Maryland 21625 w/cy inc
Director, Northeast Region w/cy inc

LI

PHR - w/cy inc

CShull:lmw

9-11-73

BASIC FILE RETAINED IN PHR

SEP 17 1973

9-11-73
CShull
5/12/73
call

H34-PHR

Mr. Jeffrey Ranney
149 Palmer Drive
South Windsor, Connecticut 06074

Dear Mr. Ranney:

We at the National Register of Historic Places would like to commend you for your assistance as a student at the Center for Transportation Studies at Rutgers University in preserving the historic Delaware and Raritan Canal.

As you probably know, the Delaware and Raritan Canal was listed in the National Register on May 11, 1973. Professor Cooper B. Bright has advised us that the study done by you and Mr. Russell Rawling, "Analysis of a Feeder Transportation System in the Northeast Corridor and Its Environmental Impact" has been invaluable in defining a future use for this historic resource.

This practical exercise in environmental planning and in working through established governmental channels to protect and revitalize our historic environment is invaluable experience. Planners must apply such concepts if we are to preserve our cultural resources and at the same time provide for transportation needs of the future.

Sincerely yours,

Jerry L. Rogers
Chief of Registration
National Register

Enclosure

cc:

Mr. Richard J. Sullivan, Commissioner, Department of Environmental Protection, Post Office Box 1420, Trenton, New Jersey 08625 w/cy inc
Professor Cooper B. Bright, Route #3, Box 288-A, Cambridge, Maryland 21613 w/cy inc

Director, Northeast Region w/cy inc

LI

PHR - w/cy inc

CShull:lmw

9-11-73

BASIC FILE RETAINED IN PHR

H34-PHR

SEP 17 1973

9-11-73
CShull

9/14/73

call

Mr. Russell Rawling
RPO 6917
Rutgers University
New Brunswick, New Jersey 08903

Dear Mr. Rawling:

We at the National Register of Historic Places would like to commend you for your assistance as a student at the Center for Transportation Studies at Rutgers University in preserving the historic Delaware and Raritan Canal.

As you probably know, the Delaware and Raritan Canal was listed in the National Register on May 11, 1973. Professor Cooper B. Bright has advised us that the study done by you and Mr. Jeffrey Ranney, "Analysis of a Feeder Transportation System in the Northeast Corridor and Its Environmental Impact" has been invaluable in defining a future use for this invaluable historic resource.

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Jerry L. Rogers
Chief of Registration
National Register

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Professor Cooper B. Bright, Route #3, Box 288-A, Cambridge, Maryland 21613 w/cy inc
Director, Northeast Region w/cy inc

LI

PHR → w/cy inc

CShull:lmw

9-11-73

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esh
9/12/73
call

SEP 17 1973

Professor Cooper B. Bright, Route #3,
Box 288-A, Cambridge, Maryland 21613 w/cy inc

cc: Mr. Richard J. Sullivan, Commissioner, Department
of Environmental Protection, Post Office Box 1420,
Trenton, New Jersey 08625 w/cy inc
Director, Northeast Region w/cy inc

9-11-73 BASIC FILE RETAINED IN PHR

H34-PHR

Dr. Edward Eloustein
President
Rutgers-The State University
Old Queens
New Brunswick, New Jersey

Dear Dr. Eloustein:

We at the National Register of Historic Places would like to thank Rutgers University for the contribution made by its Center for Transportation Studies of the Eagleton Institute of Politics toward the preservation of the historic Delaware and Raritan Canal.

Professor Cooper B. Bright and his students have done a series of perceptive studies involving the historic aspects of the canal and its future uses as a valuable, irreplaceable facet of our environment. They have assisted the New Jersey State Historic Preservation Officer, Mr. Richard J. Sullivan, in preparing the forms to nominate the canal to the National Register. As you probably know, the Delaware and Raritan Canal was entered in the National Register on May 11, 1973. The students have also prepared indepth studies of the environmental aspects of the canal, organized a student committee on the Bicentennial year to establish the Delaware and Raritan Canal as an American Revolutionary Bicentennial Park, and done a feasibility study of creating a feeder system to carry visitors to historic places within the area surrounding the canal.

The initiative, persistence and innovative environmental planning by these students has been instrumental in gaining recognition for this valuable historic resource, and in developing viable plans for its future use. Through this exercise in environmental planning the students have gained invaluable practical experience in planning transportation systems which will not needlessly impair our cultural environment.

Sincerely yours,

Jerry L. Rogers
Chief of Registration
National Register

Enclosure



Sierra Club

NEW JERSEY CHAPTER
360 NASSAU STREET, PRINCETON, N.J. 08540
PHONE: (609) 924-3141

January 10, 1974

Mr. Joseph Canny, Chief, Analysis Div.
Office Environmental Quality
US Coast Guard
Dept. Transportation
Washington, DC

Dear Mr. Canny,

We are concerned with the proposed New Jersey Department of Transportation extension of Route 18 and with the adverse effects it would inevitably have on the surrounding areas.

Our review of the environmental statements and commentaries indicates that the claimed needs do not necessarily outweigh the deficits, nor has more than minimal effort been made towards the serious consideration of alternatives. The long-range needs are real... for open space and parkland in an increasingly urbanized Middlesex County, for recreational potential and the restoration of a decent environment in a seriously deteriorating New Brunswick, and for preservation rather than destruction of an important historic site, the New Brunswick end of the Delaware-Raritan Canal, in a continually tax-hungry and threatened state.*

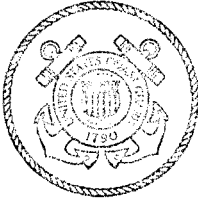
Land lost to the construction of more super highways is irretrievably gone. We strongly urge that the Route 18 extension proposal be scrupulously reviewed and that the critical social and ecological consequences of its construction be given more than token consideration.

Sincerely yours,

Susanna Waterman

Susanna Waterman
Sierra Club

*this mile-long strip of the canal, deleted from the application for and the acceptance of the rest of the canal as part of the National Register of Historic Places, is nonetheless an integral part of the canal.



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
U.S. COAST GUARD (G-WDR/73)
400 SEVENTH STREET
WASHINGTON, D.C. 20390
PHONE: 202-426-0942

• 3271

18 JAN 1974

Mr. William G. Parastevs
President
Rutgers Student Committee
on the Bicentennial Year
33 Duke Street
New Brunswick, New Jersey 08903

Dear Mr. Parastevs:

This is in reply to your letter of 24 December 1973 to Secretary Brinegar concerning the preparation of the Environmental Impact Statement for the proposed Route 18 bridge across the Raritan River at New Brunswick, New Jersey.

In reference to the meeting with State Senator Grabiell you discussed in your letter, you may be assured that while full consideration was given his views all pertinent matters concerning the bridge will be thoroughly reviewed to assure the statement is adequate for the purpose.

The views of all interested parties will be given full consideration and your letter will be included in the record on this case.

Sincerely,

D. L. PRICE
Director, U.S. Coast Guard
Department of Marine
Administration and Systems
By Direction of the Commandant

CAROL

I Assume this
can be used to
insure the Coast
Guard considers
the laws governing
historic places!

Coop Bright

Cole
1/4/74

FEB 8 1974

H34-PR

Mr. James M. Black
52 City Alley
New Brunswick, New Jersey 08901

Dear Mr. Black:

Thank you for your letter concerning the Delaware and Raritan Canal.

As you know, all nominations to the National Register are made by the State Historic Preservation Officer, after review by the professional State Review Board. It was their decision not to include a portion of the canal in the nomination.

However, under the provisions of the National Historic Preservation Act of 1966 (as amended) and Executive Order 11593, properties which qualify for listing on the National Register are afforded the same protection as those properties actually listed on the National Register. You may wish to consult the Advisory Council on Historic Preservation "Procedures for the Protection of Historic and Cultural Properties," in the "Federal Register" Part II, Volume 39, Number 18, January 25, 1974.

Thank you for your interest in the National Register.

Sincerely yours,

WJ

William J. Murtagh
Keeper of the National Register

FNP:KH Cole:ntw 2/1/74

bcc: Director, North Atlantic Region w/inc
Director's Reading File
DI
PR w/inc

BASIC FILE RETAINED IN PR

RUTGERS STUDENT COMMITTEE ON THE BICENTENNIAL YEAR
RUTGERS STUDENT COMMITTEE ON ROUTE EIGHTEEN

Apt. G. - 33 Duke St.
New Brunswick, New Jersey
08903

February 12, 1974

Commissioner Joseph T. Barber,
New Jersey Department of Environmental Protection
State Liaison Officer of the National Register of Historic Places
Box 1390, John Fitz Plaza
Trenton, New Jersey:

Dear Mr. Barber:

The Rutgers Student Committee on Route Eighteen (RSCORE) and the Rutgers Student Committee on the Bicentennial Year (RSCOBY), acting together have prepared the enclosed Form 10-300 (July 1966), to have the entire length of the Delaware and Raritan Canal placed upon the National Register of Historic Places. The enclosed Form 10-300 is an exact copy of the form that was included in the National Register on May 11, 1973, but with the changes necessary to include the length of the Delaware and Raritan Canal extending parallel to the Raritan River from the Landing Lane Bridge to the Albany Street Bridge (also known as Raritan Avenue on Route 27).

The above changes to the National Register of Historic Places Inventory Nomination Form dated May 11, 1973 now includes the district of the Delaware and Raritan Canal that was suspended from the original nomination. The section of the Canal between the Landing Lane Bridge and the Albany Street Bridge is now included.

The initial application to have the Delaware and Raritan Canal placed upon the National Register which was submitted by the Students of Rutgers University to the New Jersey Department of Environmental Protection included the entire length of the Canal. No district was excluded and certainly not the district reaching from the Landing Lane Bridge to the Albany Street Bridge. The deletion of this district occurred when the State Liaison Officer nominated the property for inclusion in the National Register and certified that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

Under the provisions of Section 106 of the National Historic Preservation Act of 1966, State Liaison Officers are requested, when sending an Inventory - Nomination Form for inclusion in the National Register to note whether there is a crisis affecting the property or its environment as a result of any Federal undertaking. It is further provided that questions of potential threat from federally funded or licensed projects will be referred to the Advisory Council. This requirement was not met by the State Liaison Officer, although he attested in his certification dated November 30, 1972 that the criteria and procedures set forth by the National Park Service had been complied with.

Commissioner Joseph T. Barber
New Jersey Department of Environmental Protection

February 12, 1974

The Students of Rutgers University, who submitted the initial nomination and assisted in its preparation for submission to the Keeper of the National Register, were likewise not informed. The proposed construction of the State Freeway Extension to Route 18 is a federally licensed project and federal ~~freeway~~ ~~has~~ been used for the construction so far completed. Building of ~~the~~ State Freeway Extension to Route 18 would have the following disastrous effect on the Canal property and its environs.

1. Destroy the most historically important District of the Canal. This destruction could so reduce Historical integrity that the Canal left remaining could well be judged by the National Park Service as no longer meriting preservation and consequently, have it removed from the National Register.
2. Eliminate the major justifications for the proposal from the Students of Rutgers University to the U.S. Department of Transportation for constructing a Feeder Transportation system as a necessary part of creating the Delaware and Raritan Canal into an American Revolution Bicentennial Canal Park.
3. Require diking the navigable Raritan River, which will adversely effect its use for conducting crew races and training as an important part of the Rutgers University Student Athletic Program.
4. Destroy 34 acres of Parkland included in the Canal, its towpath and Johnson Park.
5. Require constructing a blank cement wall reaching 35 feet in height at the intersection of Albany Street and Memorial Parkway what will deny citizens of New Brunswick access to the Raritan River.
6. Destroy a major historical landmark that constitutes a valuable asset to the future development of the City of New Brunswick, New Jersey as an historic, cultural and business center.

Considering that it has now been established that adequate prudent alternate plans exist which would accommodate the traffic which crosses the Raritan River without the necessity of destroying the Delaware and Raritan Canal and Parkland in Johnson Park, it must be concluded that the designated State Liaison Office for the National Historic Preservation Act of 1966 (Public Law 89-665) has been guilty of non-feasance and malfeasance in office in not complying with the requirements of the law. It is the purpose in submitting this nomination to correct, at the earliest possible time ~~illegal~~ acts on the part of a State official.

With the election of Governor Brendan Byrne, the students truly believe that the past administrative complacency, ineptness by David Poinsett in preparing the nomination, and disregard of law, which inordinately delayed the processing of the nomination of the Delaware and Raritan Canal to the National Register, will no longer be tolerated.

Commissioner Joseph T. Barber
New Jersey Department of Environmental Protection

February 12, 1974

To insure that no further delays occur in processing this nomination, the student members of both RSCORE and RSCOBY are most willing to provide any assistance required. In preparing the initial nomination the students were able to help the Historic Sites Section by typing and traveling to Washington, D.C. to determine where the nomination prepared by David Poinsett, of the Historic Sites Section, was in error and have the corrections made that were required by the U.S. Department of Interior.

The preparation of this nomination has been coordinated with personnel in the U. S. Department of Interior, so that no delay should occur this time in processing the nomination for submission to the Keeper of the National Register.

Sincerely,

William G. Parastevras

William G. Parastevras, President
RSCOBY

Russell Rawling

Russell Rawling, President
RSCORE

CC: Governor Brendan Byrne
Honorable Claude S. Brinegar, Secretary U.S. Dept. of Transportation
Captain S. A. Wallace, U.S. Coast Guard
Captain T. T. Wetmore, III U.S. Coast Guard
Division National Register, U.S. Department of Interior
American Canal Society
Delaware and Raritan Canal Coalition
Committee for Presevation of the Delaware and Raritan Canal, Raritan
River and Johnson Park
Citizens Committee for Environmental Protection
New Jersey Citizens for Clean Air
South Jersey Sierra Club
Citizens For Conservation
Advisory Council on Historic Preservation
Environmental Protection Agency
President's Council on Environmental Quality
American Revolution BiCentennial Commission
Legislative Study Committee to Study Means of Protecting and
Preserving the Delaware and Raritan Canal
New Jersey Historical Commission
Raritan Valley Chamber of Commerce
New Jersey Clean Air Council
Natural Resources Council
Lake Nelson Improvement Association
Piscataway Home Owners Association
Johnson & Johnson

RUTGERS STUDENT COMMITTEE ON ROUTE EIGHTEEN

Apt. G. - 33 Duke Street
New Brunswick, New Jersey
08902

February 15, 1974

Governor Brendan T. Byrne
State House
Trenton, New Jersey

Dear Governor Byrne:

Regarding your letter of January 30, 1974 in which you instruct the Commissioner of Transportation and the Attorney General to address themselves to the issues raised in my letter dated January 5, 1974, the students of Rutgers University commend you for the prompt and positive manner in which you carried out the pre-election promise contained in your letter dated October 12, 1973.

The students have been cautioned by advisers at the University not to place any reliance in the promise made prior to your election to review the construction of the Freeway Extension to Route 18 in New Brunswick, New Jersey. We did not believe them and you have proven our trust to be right.

The students of Rutgers University have long persevered to have a highway bridge plan completed which will accommodate the traffic now and in 1985, but will not necessitate destroying the most historic section of the Delaware and Raritan Canal, diking the Raritan River and taking of 17 acres of Johnson Park, as would happen if the State Freeway Extension to Route 18 was constructed. This has meant standing against State legislators, Municipal officials, highway contractors and the University Administration, all having the support of Governor William Cahill.

It has been a real education and concern to the students that these law makers acted in a lawless manner to construct the pillars in the Raritan River, yet lecture us at the College and in the press not to resort to direct action, but to work within the established system of law and order.

It is realized that both the Attorney General and the Commissioner of Transportation face most difficult tasks. The Commissioner of Transportation must rely at first on the facts as presented by the engineering staff. This same staff deceived the previous Commissioner when he asked for a report, by claiming they had evaluated the prudent Alternate Highway Bridge Plan, as required by both State and Federal laws, when in fact they have not done this to date.

The Attorney General will be faced with incomplete files to work with and will find in his investigation that the incumbent Secretary of State has been the avowed leader in having the pillars constructed in the Raritan River in noncompliance with the laws of the land.

Governor Brendan T. Byrne

February 15, 1974

Complete files over the past seven years have been maintained by the RSCORE and they will be made available to both the Attorney General and the Commissioner of Transportation as needed. The students have suggested a meeting with both the Attorney General and the Commissioner of Transportation after they have had the opportunity to obtain an initial report from within their Departments.

Sincerely,

Russell Rawling

RUTGERS STUDENT COMMITTEE ON ROUTE EIGHTEEN

Apt. G - 33 Duke Street
New Brunswick, New Jersey
08903

February 15, 1974

Honorable Claude S. Brinegar
Secretary U. S. Department of Transportation
7th & D. Streets, S.W.
Washington, D. C.

Dear Mr. Secretary:

The enclosed letter from Governor Byrne dated January 30, 1974 leaves no doubt in the mind of the students of Rutgers University that he fully intends to keep the promise he made in his letter dated October 12, 1973 (copy enclosed), to have his Commissioner of Transportation review the proposed State Freeway Extension to Route 18 and determine whether the Department's present policies are correct or whether such projects should either be reviewed or abandoned in their entirety.

You will recall the statement made by State Senator Edward Crabiel in your office on December 13, 1973, that the State Freeway Extension to Route 18, has received the full backing of Governor Elect Brendan Byrne. The enclosed letter certainly does not support this statement.

The students of Rutgers University have worked for seven years to have a highway bridge built across the Raritan River which will not destroy the Delaware and Raritan Canal, dike the Raritan River and take 17 acres from Johnson Park, which would be the case should the State Freeway Extension to Route 18 be constructed. Based on our experience, both the Attorney General and the Commissioner of Transportation will experience serious difficulties in conducting investigations requested by Governor Byrne.

The Attorney General will be placed in the embarrassing position of finding Edward Crabiel the newly appointed Secretary of State for New Jersey as the avowed leader in having the bridge pillars unlawfully constructed in the Raritan River. The new Jersey Commissioner of Transportation will find that his engineering staff are the same ones who testified at a public hearing that they had evaluated the Alternate Highway Plan, while in fact such has never been accomplished.

It is our belief that if the investigations, as requested by Governor Byrne, are conducted to determine all the facts that the New Jersey Department of Transportation will withdraw from the U.S. Coast Guard the pending permit to construct a bridge across the Raritan River.

Sincerely,


Russell Rawling



STATE OF NEW JERSEY
OFFICE OF THE GOVERNOR
TRENTON

BRENDAN T. BYRNE
GOVERNOR

January 30, 1974

Mr. Russell Rawling, President
Rutgers Student Committee on
Route Eighteen
33 Duke Street
New Brunswick, New Jersey 08903

Dear Mr. Rawling:

Pursuant to your request, I have instructed the Commissioner of Transportation and the Attorney General to address themselves to the issues involved and to prepare a report as soon as possible.

Thank you for your interest.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Brendan Byrne".

GOVERNOR

Home News

New developments may spell long delay on Route 18 span

By GORDON SHARP
Home News Trenton Bureau

TRENTON — The long-delayed Route 18 Raritan River bridge project seems headed for another long delay.

A number of developments on the state level within the past week have combined to cast doubt on the status of the project. Among these are:

—A decision by the state Historic Sites Committee to reconsider the proposed filling-in of about 6,000 feet of the Delaware & Raritan Canal for the Route 18 extension.

—The resignation of Environmental Protection Commissioner Richard J. Sullivan, state liaison officer to the Coast Guard on the project.

—Possible violation of new guidelines issued by the National Council on Historical Preservation.

—Possible violation of state law in deleting the New Brunswick section of the canal from historic status to make way for the Route 18 extension.

—The current investigation by a state grand jury of N.J. Secretary of State J. Edward Crabel, chief supporter of the bridge project.

—The uncertain status of the project in the state Department of Transportation.

The Home News learned yesterday that the Route 18 bridge project was in a state of "suspended animation" with the state Historic Sites Committee. "That describes it exactly," said a committee spokesman.

David Poinsett, historic sites chairman, is on vacation this week and was unavailable for comment — but a source close to the project said the committee has postponed action on the undertaking in the face of new federal guidelines on historic sites.

Under the new guidelines issued Jan. 25 by the National Council on Historical Preservation, the environmental impact on historic sites by projects such as the proposed bridge must be considered even if the site is not on the national historic register.

The state Historic Sites Committee is examining the application of these new guidelines to the 6,000-foot New

Brunswick section of the Delaware & Raritan Canal — the only portion not included when the 65-mile canal was awarded national historic sites status last year.

The Coast Guard also has been asked to consider possible violation of section 13 of the state statutes, dealing with protection of the canal. A Feb. 18 letter to the Coast Guard from Avis Wilson, secretary of the Citizens Committee for Environmental Protection, points out that the statute calls for the canal to be maintained as a waterway.

The committee contended that Sullivan, while commissioner, acted arbitrarily in deleting the New Brunswick section of the canal so it could be filled in for the bridge approaches.

Capt. Kenneth Wiman, chief of the Coast Guard bridge section in Washington, said he had received environmentalists' letters on possible violations of the new federal guidelines and state law. But he said it was too early to assess the significance of the new information.

The Home News also learned this week that the status of the Route 18 project is considered questionable by the state Department of Transportation.

The project was deleted from a January list of 1975-76 highway improvements compiled by the transportation department for the state Department of Environmental Protection. A transportation department spokesman yesterday said Route 18 was eliminated from the list because its completion date is uncertain.

A state grand jury is examining the records of the Franklin Contracting Co. of Little Falls, until recently headed by Crabel, a strong supporter of the Route 18 bridge proposal. Crabel was instrumental four years ago, while a member of the state Senate Transportation Committee, in transferring funds to build three sets of concrete pillars in the Raritan River to support the bridge.

Local environmental interests and Rutgers University students have been working ever since to make the unused pillars a monument to Crabel's alleged conflict of interest as a state legislator and highway contractor. The Rutgers students recently reapplied to the state to have the deleted New Brunswick portion of the canal placed on the historic sites register.

Grand jury probes firm Crabiel headed

TRENTON — A state grand jury probing possible North Jersey highway construction kickbacks reportedly has subpoenaed and received the records of a contracting firm headed until last month by Secretary of State J. Edward Crabiell.

"I'm aware of the fact they have subpoenaed the records of my former firm," Crabiell said today. "I do not know why or for what reason this was done. No one has told me yet what this is all about."

Speaking from his office here, Crabiell said he flew back from Florida last night after being informed of the subpoena action and would be in touch with the attorney general's office today. Crabiell and his wife went to Florida last Saturday to visit their grandchildren and had intended to return Monday, he said.

He said that as far as he knew, this was the first time the records of the Franklin Contracting Co. of Little Falls had been subpoenaed by anyone. The governor's office declined comment today.

State law enforcement sources said a truckload of the Franklin Contracting Co.'s records was delivered to the jury yesterday.

The sources did not say whether the Little Falls firm or Crabiell was a target of the investigation into charges of kickbacks to municipal officials, collusive bidding and short-weighted materials for road construction jobs.

Crabiell, the president of the firm for eight years, is divesting himself of holdings in the

company because of his position in Gov. Brendan T. Byrne's cabinet.

The company is now headed by Norman Abel, who said, "I want to make it clear, I, Norman Abel, did not have a subpoena. They subpoenaed the company records."

In a statement of personal wealth filed Wednesday by Byrne cabinet members, Crabiell listed his net worth as \$1.4 million, including \$690,000

See GRAND, page 27

Grand jury probing firm Crabiell headed

Continued from page one
worth of Franklin stock.

The last two New Jersey secretaries of state, Paul J. Sherwin under Gov. William T. Cahill and Robert J. Burkhardt under Gov. Richard J. Hughes (who now is chief justice of the state Supreme Court), were convicted on charges involving political kickbacks from contractors doing business with the state.

Byrne campaigned for office on a pledge to restore integrity in government and has emphasized public disclosure of his own and his cabinet members' financial dealings in his first month in office.

Crabiell had been with Franklin since 1936 as an engineer and executive. He dropped out of the Democratic gubernatorial primary race last year after Byrne announced his own candidacy.

Atty. Gen. William F. Hyland said Wednesday that Crabiell plans to divest himself of holdings in the company within 90 days.

The state grand jury has subpoenaed records from several firms, including PT&L Construction Co. of Paramus. The jury probe was disclosed when the president of PT&L, Nicholas Laganella, unsuccessfully challenged a subpoena.

Yesterday the jury called Paterson City Engineer Daniel Maletesta and Donald Dooney, clerk of the Passaic County Board of Freeholders.

Alex Komar, head of the Passaic County Roads Division, said Dooney originally was asked to supply records covering 1968-74 but had now been told to provide records going back well before 1968.

The jury previously asked for contracts involving Sowerbut Construction Co., a division of Warren Bros. of Prospect Park; Stephen Hall Construction Co. of Paterson, and Sam Braen Construction Co. of Wyckoff.

On Nov. 15, 1972, the Braen firm and vice president Samuel Braen Jr. were indicted for alleged short-weighting on asphalt deliveries to Palisades Parkway.

Howe N 15



State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION
TRENTON 08625

OFFICE OF THE COMMISSIONER

March 1, 1974

Mr. William G. Parastevas
President, RSCOBY
Apt. G - 33 Duke Street
New Brunswick, New Jersey 08903

Dear Mr. Parastevas:

Thank you for your letter of February 12, 1974, regarding the proposed Route 18 extension as it effects the Delaware and Raritan Canal. Members of my staff have examined the main points of your letter and I can give you the following information.

Section 106 of the National Historic Preservation Act of 1966 denotes the actions to be taken by federal agency officers regarding registered properties and possible encroachments. Section 106 does not direct any action by the State Historic Preservation Officer. In point of fact, the position of State Historic Preservation Officer exists by administrative fiat of the Department of the Interior and is not mentioned at any point in the law. Commissioner Sullivan when he was State Historic Preservation Officer, deleted the section of the D & R Canal between Albany Street Bridge and Landing Lane Bridge for administrative reasons. As State Historic Preservation Officer, he could do this. At the time the action was taken, there was no federal funds or licenses involved in the proposed Route 18 extension. Since that time, we have been requested by the U.S. Coast Guard to study the effect of Route 18 on three historic properties as they are involved in a licensing procedure for construction of a bridge across the Raritan River. We have also been made aware of recent guidelines as set forth by the Advisory Council on Historic Preservation and the National Register Office that properties that meet the criteria of the Register should be considered as if they were on the Register in any encroachment matters.

On February 21, at my request, the New Jersey Historic Sites Council studied the effect of the proposed Route 18 on the D & R Canal and the Metlar Property in Piscataway Township. The Council made recommendations to this office. Due to the fact that the Governor has not yet appointed a new Historic Preservation Officer to take the place of Mr. Sullivan who resigned on February 1, New Jersey cannot yet officially act on the recommendations of the Council. When

Mr. Parastevas

-2-

March 1, 1974

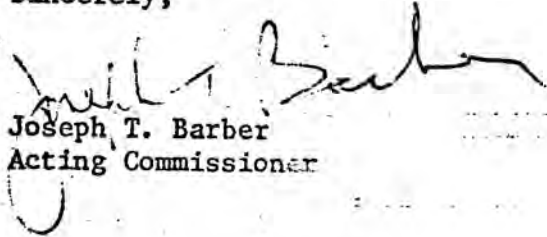
a new Historic Preservation Officer is appointed, I am sure that he will take the Council's study into consideration in reaching his decision and will make a formal reply to the U.S. Coast Guard and the New Jersey Department of Transportation.

We are aware that a potential alternative to the current Route 18 extension has been developed. The Historic Sites Office has recommended that copies of the proposed alternative be sent to the New Jersey Department of Transportation and to the Department of Environmental Protection for study and evaluation.

The Historic Sites Council also recommended that the exempted section of the Canal be made a part of the complete nomination since it intrinsically merits nomination and technically falls under the protective clauses of the National Register as amended by the new guidelines. This recommendation will also have to await the appointment of the new Historic Preservation Officer.

We appreciate your interest in the preservation of these historic areas.

Sincerely,



Joseph T. Barber
Acting Commissioner

RUTGERS STUDENT COMMITTEE ON ROUTE EIGHTEEN

Apt. G. - 33 Duke Street
New Brunswick, New Jersey
08903

March 25, 1974

Captain S. A. Wallace USCG
Chief, Marine Environmental Division
U. S. Coast Guard
U.S. Department of Transportation
400 - 7th Street S.W.
Washington, D.C.

Dear Daptain Wallace:

The Environmental Protection Agency (EPA) has issued final regulations for reviewing the air quality impact, prior to construction of new facilities which may generate significant amounts of automobile traffic. These facilities called "indirect" sources of air pollution, include highways such as the construction of the State Freeway Extension to Route 18, in New Brunswick, N.J. Russell E. Train the EPA Administrator, has stated that "review of new facilities that may cause air quality problems because of the motor vehicle congestion they stimulate "must be accomplished."

According to EPA indirect source review is just one element in overall strategy of air quality, maintenance that is required to insure proper consideration is given to air quality in overall community development and transportation planning.

Included in the indirect sources that must be reviewed are new road and highway sections in an urbanized area which are expected to carry average daily traffic volumes of 20,000 or more vehicles at any time within the next ten years or construction and modified road or highway sections expected to increase existing daily traffic volumes by 10,000 vehicles or more.

These EPA regulations soon to be published in the Federal Register require all owners of indirect sources must receive approval for construction from the EPA Administrator or his designated agency. These new regulations were established in response to a D.C. Court of Appeals order of January 31, 1973 in the case of Natural Resource Defense Council vs. EPA, which directed EPA to be certain that the State Implementation Plans adequately provide for maintenance of the National ambient air quality standards. EPA subsequently determined that no State plan contained such adequate provisions and hence EPA has required all States to submit indirect review plans.

To date New Jersey has not officially submitted a State Plan for review of indirect source to the EPA. The due date for submitting these plans was March 18, 1974. By June 18, 1975 the States must submit a program for measures to properly integrate air quality considerations into overall development plans.

Captain S. A. Wallace, USCG

March 25, 1974

Compliance with ambient air quality standards by the State of New Jersey is a most necessary part of the Environmental Statement being prepared by the U.S. Coast Guard. It is recommended that no review of the Environmental Statement being prepared by the U.S. Coast Guard be conducted by other government agencies until the FPA regulations for reviewing air quality impact are complied with by the State of New Jersey and the results submitted to the U.S. Coast Guard.

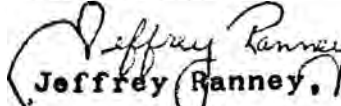
Since the last letter was sent to you the RSCORE and RSCOBY have elected officers for the coming year. Because the work of both of these Committees have become joined, the same persons have become President and Secretary and Treasurer.

RSCORE

RSCOBY

President - Jeffrey Ranney	Same
Vice President - Gary Cantor	Robin Dunkin
Sec. & Treasurer - Clifford Harrington	Same

Sincerely,


Jeffrey Ranney, President

RUTGERS STUDENT COMMITTEE ON ROUTE EIGHTEEN
RUTGERS STUDENT COMMITTEE ON THE BICENTENNIAL YEAR
Apt. G. - 33 Duke Street
New Brunswick, New Jersey
08903

March 25, 1974

Mr. Joseph T. Barber
Acting Commissioner
State of New Jersey Department of Environmental Protection
Trenton, New Jersey 08625

Dear Mr. Barber:

Thank you for the prompt reply on March 1, 1974 to the letter from our Committee dated February 12, 1974 and the Rutgers Student Committee on the BiCentennial Year. The thorough manner in which you provided information that reflected in depth consideration of the points raised in our letter gives real encouragement to the students that their effort to save the Delaware and Raritan Canal from destruction and to converting the Canal into a BiCentennial Canal Park, are worthwhile and appreciated. This is certainly a welcome change to conditions that existed under Commissioner Sullivan, who failed to reply to our letters and telephone calls. Not only did David Poinsett fail to respond to letters and 'phone calls, but was hostile to efforts by the students of Rutgers University. This welcome change which reflects responsibility on the part of State officers and is certainly a credit to Governor Brendan Byrne.

It states in your letter "we are aware that a potential alternative to the current Route 18 Extension has been developed". Actually there are two alternatives proposed by the students of Rutgers University. One is the Alternate Highway Bridge Plan, developed by the students working at the Center for Transportation Studies of the Eagleton Institute of Politics. The other is a plan for establishing a feeder transportation system that would provide travel for those who use automobiles in their daily trips to and from work that cross the Raritan River in the vicinity of New Brunswick. This feeder transportation system is a part of a mass transportation system planned for accommodating 40,000 visitors who could be expected to visit the historic points of interest along the Delaware and Raritan Canal during the BiCentennial Year. Copies of the Alternate Highway Bridge Plan have been sent to the New Jersey Department of Transportation (NJDOT). The feeder transportation plan was delivered to both the NJDOT and the Department of Environmental Protection. Although an evaluation of these prudent alternate plans are required under the law by the NJDOT, it has not been accomplished. Governor Byrne, has, however, honored a promise to the students of Rutgers University and requested Commissioner Alan Sagner of the NJDOT to address himself to the issues involved in constructing the proposed State Freeway Extension to Route 18, and prepare a report as soon as possible. Commissioner Sagner, has in turn, directed a member of his staff to meet with the members of RSCORE on this matter.

Mr. Joseph T. Barber

March 25, 1974

You are cautioned that a third Alternate Highway Plan exists that has been prepared by the New Jersey Department of Transportation and given the same label as the Alternate Highway Bridge Plan prepared by the RSCORE. Actually it is an entirely different plan and wholly unfeasible. Its purpose was to destroy support for the Alternate Highway Bridge Plan.

It would be appreciated if you would advise the RSCORE and RSCOPY, when the two alternate plans have been evaluated by the Environmental Protection Administration. Our files, which are very complete on the Delaware and Raritan Canal and the Route 18 matter can be made available to assist your staff in conducting these evaluations. The attitude of helpfulness and cooperation you have extended to the Students of Rutgers University will encourage them in providing assistance in performing staff work.

Regarding the Commentson Section 106 of the National Historic Preservation Act of 1966 in your letter of March 1, 1974, it is certainly correct that the position of State Preservation Officer exists by the administrative fiat of the Department of the Interior. Also that Commissioner Sullivan as State Historic Preservation Officer deleted the section of the D&R Canal between Albany Street and Landing Lane Bridge for administrative reasons.

In discussing these comments with officials of the U.S. Department of Interior it was pointed out that under law the U.S. Department of Interior could appoint a federal representative for each State, who would be responsible to carry out the duties and functions required to conform to the National Historic Preservation Act of 1966. Instead a Federal-State partnership was formed with the full and complete understanding that each party to the partnership could place complete reliance upon the State Preservation Officer to practice discretion and exercise good will in complying with the dictates of law when identifying and protecting historical resources. When he fails to do this he may not have violated a law which specifically directs his actions, but he jeopardizes projects which involves government funds and issuance of permits by Federal agencies. The State preservation officer cannot by arbitrary administrative acts excluded federal agencies from their historic preservation responsibilities. In doing so he can only fail to provide them with information they must have for carrying out their responsibilities under law. The law strongly implies the existance of a state preservation officer having the responsibilities for the administration of state wide planning and grants in aid programs. Successful partnership requires respect by both parties for both the letter and spirit of the law. Nowhere does the law condone or encourage malfessant or non-feasant acts by an administrator, that would defeat the intent of the law or condone dishonor of accepted practice established throughout the years. This concept of reliability and trust is bottomed on the tenant of administrative law that public administrative officials are obliged to make known irregularities and instances of non-conformity with law and established practice which comes to their attention.

Mr. Joseph T. Barber

March 25, 1974

As to the statement in your letter "at the time the action was taken there was no federal funds or license involved in the proposed Route 18 extension", it is in error. Although representatives of the NJDOT have stated publicly that no federal funds have been involved in the proposed Route 18 extension, investigation has disclosed that federal funds are involved. Also six separate licenses are required for constructing the State Freeway Extension to Route 18, of which three are federal ones, none of the licenses have been issued to the New Jersey Department of Transportation.

Again we thank you for the cooperative manner in which you have responded to the efforts of the students of Rutgers University to save historic sites and park areas within the State of New Jersey. We are anxious to assist you in carrying out the duties of Commissioner of the State of New Jersey Department of Environmental Protection.

Since our last letter to you the RSCORE and RSCOBV have elected officers for the coming year. Because the work of both these Committee have become joined the same persons have been elected as President and Secretary and Treasurer.

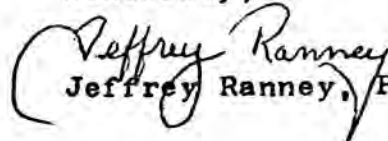
RSCORE

President - Jeffrey Ranney
Vice President - Gary Cantor
Sec. & Treas. - Clifford Harrington

RSCOBV

President - Jeffrey Ranney
V. Pres. - Robin Dunkin
Sec.&Treas. Same

Sincerely,


Jeffrey Ranney, President

CC: Governor Brendan Byrne
Honorable Claude S. Brinegar, Secretary U.S. Dept. of Transportation
Captain S. A. Wallace, U.S. Coast Guard
Captain T. T. Wetmore, III U.S. Coast Guard
Division National Register, U.S. Department of Interior
American Canal Society
Delaware and Raritan Canal Coalition
Committee for Presevation of the Delaware and Raritan Canal, Raritan
River and Johnson Park
Citizens Committee for Environmental Protection
New Jersey Citizens for Clean Air
South Jersey Sierra Club
Citizens For Conservation
Advisory Council on Historic Preservation
Environmental Protection Agency
President's Council on Environmental Quality
American Revolution Bicentennial Commission
Legislative Study Committee to Study Means of Protecting and
Preserving the Delaware and Raritan Canal
New Jersey Historical Commission
Raritan Valley Chamber of Commerce
New Jersey Clean Air Council
Natural Resources Council
Lake Nelson Improvement Association
Piscataway Home Owners Association
Johnson & Johnson

RUTGERS STUDENT COMMITTEE ON ROUTE EIGHTEEN
RUTGERS STUDENT COMMITTEE ON THE BICENTENNIAL YEAR

Apt. G. - 33 Duke Street
New Brunswick, New Jersey
08903

April 7, 1974

Commissioner Joseph T. Barber
New Jersey Department of Environmental Protection
Box 1390, John Fitz Plaza
Trenton, New Jersey

Dear Mr. Barber:

Senate Bill No. 963 an act establishing the Delaware and Raritan Canal State Park, and creating a Delaware and Raritan Canal Commission, prescribing its jurisdiction, power and duties, and making an appropriation therefor, has been reviewed by the Rutgers Student Committee on Route 18 (RSCORE) and the Rutgers Student Committee on the Bi Centennial Year (RSCOPY).

The intent of the Act is most commendable but in the form referred to the Committee on revenue, finance and appropriations requires the following changes to make it in keeping with the intent of the Act. to preserve the historic, ecological and recreational values of the Delaware and Raritan Canal for the citizens of New Jersey:

1. Delete section 6a -

Comment - This section of the Canal is its most historical part and provides public recreation for the largest concentration of people along its entire length. To not include this section of the Canal under the reach of the Act violates the proper responsibility of the State government to conserve natural resources to promote the public health, prosperity, and general welfare. In addition the section of the Canal described in section 6a, constitutes the hub of the feeder transportation system for carrying visitors to the American Revolution BiCentennial Year Canal Park. This feeder transportation system is currently being reviewed by the U.S. Department of Transportation as the basis for a federal grant.

2. Page 11 line 4 of Statement - change to read 62 miles long, instead of 60 miles long Canal.

Comment - This change will then have the 1 $\frac{1}{2}$ miles of the Canal between the Landing Lane Bridge and the juncture of the Canal with the Raritan River included within the Canal State Park.

The impact of the construction of the State Freeway Extension to Route 18 and the section of Canal between the Landing Lane Bridge and the juncture of the Canal with the Raritan River, currently is the subject of review by both the Attorney General of the State of New Jersey and the Commissioner, New Jersey Department of Transportation. Even if this highway was constructed there would still remain the historic part of the Canal between the Albany Street Bridge and the juncture of the Canal with the Raritan River that should be preserved as part of the

Commissioner Joseph T. Barber

April 7, 1974

Canal State Park.

It is recommended that the Commissioner of New Jersey Department of Environmental Protection request the Committee on Revenue, Finance and Appropriations, make the changes contained herein. In the event the Bill has been reported out of Committee, then the Commissioner through the Democratic Leadership should have the Bill ammended from the floor.

Sincerely,

Jeffrey Ranney, President

CC: Governor Brendan Byrne
William Hyland, Atty General
Alan Sagner, Commissioner NJDOT
Senator Raymond Bateman
Senator John A. Lynch
Senator Joseph P. Merlino
Senator Dwyer
American Canal Society
Capt. S.A. Wallace, USCG
Capt. T.T. Wetmore, III USCG
Division National Register, U.S. Dept. of Interior
Citizens Committee for Environmental Protection
South Jersey Sierra Club
Advisory Council on Historic Preservation
Environmental Protection Agency
President's Council on Environmental Quality
American Revolution Bicentennial Commission
N.J. Historical Commission
Raritan Valley Chamber of Commerce
N.J. Clean Air Council
Natural Resources Council
Piscataway Home Owners Asso.
Johnson and Johnson

RUTGERS STUDENT COMMITTEE ON ROUTE EIGHTEEN
RUTGERS STUDENT COMMITTEE ON THE BICENTENNIAL YEAR

Apt. G - 33 Duke Street
New Brunswick, New Jersey
08905

April 11, 1974

Colonel Richard Hughes
U.S. Army Corps of Engineers
Asst. Chief Construction Operations Division
James Forrestal Bldg.
1000 Independence Ave., S.W.
Washington, D.C. 20314

Dear Colonel Hughes:

I have received a copy of a letter from the Citizens Committee to Preserve the Delaware and Raritan Canal, the Raritan River and Johnson Park dated April 11, 1974 in which Mr. Jake Lankhurst, Attorney for the U.S. Corps of Engineers has ruled that under present laws no permits to fill in the Delaware and Raritan Canal or the Raritan River can be issued by the U.S. Army Corps of Engineers until the Environmental Impact Statement is completed. In the event that any filling is started without the permit the U.S. Corps of Engineers will obtain cease and desist order to prevent it. Mr. Lankhurst further stated that a public hearing would be held before any permits would be issued, if a request was received from the Citizens Groups.

The NSCORE and NSCONY by this letter request the U.S. Army Corps of Engineers to hold Public Hearings if any permits are issued for filling in the Delaware and Raritan Canal or the Raritan River.

Sincerely,

Jeffrey Ranney

CC: Citizens Committee to Preserve the Delaware and Raritan Canal,
the Raritan River and Johnson Park

Art. 6-23 Duke Street
New Brunswick, New Jersey
08903

File with
Delaware &
Raritan Canal
nomih.

April 16, 1974

Office of the Governor
State of New Jersey
Statehouse
Trenton, New Jersey

Dear Governor Byrne:

Enclosed is a copy of a letter to the United States Army Corps of Engineers in which the students of Rutgers University have requested that public hearings be held if any permits are to be issued for the filling in of the Delaware and Raritan Canal or the Raritan River. This is to insure that all proper Federal and State agencies and departments are consulted so as to insure that all Federal and State laws and guidelines are met as well as to assess public opinion concerning the proposed alternative plans.

The students of Rutgers University are continuing to work within the established system of law and order in their efforts to have a highway built to enable Route Eighteen to handle the traffic flow without needlessly destroying the Delaware and Raritan Canal, the Raritan River and Johnson Park. The students still believe that you, as the Governor of New Jersey, will honor your promise of October 12, 1973, that a thorough re-evaluation of the present plan and our two alternative plans will be made by the proper agencies and/or departments of the State of New Jersey. The students have no doubt that you are acting in good faith and will continue to do so.

Sincerely,

Jeffrey Kenney
Jeffrey Kenney, President

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Huy

**CITIZENS COMMITTEE TO PRESERVE THE DELAWARE AND RARITAN
CANAL, RARITAN RIVER AND JOHNSON PARK**
204 Lincoln Avenue
Highland Park, New Jersey
08904

April 29, 1974

Admiral Chester A. Bender, USCG
Commandant U.S. Coast Guard
U.S. Department of Transportation
400 Seventh Street SW
Washington, D.C.

Dear Admiral:

Members of this Committee have worked for the past seven years to increase the traffic carrying capacity of Route 18 as a prudent alternative to building the State Freeway Extension to Route 18, which would destroy the most historic section of the Delaware and Raritan Canal, require filling in the Raritan River to one quarter of its width, taking 14 acres of public parklands from Johnson Park, adversely affecting the historic Metlar House, and creating air and noise pollution levels within Rutgers University Dormitories in violation of the Federal Clean Air Act.

The most rewarding experience has been the highly cooperative and willing manner in which representatives of the U.S. Coast Guard have provided information and guidance to this Committee. It has made possible submission of pertinent information and the conducting of our activities to always be in conformity with the law.

In this regard the Committee wishes to commend Admiral William M. Benkert, U.S. Coast Guard for decisiveness and dispatch to correct a serious breach of the Freedom of Information Act approved July 4, 1966 which occurred on Thursday, April 25, 1974 in the office of Mr. Alfred Meschter.

Our representative, Captain Cooper B. Bright, USN(Ret.) had asked Mr. Meschter to read a letter dated April 4, 1974 to the U.S. Coast Guard from the State of New Jersey Department of Environmental Protection. Mr. Meschter in the presence of Mr. Frank Martin refused this request and the following transpired:

1. Mr. Frank Martin explained to Capt. Bright that the Route 18 matter in New Jersey was now being handled entirely by Mr. Meschter.
2. Capt. Bright made a second request on Mr. Meschter to read the letter and it was refused.
3. Capt. Bright asked Mr. Meschter on whose authority he was acting in not making the letter promptly available to him. Mr. Meschter replied it was his decision to withhold the letter.
4. Capt. Bright explained that Mr. Meschter was not acting in accordance with the Freedom of Information Act which holds that every agency shall upon request for identifiable records made in accordance with published rules, shall be made available. That the arbitrary and capricious manner in which he had made the denial violated both the

Admiral Chester A. Bender,
Commandant, U.S. Coast Guard

April 29, 1974

letter and spirit of the Act. Mr. Meschter again refused the request to read the subject letter.

5. When Mr. Meschter informed Capt. Bright that Admiral William Benkert was his superior, a visit by Bright to the Admiral's office found him to be away in conference.

6. Mr. Meschter then directed Capt. Bright to telephone the Public Information Officer. Captain Bright explained his request to Mr. Reed who responded that Bright could have access to read the letter under the Freedom of Information Act.

7. Mr. Meschter had Mr. Reed come to his office and then explained that he was denying the request because Capt. Bright might obtain information that could prove to his advantage over those who were in favor of constructing the State Freeway Extension to Route 18. Capt. Bright explained the matter at issue was not in litigation and hence did not fall under the exemptions listed in the Freedom of Information Act. Mr. Reed refused to make a decision deferring to his superior, and departed from the meeting.

8. Admiral William Benkert entered Mr. Meschter's office and discussed another matter. He was made aware of the request by both Mr. Meschter and Capt. Bright. After reading the letter, Admiral Benkert made it available to be read by Capt. Bright.

9. When Capt. Bright was reading the letter Mr. Meschter objected to his making notations of dates, names and pertinent statements. Capt. Bright explained the Freedom of Information Act provides that every agency shall make information available for public inspection and copying.

Immediately after leaving Mr. Meschter's office Capt. Bright made the same request of the Advisory Council on Historic Preservation and was allowed immediate access to the letter, stating this was in accordance with the Freedom of Information Act.

Review of the correspondence records of the Committee to Preserve the Delaware and Raritan Canal, the Raritan River and Johnson Park established the following:

1. In a meeting on May 31, 1972 in the office of Capt. Wetmore, USCG, New York City, court rulings were discussed which placed a different definition of what constitutes a causeway, that was handed down in the Hudson River Expressway Case.

2. By letter of June 28, 1972 Capt. T.T. Wetmore, USCG stated, "It is my understanding from Mr. Olsen that Capt. Bright will be in Washington in the near future and will discuss and possibly obtain from Mr. Meschter of the Commandant's office the information you requested concerning a court ruling on fills in rivers".

Admiral Chester A. Bender,
Commandant, U.S. Coast Guard

April 29, 1974

3. In a letter of July 7, 1972 to Capt. Wetmore from the Citizens Committee a meeting is reported attended at Coast Guard Headquarters by Captain Paul Yost, USCG, Mr. Meschter, Mr. Frank Martin and Capt. Bright. At this meeting when Mr. Meschter was asked for citations concerned with litigation on causeway construction in the State of Oregon, he not only failed to provide them, but could not even supply enough information that would permit instituting a search of legal records. Mr. Meschter stated he could not recall from what source he had obtained the information. When asked if he could obtain the information, he gave the distinct impression that it would not be forthcoming. Yet during this particular conversation he vaguely described an island with an airport constructed upon it which was connected to the mainland by a causeway. In the letter report to Capt. Wetmore it is stated, "The attitude on the part of Mr. Meschter does not meet the standards of excellence we have been accustomed to in dealing with the Coast Guard".

4. In a letter dated July 17, 1972 Capt. Wetmore to the Citizens C Committee stated, "Mr. Olsen's remarks made at the meeting on 31 May 1972 were based on hearsay information obtained from Mr. Meschter, sometime after the Judge Murphy ruling on the Hudson River Case in one of the many telephone conversations between the two parties".

The records of the Committee show that information requested by the public from the Coast Guard has been made available promptly, fully and cheerfully as a matter of right, not special dispensation. With the exception of Mr. Alfred Meschter, the Committee wishes to commend Admiral William Benkert, Capt. R. N. Rea, USCG, Capt. T.T. Wetmore, USCG, Capt. Paul Yost, USCG, Capt. Kenneth Winan, USCG, Mr. Rue Helsel, Mr. Frank Martin and Mr. Reed, for acting in accordance with the letter and spirit of the Freedom of Information Act.

Sincerely,

CC: Secretary U.S. Dept. of
Transportation

Advisory Council on Historic Preservation

Rutgers Student Committee on Route 18

Rutgers Student Committee on the Bicentennial Year

Toivo Lamminen, President

RUTGERS STUDENT COMMITTEE ON ROUTE EIGHTEEN

Apt. G - 33 Duke Street
New Brunswick, New Jersey
08903

April 29, 1974

Mr. Joseph T. Barber, Acting Commissioner
State of New Jersey Department of Environmental Protection
John Fitch Plaza
Trenton, New Jersey

Dear Mr. Barber:

It has come to our attention that you have informed the U.S. Coast Guard by letter of April 4, 1974 that you have carefully reviewed all the factors in the matter of constructing the State Freeway Extension to Route 18 and have reached the conclusion that there is no feasible alternative to the highway extension as presently aligned by the New Jersey Department of Transportation. Further, that the New Jersey Department of Environmental Protection does not intend to file an objection to the State Freeway Extension to Route 18.

The students of Rutgers University, acting in good faith have relied upon the promise contained in a letter of March 1, 1974 from you, stating "Due to the fact that the Governor has not yet appointed a new Historic Preservation Officer to take the place of Mr. Sullivan, who resigned on February 1, 1974, New Jersey cannot yet officially act on the recommendation of the Council. When the Historic Preservation Officer is appointed, I am sure that he will take the Council's study into consideration in reaching his decision and will make a formal reply to the U.S. Coast Guard and the New Jersey Department of Transportation".

You have violated the trust placed in you by the students of Rutgers University, as a state government official. It is such action that creates discredit for our government. You might rationalize that the harm occurring to your personal integrity is your business, but the damage from your actions that is reflected upon Governor Byrne and his efforts to bring clean government to New Jersey, constitutes a burden that neither he nor the citizens of New Jersey, who supported him, desire to have forced upon them.

A letter is being sent to Mr. David J. Bardin informing him of this unwarranted act on your part that misleads the U.S. Coast Guard and the Advisory Council on Historic Preservation, who are acting to assure that actions to improve the Raritan crossing are in accordance with the law of the land.

Sincerely,

Jeffrey Ranney, President

CC: Governor Brendan Byrne
Commissioner Alan Bagger
Attorney General William Hyland
U.S. Coast Guard Headquarters, Washington, D.C.
Advisory Council on Historic Preservation
New Jersey Historic Sites Council
The Committee for Preservation of the Delaware and Raritan Canal,

RUTGERS STUDENT COMMITTEE ON ROUTE EIGHTEEN

Apt. G - 33 Duke Street
New Brunswick, New Jersey
08903

April 29, 1974

Mr. Joseph T. Barber, Acting Commissioner
State of New Jersey Department of Environmental Protection
John Fitch Plaza
Trenton, New Jersey

Dear Mr. Barber:

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Sincerely,

CC: Governor Brendan Byrne
Commissioner Alan Sagner
Attorney General William Hyland
U.S. Coast Guard Headquarters, Washington, D.C.
Advisory Council on Historic Preservation
New Jersey Historic Sites Council
The Committee for Preservation of the Delaware and Raritan Canal,
Jeffrey Ranney, President

HARRISON A. WILLIAMS, JR., N.J., CHAIRMAN
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ROBERT T. STAFFORD, VT.

MARIO T. NOTO, STAFF DIRECTOR
ROBERT E. NAGLE, GENERAL COUNSEL

United States Senate

COMMITTEE ON
LABOR AND PUBLIC WELFARE
WASHINGTON, D.C. 20510

July 9, 1974

Dr. Ernest A. Connally
Associate Director
National Park Service
Department of the Interior
Washington, D. C.

Dear Dr. Connally:

It is my understanding the Department of the Interior, National Park Service, is currently preparing a response to correspondence you have received from the U.S. Coast Guard at the Department of Transportation concerning the eligibility of that part of the Delaware and Raritan Canal between Albany Street and Landing Lane Bridge in and near New Brunswick, New Jersey, as a National Historic Site.

This opinion requested of you is in connection with the proposed construction of a bridge on Route 18 over the Raritan River in New Brunswick, New Jersey.

As I am sure you are aware, the portion of the Canal under consideration, between Albany Street and Landing Lane Bridge, was not designated for the Register of Historic Sites by former Commissioner of the New Jersey Department of Environmental Protection, Mr. Richard Sullivan.

The construction of this bridge is essential to the economic well-being of the City of New Brunswick and surrounding communities. Its construction has the unquestionable support of Congressman Edward Patten, who represents the Fifteenth Congressional District of New Jersey, which includes New Brunswick, Rutgers University, Mayors of both New Brunswick and Piscataway, former Governor Cahill and present Governor Byrne, Senator Case and myself and Johnson and Johnson, the largest single employer in Middlesex County.

Dr. Ernest A. Connally

July 9, 1974

Page 2

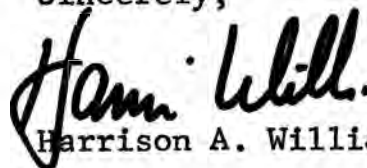
Currently, the Coast Guard, prior to awarding a permit for the construction of the bridge is awaiting response from the Advisory Council on Historic Preservation which is considering the possible adverse effects on those structures which have been designated as National Historic Sites. Also, the Coast Guard is awaiting a decision by the National Park Service as to whether the portion between Albany Street and Landing Lane Bridge is eligible for consideration as a National Historic Site.

I have been and shall continue to be a strong supporter of efforts to preserve historical sites; however, I strongly urge, taking into consideration the opinion of former Commissioner Richard Sullivan, that this section of the Canal should not be classified as eligible as a historic site and that the Department of the Interior respond to the Coast Guard to this effect as soon as possible.

Taking into consideration the numerous factors involved and the many delays that have been encountered in connection with the construction of this bridge, I believe that such a response from you to the Coast Guard would be in the best interests of everyone concerned.

With best wishes,

Sincerely,


Harrison A. Williams

HAW:wjjh

**Advisory Council
On Historic Preservation**
1522 K Street N.W. Suite 430
Washington D.C. 20005

July 22, 1974

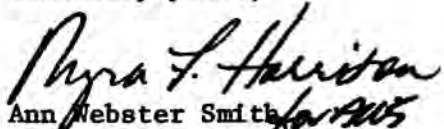
Dr. William J. Murtagh, Keeper
National Register of Historic Places
National Park Service
3209 L Street, N.W.
Washington, D.C.

Dear Dr. Murtagh:

The Advisory Council has entered into a consultation with the U.S. Coast Guard concerning the proposed New Jersey Route 18 bridge application across the Raritan River at New Brunswick, New Jersey, in terms of the effect of that undertaking upon properties listed in the National Register, including the Delaware and Raritan Canal, Ivy Hall and the Metlar House.

It is our understanding that, pursuant to 36 C.F.R. 800, your office has been requested to make a determination as to the eligibility for inclusion in the National Register of some 6000 feet of the Delaware and Raritan Canal not now listed in the National Register. We should appreciate it if you would furnish the Council with your conclusions concerning the eligibility of that 6000 feet of the Canal once your review of that matter has been completed.

Sincerely yours,


Ann Webster Smith
Director, Office of Compliance

United States Senate

WASHINGTON, D.C. 20510

July 22, 1974

The Honorable Rogers Morton
Secretary
Department of the Interior
Washington, D. C. 20240

Dear Mr. Secretary:

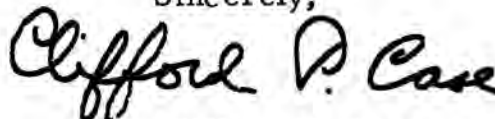
Recently, I learned that the issuance of a bridge permit for Rt. 18 in New Brunswick is being delayed while the Department of Interior determines if the Delaware and Raritan Canal is eligible for inclusion on the National Register.

If the canal is found eligible, then a public meeting would be necessary to gather information about the possible adverse effect of the bridge on the canal site.

I am aware that the questions of historic significance and possible adverse effect were raised only recently and that your Department has had only a short time in which to study these matters.

Your consideration in seeing that these questions are answered expeditiously would be appreciated.

Sincerely,



Clifford P. Case
U. S. Senator

CPC:tj

20286



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON D.C 20240

FILE COPY

Surname :

<i>Sumner 7/24</i>

July 24, 1974

Dear Senator Case:

Secretary Morton has asked me to thank you for your letter of July 22, 1974, requesting information concerning the Department's examination of the eligibility of the Delaware and Raritan Canal for inclusion on the National Register of Historic Places.

Your letter has been brought to the attention of the appropriate officials and you will be furnished a reply as soon as possible.

Sincerely yours,

J. Curtis Herge

J. Curtis Herge
The Assistant to the Secretary
and Chief of Staff

Honorable Clifford P. Case
United States Senate
Washington, D. C. 20510

bcc: Secretary's Files (Cy to remain w/incoming until final reply is made.)

SS:RSemmes:mjh: 7/24/74

H34-PR

JUL 30 1974

7-29-74
@ Shull

Ms. Ann Webster Smith
Director, Office of Compliance
Advisory Council on Historic
Preservation
1522 K Street, N.W.
Suite 430
Washington, D.C. 20005

Dear Ms. Smith:

Thank you for your recent letter concerning our response to the Coast Guard's letter of June 24, 1974, requesting a determination of eligibility for the 6000 feet of the Delaware and Raritan Canal between the Albany Street Bridge and Landing Lane Bridge in New Brunswick.

In a letter of July 26, 1974, we advised the Coast Guard as follows:

As you know, the Delaware and Raritan Canal, with the exception of this portion, is now listed in the National Register. A member of the National Register staff has made an on-site inspection of the segment of the canal in question. This part of the canal does not appear to differ from the part which is already officially listed, is therefore eligible for inclusion in the National Register, and should have, in our opinion, been included in the original nomination. The Delaware and Raritan Canal meets (A) and (C) of the National Register "Criteria for evaluation."

We appreciate your interest in the Delaware and Raritan Canal.

Sincerely yours,

(Sgd.) William J. Murtagh

William J. Murtagh
Keeper of the National Register

cc: Mr. James G. Banks, Room 112A, District Building, 14th and E
Streets, N.W., Washington, D.C. 20004. w/cy inc.
Regional Director, National Capital Parks w/cy inc.
FNP:C Shull:bsh 7/29/74
bcc: Director's Reading File
DI
DG w/cy inc.
PR w/cy inc.

✓ BASIC FILE RETAINED IN PR

H30-PR

JUL 31 1974

Honorable Harrison A. Williams, Jr.
United States Senate
Washington, D.C.

Dear Senator Williams:

Thank you for your letter concerning the eligibility for inclusion in the National Register of Historic Places of that part of the Delaware and Raritan Canal between Albany Street and Landing Lane Bridge in New Brunswick.

As you know the U.S. Coast Guard has requested in a letter of June 24 a determination of eligibility on this portion of the canal, pursuant to the procedures of the Advisory Council on Historic Preservation. The National Park Service is required by Federal regulations to assist agencies in the evaluation of cultural resources by providing objective professional assessments of their eligibility for registration.

As you mentioned in your letter, the Delaware and Raritan Canal, with the exception of the segment between Albany Street and the Landing Lane Bridge, is listed in the National Register. We have made an onsite inspection, and this portion of the canal does not appear to differ from the part of the canal which already officially is listed. Therefore, it would be eligible for inclusion in the National Register under criteria (A) and (C) of the National Register "Criteria for Evaluation." A leaflet enumerating these criteria is enclosed. As you may be aware, two other National Register properties, Ivy Hall and the Metlar House, as well as a number of acres of park land, will be affected by the construction of the bridge and the proposed extension of Route 18, as now planned.

We appreciate your interest in historic preservation.

Sincerely yours,

Ernest Allen Connally

Associate

Director

Enclosure

See attached for cc

✓ (BASIC RETAINED IN PR)

BRAXTON 7/26
Shull
Herrington
for Murtagh
Martensen

7 Wood
7/26
7/30
Whitlock 7/30

cc:

Mr. David J. Bardin
Commissioner
Department of Environmental Protection
Post Office Box 1420
Trenton, New Jersey 08625) w/c of inc.

Mr. Robert F. Crecco
Community Affairs Specialist
Office of the Assistant Secretary
for Environment, Safety and
Consumer Affairs
Department of Transportation
Room 9424, 400 Seventh Street
Washington, D.C. 20590) w/c of inc.

SOL-Mr. Pete Raynor)

CL

Regional Director-North Atlantic)
D-Reading File
DI / DG / P / PH / IS)
FNP:CShull:crb:7-25-74

*Similar letter sent
to Senator Clifford P.
Case*

July 17, 1974

Honorable Harrison A. Williams, Jr.
United States Senate
Washington, D.C.

Dear Senator Williams:

I am pleased to acknowledge your inquiry concerning listing of that part of the Delaware and Raritan Canal between Albany Street and Landing Lane Bridge in New Brunswick, New Jersey, in the National Register of Historic Places.

We appreciate your interest in this matter and will provide you a reply at our earliest opportunity.

Sincerely yours,

Ronald H. Walker
Director

LS (2) w/incoming
FNP:CRBraxton:crb:7-17-74

National Register of Historic Places
National Park Service
U.S. Dept. of the Interior
Wash. D.C. 20240

Dear Sirs :

How is it that the most historic portion; where the canal was begun and where it was dedicated and celebrated, has been deleted from the register? This portion of the canal is also the most accessible and has the greatest exposure to the most people, recreation starred people to boot! The people of this city are nearly beginning to question?

Please, I have tried to get an answer from the N.J. Division of Historic Sites. Dr. Bush cannot answer this question. The future of the canal will soon be

in the hands of the Nat. Council for
Environmental Quality.

May I press here from you
shortly.

Sincerely

James M. Black
52 City Alley
New Brunswick
New Jersey -
08901.

Delaware & Raritan
CANAL

HUNTERDON
County
N.J.

Middlesex County

Bogan Meadows

Dedication on March 30, 1977

PROGRAM

Gather at the Meadows

Dedication Ceremonies

Introduction of the Speaker..... Dr. David Denker

A word from the Chairman..... Dr. Eugene Howe

Historical Perspectives..... James Moise

Consensus Plans..... Dr. Bruce Hamilton

Commissioner's Address..... David Bardin

Buffet Luncheon

Introduction of Distinguished Guests
and Remarks Dr. David Denker

Strolling Tour of the Grounds and
House (weather permitting)

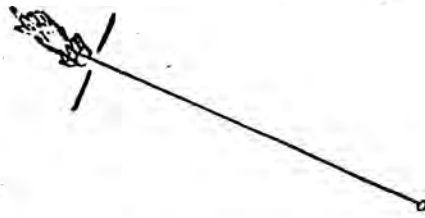
The Meadows



on the Delaware & Raritan Canal

A 20th Century Preservation Saga of
An 18th Century Settlement on
A 19th Century Water Course

Selected Press Clippings of the Bogan Meadows Fund Raising Committee



Raritan River

Suydam to Del & Raritan Canal Co Feb 1833

Canal

S 26° 00' E 20.95' Ditch

Heirs of Suydam to Nicholas VanWickle Esq

Map

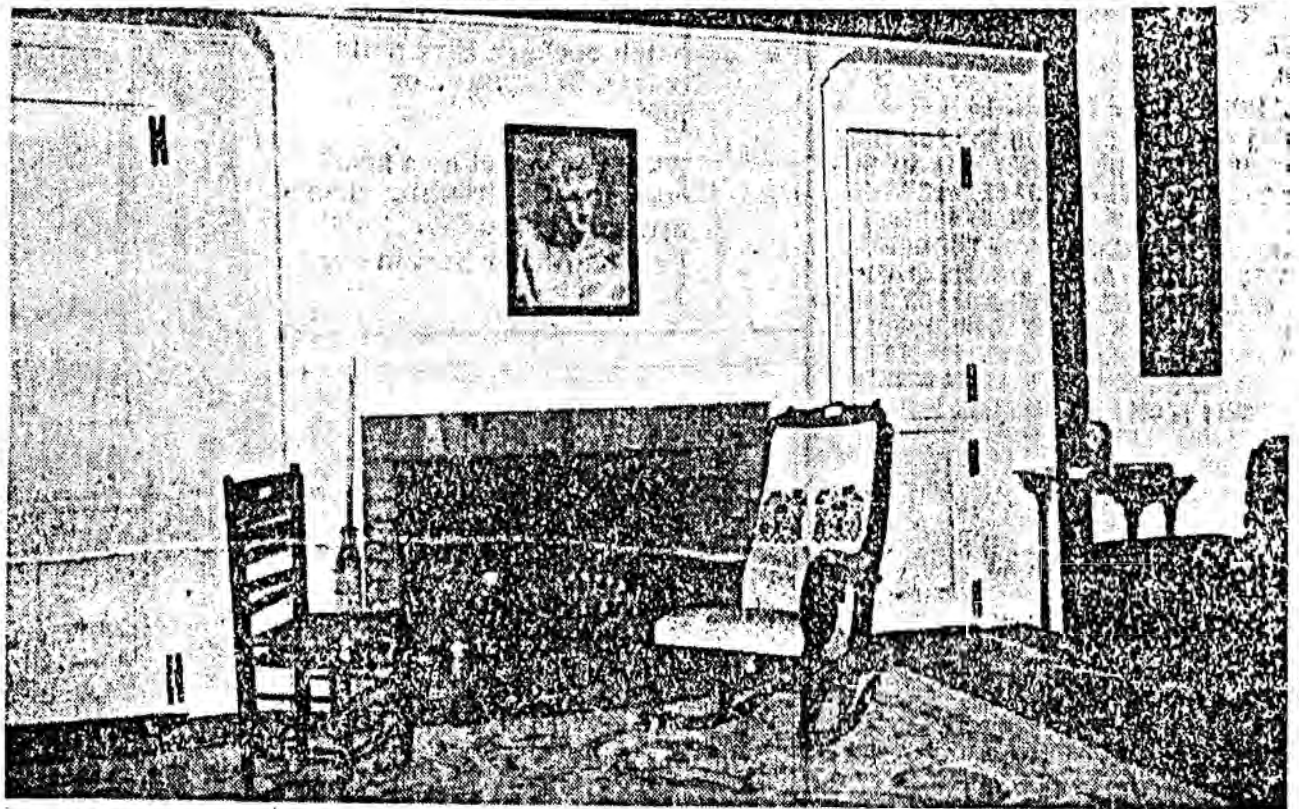
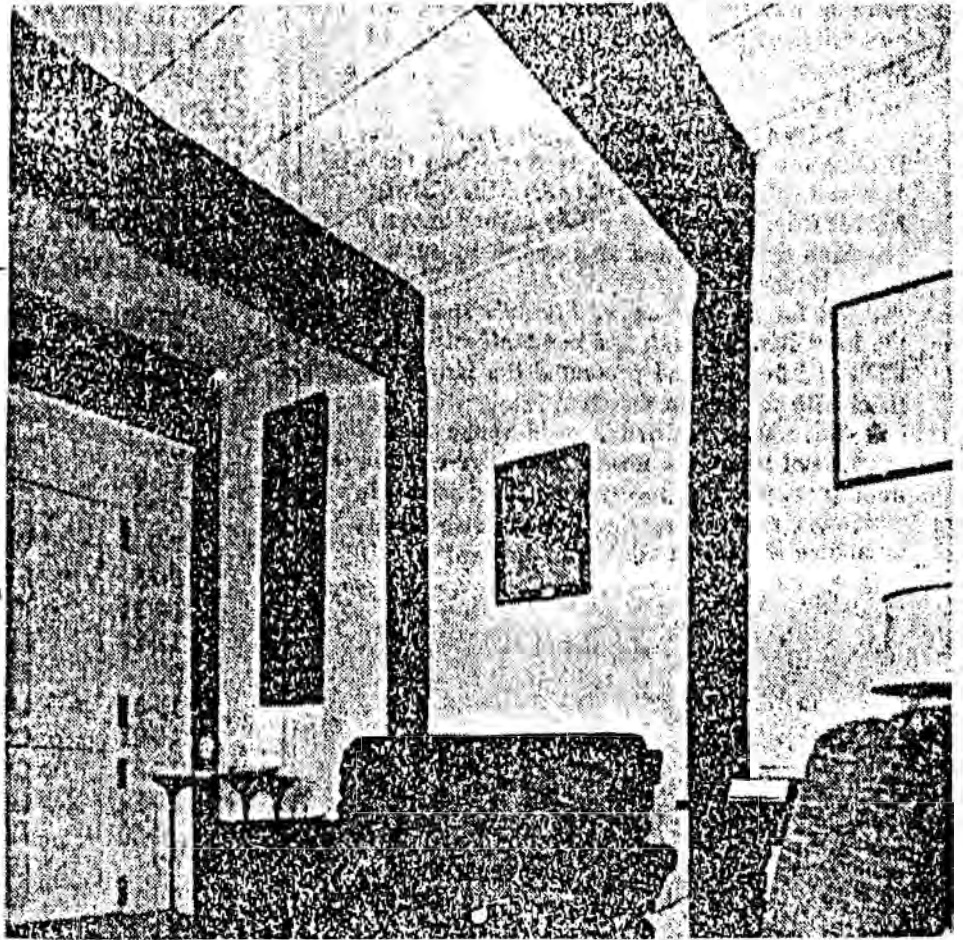
Shewing by the "dotted line" the encroachment of the D & R. C. Co on the farm of N. VanWickle Esq. The "shaded line" as conveyed to the Canal Co by Mr Suydam by deed of Feb 1833. Contents to Northerly edge of ditch 1/3 of an acre. by Ad Disbrow Esq Dec 1858

The Canal comes to "the Meadows"

Nicholas VanWickle Esq
Secretary of the
Delaware Canal Co

*a lovely house
when it was a
home for the Bogams*

OLD OAK BEAMS — Exposed hand-hewn beams thought to have come from the Black Forest were used in the construction of "The Meadows." The Dutch doors have black wrought iron hardware forged by hand.



ONE FIREPLACE — The living room of "The Meadows" has two fireplaces, which were needed to ward off the chilly winds from the Raritan River in by-gone days.

Glowing logs are enhanced by the soft red bricks of the fireplace.

Twp. has chance for Bogan tract

Franklin Township once again has a chance to buy the historical Bogan property on Easton Avenue with funds from the state and federal government.

Timothy Tapp, director of parks and recreation, reported Tuesday that he will have a proposal on the council's agenda next week to buy the property for parkland with 100 per cent government funding.

If all goes well, Mr. Tapp foresees the possibility of the township moving to purchase the property this summer.

The News-Record learned the property was available when it received a call from Virginia Dykes in Bartlesville, Oklahoma, one of the heirs to the 50-acre Bogan site along

the Delaware and Raritan Canal.

She said the home on the tract dates to before the Revolutionary War. The Rev. Abraham Beech lived in the house with "the fighting going on around him." He was one of the few clergy that served both Tories and revolutionaries in those times.

Mr. Tapp said if the council agrees to the sale, the transfer would have to be approved by the state and federal government because it is listed on the historical registers of both. That's one of the reasons the township wanted to buy the land in the first place.

The fact that it already is listed could save the township over a year of time attempting to register it, as they are presently doing with Colonial Farms in Middlebush.

"I'm glad we have a second shot at it," Mr. Tapp said, "I'll be even happier if the council wants to pursue it. It's a nice item to have."

Mrs. Dykes said the planned sale to a private owner had fallen through, and that from reading an article in this newspaper several weeks ago, was "delighted" to learn that the township was interested in securing the land for recreation purposes.

"I always felt that property should be part of the canal park," she said, "And I had recommended it to Senator Raymond Bateman."

Mrs. Dykes also approached Lee Bullitt, of the Delaware and Raritan Canal Coalition, but at the time Mrs. Bullitt wasn't sure where the money for the purchase would come from. Now, with the recent passage of the Green Acres bond issue, Mrs. Dykes hopes there will be enough money at the state level to help finance the sale.

"I really hope the township can buy it," she said, "But I hope it won't take too long. That's the way I would like it to go. The property could provide access to the canal and it could also be available to Rutgers Prep."

Everyone wants "The Meadows."

The Somerset Spectator, March 6, 1975

Historic site under discussion

by Doris Fenske

Will the Bogan Estate on Easton Avenue become a township park or a "commercial" interest?

The council will choose between those two alternatives at Tuesday's agenda session, when John Simko, a local florist who is interested in buying the property, will present his plans for using the site for a conservatory, greenhouse and canoe launch.

One resident who spoke at last week's council meeting made it clear that he felt Simko's plan would be an unfortunate choice for the property, which is listed on the inventory of national historic sites.

Arguing that "There is no guarantee that a commercial interest will protect an historic site," Donald Sheil of DenHerder Drive said he would like to see the council take the position that "Our history is not for sale."

"The obvious thing is to turn that land into a park," he declared, expressing "astonishment" that the council would consider anything else.

Located at the intersection of Easton Avenue and DeMott Lane, the Bogan property consists of 5.8 acres that border the Delaware and Raritan Canal, and a home that

dates back to 1703. Recently put on the market, the estate was almost snatched up some weeks ago but has again become available for township acquisition.

In the case of the Bogan property, however, the estate already has the historic site status that would clear the path for 100 per cent state and federal funding if the township decides to acquire the land.

And at last week's agenda session, the council had been on the verge of deciding to apply for that funding when Councilman Richard Driver urged his colleagues to give some consideration to Simko's proposal.

Arguing that the use Simko was proposing was "compatible" with the estate's historic designation, Driver noted that the property would remain on the tax rolls if Simko bought it, and the township would not have to worry about maintenance of the land. As a result of Driver's pleading, the other councilmen agreed to give Simko a hearing.

A "unique" park

The council appears to be leaning heavily in the direction of acquiring the property, however.

Councilman Jack Cullen took the position that the estate, with its many trees and its access to the canal, would make a "unique" park, where there could be a footbridge to the towpath, a fishing pier, and a canoe launch.

He also suggested that the park would be an ideal spot for the bicyclists who will be using the bikepath that is to be constructed along the section of Easton Avenue that will be widened, and which will connect with another bikepath planned for JFK Boulevard.

The house itself could be used as a community meeting place, Township Manager George Nickerson said. Funding would also be available for needed renovations, which have been estimated at \$50,000.

While Simko had proposed maintaining the first floor of the house as a kind of museum, Councilman Richard Messner pointed out that if his plans should fall through and someone else acquires the property, it could be lost to public use altogether.

Township acquisition of the site has also been urged by the Delaware and Raritan Canal Coalition, the Franklin Historical Society, and the Conservation Club.

Council seeks funds for estate purchase

NEW BRUNSWICK, N.J., THURSDAY, MARCH 13, 1975

By RONALD MISKOFF
Home News staff writer

FRANKLIN — The Bogan Estate on Easton Avenue came a step closer to the township's grasp last night when the council passed a resolution asking for state funds to acquire the property.

The council wants to use the 5.8 acre site at the foot of DeMott Lane as a park. If funds are available, the park will be the only public access to the Delaware and Raritan Canal on Easton Avenue.

The property, owned by the late Robert Bogan's family, is presently on the market. Councilmen estimated they could buy the land and colonial period house on it for less than \$100,000. The property is listed in the National Register of Historic sites. If state funding comes through, the township may acquire the property at no cost to residents.

The Bogan Estate is a heavily-wooded parcel of land with a handsome 10-room stone house situated near the canal and Raritan River. It is also the same property which has come into public scrutiny regarding the DeMott traffic jughandle.

Somerset County engineers have included the jughandle in plans for widening Easton Avenue, a small graveyard at one corner of the property would have to be destroyed.

Yet environmentalists did not object to removing the graveyard because, they said, the land was no longer recognizable as a graveyard. They also were more interested in saving the lives of individuals who must use the jughandle than in the historical aspects of the graveyard.

Eventually, the council hopes to set up the park as a canoe-rental center and recreation area.

*Use State and Federal funds to buy
"the Meadows."*

Council to go for Bogan tract

The Franklin NEWS-RECORD

Thursday, March 13, 1975

by Brian Wood
Managing Editor

The Franklin Township Council is expected to approve a resolution tonight to seek state and federal funds to purchase the historic Bogan property on Easton Avenue across from DeMott Lane.

The council gave Township Manager George Nickerson the go-ahead to draft the resolution after John Simko, a local florist, withdrew his plans to purchase the property. Mr. Simko was scheduled to outline his plans for the property before the council Tuesday night.

In a brief letter to the councilmen he said he was "not aware of the township's interest in the land" when he first considered buying it.

"At no time did I intend to cause a controversy since I did not know the purchase of the property had the commitment of a majority of the councilmen," the florist said.

Councilman Bruce Williams suggested that the township entertain purchasing with its own funds a small triangle of the land on the tract where the proposed DeMott Lane jughandle will go. "That way the federal funding should not be jeopardized," he said. The rest of the council agreed.

There was also a discussion about how the property will be maintained and safeguarded now and when the township buys it. Some of the councilmen favored having a married couple live in the house to prevent vandalism and arson. Meanwhile, Ralph Galliana, a real

estate agent from the Barrood Agency, claims that the township was never closed out of purchasing the land even though a private party had begun negotiating for it.

"The township was aware the property was available at all times," he said.

Timothy Tapp, the director of parks and recreation for the township, maintains the sale was "essentially made" and the township couldn't try for the land until it fell through. "There was a sales contract with a mortgage contingency," he said. "There was nothing the township could do until the deal fell through."

The township will send its application to the Historical Sites Office of the state Department of Environmental Protection.

FWC seeks Meadows custodial rights

The Franklin Woman's Club is lobbying for the acquisition of the Bogan property, The Meadows, by Franklin Township and for the custodial rights to the house should the 250-year-old estate be secured.

To promote interest in the project and to give the public an opportunity to see The Meadows, the club is sponsoring a progressive brunch on Sunday.

Cocktails will be served at 12:15 p.m. at the colonial Dutch farmhouse at 1298 Easton Avenue and brunch will follow at 2 p.m. at the Middlebush Firehouse on Olcott Street.

A donation of \$6 for a single person and \$10 for a couple is asked. For reservations and further information call 873-3878 or 846-7448.

The aims of the club in preserving the one-and-a-half-story frame house are to research and direct its decorating and furnishing in order to restore its original beauty; to make it available for groups to use for receptions, meetings and seminars; to open the house to the public on Saturdays and Sundays for tours conducted by historians; to help teachers

illustrate the rich history of the Raritan River area and to house Franklin memorabilia in archives.

The township has taken steps in the acquisition of The Meadows as park land by applying for funding. In August Franklin applied for funds through the Historical Preservation Program sponsored by the state and federal governments which can supply up to 50 per cent of the cost if the site is on the National Register of Historic Places. The Meadows, formally listed as the Van Wickle estate, is.

An application was also sent for Green Acres funding which could pick up the remaining half. The township can buy the house and its surrounding 5.2 acres for \$85,000.

If Franklin secures the property which is now on the open market, a step will be taken in helping to preserve the Delaware and Raritan Canal and towpath as a recreational facility.

The economic pinch, however, may be affecting the project. According to Ann Suydam, the club's president, the funding does not seem to be coming through as anticipated and monies from

the township may be hard to come by because of budget

The Van Wickle house, erected in 1722 and presently habitable, is probably the oldest in the township. It was built for his bride by Symen Van Wickle on a 450-acre tract which was bought for several hundred dollars. With its

huge exposed posts and beams and its original split shingles, the house is representative of Dutch colonial architecture which is unique to the New York/New Jersey area.

Nearby in a grove of trees one can see the Van Wickle family cemetery.



THIS REAR VIEW of the historic Van Wickle house on the Bogan property on Easton Avenue shows the 250-year-old house as it faces the Delaware and Raritan Canal. A footbridge across the canal to the towpath is one of the suggestions for improving the property should it be acquired and restored by the township as the Franklin Woman's Club is hoping.

Our ladies explain the potentials.

Franklin signs contract for proposed parkland

WEDNESDAY, JUNE 25, 1975 **The HomeNews**

FRANKLIN — Township officials signed a contract last night to buy the 5.2-acre Bogan property at the foot of DeMott Lane with hopes of eventually turning the land into a park.

Mayor Joseph Martino and township clerk Lucie Lombardo countersigned a sales agreement that had already been signed by members of the Bogan family. The township will pay \$85,000. All the money is expected to come from federal and state grants.

The Bogan Estate, near the corner of DeMott Lane and Easton Avenue, contains a 10-room stone house situated near the Delaware & Raritan Canal. If the state and federal governments approve the acquisition, the township hopes to use the property for a canoe rental center and general recreation area. It would be the only public access to the canal along Easton Avenue.

Township manager George Nickerson said the township will apply for Green Acres funding for the acquisition. If 100 per cent funding is not received by Dec. 15, the township can back out of the sales agreement.

Meanwhile, the township agreed to maintain the property and hire a caretaker for it.

The agreement stipulates the property will be sold to the township by March 15, 1976.

The Bogan property is on the National Register of Historic Sites.



RE-LIVING HISTORY—Upper left, members of the Franklin High School Keyette Club take a peek into the well at The Meadows on Easton Avenue, Franklin, left to right, Maryjo Puchalski, Dawn Leonovich, Kathy Potter and Carol Lobo;

Home News photos by Dick Costello

Historic Boqan estate offered To Franklin for preservation

left, Maryjo inspects objects in the built-in china cabinet in the spacious dining room:



Looking

in

LIFE·STYLE

on

The HomeNews FRIDAY, OCTOBER 29, 1976

your

neighbor

over →

Historic Bogan estate offered to Franklin for preservation

By Margaret Teringer
Home News staff writer

FRANKLIN—The mayor and township council will have a rendezvous with both history and the future when they meet on Thursday, Nov. 11, to vote on a \$99,000 bond issue which would enable them to purchase the historic Bogan estate.

How they vote on the question may seal the fate of the 254-year-old dwelling and its picturesque grounds of approximately six acres between the Delaware & Raritan Canal and Easton Avenue, about 3 1/2 miles from downtown New Brunswick.

The estate can be bought by the people of Franklin—and only the people of Franklin—for \$85,000 because the Bogan heirs would rather see the homestead preserved than the estate devoured by developers or commercial interests. There are civic organizations, municipal officials, area historians and residents who share their sentiments.

The bonding ordinance, which would underwrite legal and bonding costs, installation of a new heating plant and certain maintenance costs, as well as the purchase, was introduced on Oct. 14.

Mayor Norman Fisher predicts that when it comes up for final passage on Nov. 11, the vote will be "very, very close. Six affirmative votes of the nine available will be required for passage.

The mayor came up with an encouraging piece of information this week. He learned, he said, from reliable sources that "in all probability we will get at least \$45,000" toward the purchase from state Green Acres funds.

Fisher makes no secret of his own position. "I would encourage all council members to support this bond issue. This is not a matter of party politics. It is a project that all the people of Franklin Township will benefit from in the future."

The mayor also urges township residents to convey their sentiments to their councilmen.

The Bogan heirs, Mrs. Virginia Bogan Dykes of Greer, S.C., Robert T. Bogan Jr. of Albuquerque, N.M., and Mrs. Deborah Bogan Erickson of Boulder, Colo., have been offered considerably more for the estate, according to Mrs. Dykes, and its appraised value is \$250,000.

For the past few years, while town-

ship officials have been making up their minds whether to purchase the property, which would give the township access to the Delaware and Raritan Canal and the towpath for recreation purposes, the township has been paying the taxes and maintaining a resident caretaker. The present tenants, who pay rent, are a Franklin Township policeman and his family, said Fisher.

As the mayor sees it, the township would probably always have to have a tenant "to cover expenses and protect the house from vandals."

In the forefront of the campaign to save the Bogan property for posterity has been the Franklin Women's Club, which will ask for custodial rights in the event the township should acquire it.

The Franklin League of Women Voters underscored its support of the purchase in a letter to the mayor and council in February.

"The acquisition of this site would provide a much needed recreational area and an ideal public access to the Delaware & Raritan Canal along Easton Avenue," said the letter.

"In addition, the restoration of this historic property could give Franklin Township a most meaningful way to observe the Bicentennial year."

Mrs. James Gallagher of 2 Newkirk Road, league president, said she was a member of the executive board when the letter was approved and added, "Once we take a position, we continue to support it."

Mrs. Gallagher also said, "We felt the benefits of the property would far outweigh the cost, and, if economic times were better in the future, the property would not be available."

The dwelling, also known as The Meadows and the Symen Van Wickle (or Van Wickelen) estate, was built about 1722 by Symen Van Wickle on property purchased by his father, Evert, Evert, in 1703.

The house, recognized as an excellent example of early 18th century architecture unique to the New Jersey-New York area, combines Dutch, Flemish and English influences.

It is on the National Historic Sites inventory and is included in Rosalie F. Bailey's "Pre-Revolutionary Dutch Houses and Families in Northern New Jersey and Southern New York," published in 1936 by William Morrow & Co.

of New York.

It is one of the oldest structures in Somerset County and may be the oldest in Franklin. (In those days, farms were known as "plantations.") The house was built in several periods of construction.

The earliest section, 1 1/2 stories high and 40 by 30 feet, has a characteristic wide-swept, gable roof with overhang and massive oak post and ceiling beam construction. The beams were squared and planed. It has double Dutch doors with the original strap hinges on pintels. Dormer windows were added later.

Originally, the dwelling faced the Raritan River as the main road between New Brunswick and South Bound Brook became the bed of the Delaware & Raritan Canal in 1834. The facade facing the river still has the original split or "fishtail" shingles with rounded butts.

A new front door, facing Easton Avenue, was constructed after that thoroughfare was built. A 19th century addition contains the present dining room, kitchen and rear rooms and is one story high with gabled roof. The last expansion was a heated greenhouse added by Mrs. Robert T. Bogan, wife of the last owner-occupant.

Throughout its history, the house has had many visiting dignitaries. Bogan continued that tradition in his capacity with the international division of the American Cyanamid Co. He had earlier been with Johnson & Johnson.

Following his death on Sept. 24, 1971, his wife, Virginia Adams Bogan, a plant lover and past president of the Bound Brook Garden Club, continued to occupy it until her death on Feb. 20, 1972. The Bogans have owned it since the late thirties.

The property was known as the Smalley farm during occupancy by the family of the late Mr. and Mrs. Edward Elston Smalley, who raised eight children there. The last survivor is former Mayor Russell Charles Smalley of Highland Park, still a park resident.

Mrs. Abram J. Suydam, president of the Franklin Women's Club, says many persons have indicated interest in assisting with refurbishing and restoring the home, but outside of the women's club. She has suggested formation of a Meadows Association in which members would buy shares.

"My dream," says Mrs. Suydam, "is

to see a network of old houses along the canal. I want people to come to Franklin to see the Dutch history that was preserved. In turn, I feel that restaurants would prosper and gift shops and small boutiques would spring up, and it would be good for the town."

She envisions inclusion of such historic sites as the Blackwells Mills gatehouse, Rockingham at Little Rocky Hill, the Wilbur Smith mill at Weston, the Annie Van Liew Tavern at East Millstone, where British Generals Cornwallis and Howe held forth during the Revolution and which now serves as an antiques shop, and perhaps even the Buccleuch Mansion in New Brunswick in such a network.

Waiting in the wings to help with appropriate furnishings if the township takes over The Meadows is a wealthy resident of the Netherlands who visited the dwelling in March as a guest of Mr. and Mrs. Edmund Rumowicz of Franklin.

"I should be terribly disappointed if the historic importance of that house were not recognized," says H. H. Heinz of Blawenburgh, retired engineer who has been researching area history for 35 years. During the Revolution, he insists, there was more action in Central Jersey than in any other area of the 13 colonies.

To illustrate his point, Heinz quotes Cornwallis' toast to Gen. George Washington at a dinner after the Revolution:

"And when the illustrious part that Your Excellency has borne in the long and arduous contest becomes a matter of history," said the British general, "fame will gather your brightest laurels rather from the banks of the Delaware than those of the Chesapeake."

"We're in danger of losing this heritage if we don't talk about it," says the historian as he issues a reminder that 6,000 Hessians marched up Canal Road past The Meadows and along DeMott Lane for a five-day encampment west of Middlebush while the main body of the British army occupied Somerset Courthouse, then the county seat of Somerset and now East Millstone.

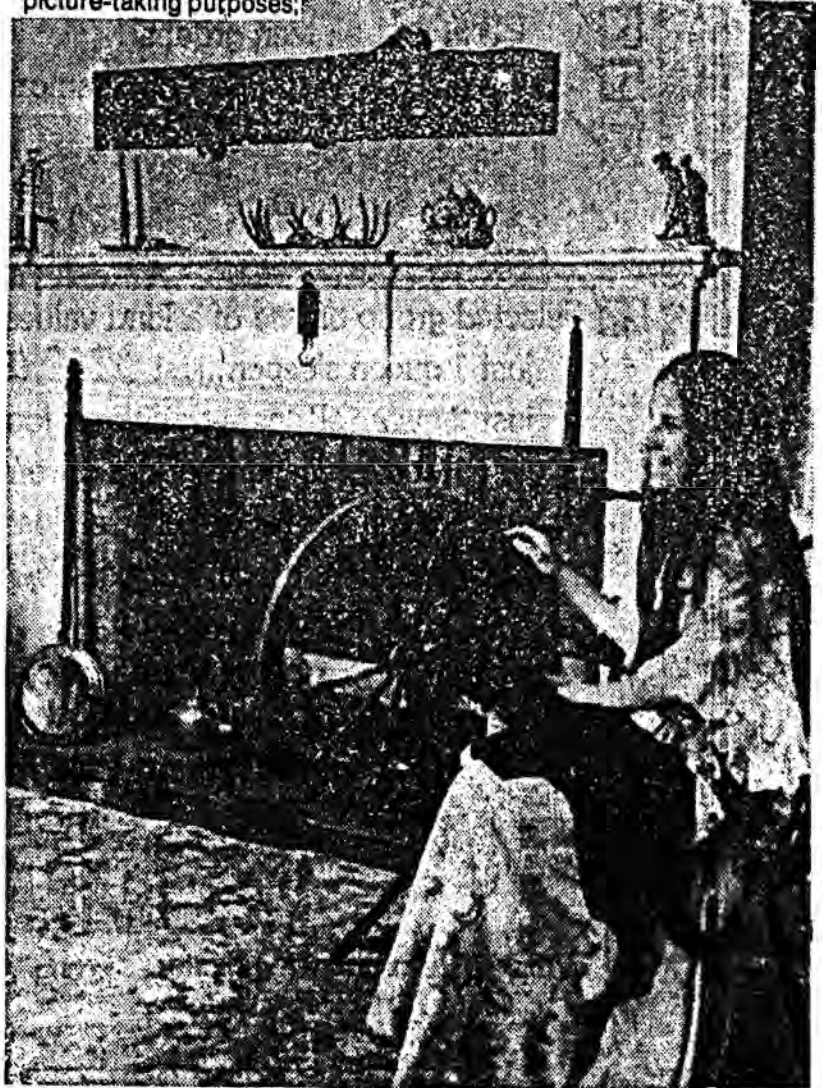
Heinz expresses the belief that The Meadows was the setting for a successful romantic novel about the Revolution, "Janice Meredith," written by Paul Leicester Ford and published by Dodd, Mead & Co. in 1899.

Dr. Eugene E. Howe, charter member of the Franklin Conservation Club, first chairman of the Franklin Environmental Commission and a member of the Franklin Historical Society, says all these organizations are "solidly behind" the purchase.

"It would be a shame for this to be lost," says Dr. Howe, "and we think this is our last opportunity to obtain it."

Our ladies strongly support purchase of "The Meadows."

Carol is shown before one of the two fireplaces in the living room; antiques shown were loaned by township residents for picture-taking purposes.



Bogan bonds still up in the air

The Franklin NEWS-RECORD Thursday, November 4, 1976

by Peggy Roeske
Special Writer

Next Wednesday the township council is scheduled to decide whether or not to float \$99,000 in bonds for the purchase of the Bogan property, situated along the Delaware and Raritan Canal off Easton Avenue, for a park and historic site.

Six affirmative votes are necessary for passage of the bond issue. As of this writing, only four "yes" votes are expected, with four other council members expected to vote "no" and one other, Charles Durand, abstaining.

In December 1974, Mr. Durand, then working as a realtor, first showed the 5.2-acre Bogan estate to the township. Although no longer in the real estate business, he has withdrawn lest there be any allegation of a conflict of interest. If he were voting, he said in a recent interview, he would cast his vote for the purchase.

The Bogan house, also known as "The Meadows," was built in 1722 by Symen Van Wickle, one of the earliest Dutch settlers in the area. Probably the oldest house still standing in the township and one of the oldest in Somerset County, it is listed in the National Register of Historic Places.

The township applied for state and federal funds to help with the purchase. Federal funds, through the Historical Preservation Program, are not forthcoming. However, pre-application approval for state Green Acres funds has been received. The township is complying with the steps necessary for final approval, and this will probably come in January or February, according to Township Manager Harry Gerken.

The last owner-occupants of "The Meadows" were Robert T. Bogan and his wife Virginia, who owned the property for over 30 years. They died in 1971 and 1972 respectively. Their heirs are Virginia Bogan Dykes of Greer, S.C., Robert T. Bogan, Jr., of Albuquerque, N.M., and

Deborah Bogan Erickson of Boulder, Colo.

In a recent letter to The News-Record, Mrs. Dykes wrote: "Naturally we hope that the bond will pass because we feel that this is the best use of the property. We would not have allowed the contract to tie it up for a year if we were not interested. It is ideally located for access to the towpath and boating and fishing on the canal, and (the house) is one of the best examples of Dutch Colonial architecture existing anywhere."

THE FRANKLIN WOMAN'S CLUB is seeking to have custodial rights to the house should it become township property. The women would like to research and direct the decorating and furnishing of the house. They will arrange for guided tours, and will provide for a Franklin archives to be installed in the house.

Acquiring the property because of its location on the canal is more important than acquiring the house itself to Councilman Robert Mettler, whose farm borders the canal in East Millstone. He stated: "Other houses are also worth preserving, such as the Stout house. But access to the canal is now closed in the most populous part of the town - along Easton Avenue. The canal is something that can unify the town," and all should have access to it for recreational purposes," he feels.

Mr. Mettler is one of the four councilmen expected to vote for acquisition. The others are John Cullen, Richard Messner, and Mayor Norman Fisher.

Attilio Lattanzio and Dorothy Maklary are said to be strongly opposed.

William Howard said on Tuesday that he also intends to vote "no," and "seldom do I change my mind," he added. "At this time Franklin Township has more serious problems. Other programs may need to be cut. People are

moving away because they can't afford the taxes, and so we have to save the taxpayers dollars," he said.

When asked about the likelihood of Green Acres funds offsetting some of the cost of the Bogan purchase, Mr. Howard pointed out that the state funds are "still our tax dollars." He also believes the township has enough parks. "But if some group buys the Bogan estate and gives it to the town, that's fine."

The remaining councilman, Joseph Martino, voted on Oct. 14 for introduction of the ordinance to allow time for the state funding to come. At the beginning of this week, he was "undecided" but his "offhand feeling" was to vote "no" on the bond issue. "I don't know that our economy can afford this expense. All our costs are going up, and we got no new ratables this year."

Dr. Martino said he would like the township to own the property but pointed out that it will have to be maintained once purchased, and he doesn't like mortgaging the future. But "if the state buys it, it's a new ball game," he said.

All this leads Councilman Mettler among others to be "not optimistic" about passage of the measure.

Are there any other alternatives? It might be possible to get the council to hold off its vote until the Green Acres funding is finally received. Township Manager Gerken said that Mrs. Dykes might be willing to wait longer for a settlement on the property, and she might even urge the council to take this course of action.

Or she might be willing to wait for a public referendum at the May election or at a special election. But, according to Councilman Durand, the owners may not be willing to wait, since other higher offers have reportedly been received for the property.

*How do the
Historical Preservation
Grants cause problems*

LETTERS TO THE EDITOR

CULLEN URGES BOGAN SUPPORT

To the editor:

Those of us on the Township Council who support acquiring the Bogan property at Easton Avenue and DeMott Lane appreciate the editorial encouragement in last week's Spectator.

Indeed, as you suggest, several council members have not yet decided whether floating a \$90,000 bond to purchase this five-acre estate is a timely and appropriate investment. The ordinance was introduced to learn the opinions of residents and civic groups before a decision is reached.

In this, my colleagues are expecting full and open discussion of the issue and it is fair to say that their minds have not been made up. These are difficult times financially and we are reluctant to commit local funds unless there is a strong, visible interest from the public.

In the last few weeks, I have discussed this acquisition with many groups stressing why it has my endorsement. Now, it remains to be seen if these organizations and civic leaders will take the opportunity on Wednesday, November 10, in the Council Chambers at the Municipal Building to inform us of their views. I encourage everyone to attend.

Recreational potential along the Delaware-Raritan Canal is unique. At present, fishing, canoeing, walking, horseback riding and picnicking are concentrated at and below East Millstone.

Yet, the concentration of people is now and will continue to be along Easton Avenue with precious few open spaces left. Simply, the Bogan property is the last available parkland in this congested area.

The Bogan estate offers Franklin more than just recreational opportunities, though. The house and barn abutting the canal have historical significance as well. If the house can be restored, this colonial setting will someday provide us with outdoor and indoor meeting places.

Further, when Easton Avenue is completed and a

traffic light installed at that intersection, we will be able to link this parkland to the system of bicycle paths which will connect this area with Colonial Park.

The opportunity to invest in the future in this way will pass us by if the council votes this offer down. The property owners have been negotiating with the township for two years. Now, they wish to sell the property because it is part of the estate settlement within the Bogan family.

November 10 is the last time we'll have to act on this. Won't you take the time to learn more about this and to make your views known?

Jack Cullen
Third Ward Councilman
Deputy Mayor

Everyone wants "The Meadows" - problems or not.

The Franklin NEWS-RECORD CWWC supports

Bogan bonds

To The Editor:

The following letter was sent to the Franklin Township Council members on Nov. 4, 1976 from the Executive Board of the Cedar Wood Woman's Club:

Dear Council Members:

The Executive Board of the Cedar Wood Woman's Club supports the proposed bonding ordinance for the acquisition of the Bogan property.

Our membership would be willing to assist in the restoration and upkeep of the estate as one of our Community Improvement Projects.

It is our hope that the council will vote affirmatively on this very worth while project.

11/18/76

Joan Burke

LETTERS TO THE EDITOR

HERITAGE MUST BE PRESERVED

To the editor:

"The generation now living may very well be that which will make the irrevocable decision whether or not America will continue to be for centuries to come the one great nation which had the foresight to preserve an important part of its heritage. If we do not preserve it, then we shall have diminished by just that much the unique privilege of being an American."

The late Joseph Wood Krutch could very well have been referring to the Bogan property when he wrote these words.

The incredible thing at last Wednesday's council meeting was that the very few people

against purchase of the property claimed they'd rather "do something for senior citizens or teenagers." If they'd check this out, I think they'd find that senior citizens (many of whom spoke at the meeting) have a better sense of history than some of the rest of us.

And are they saying that a cheaply furnished storefront in a shopping center is more important to teenagers than a chance to meet in a place of living history? They already have the storefront; for only about \$1.30 per resident, we can provide them - and all of us - with an attractive, usable reminder of our heritage.

Must the Bicentennial year be remembered for callous, wanton disregard of our past?

Connie Ogburn
Hollywood Avenue

A treasure for Franklin

Franklin Township councilmen have an opportunity on Wednesday to lay up a treasure for their community's residents today and in the future. They will be voting then on a \$99,000 bond issue for the purchase of the historic Bogan estate located on six beautiful acres between the Delaware & Raritan Canal and Easton Avenue.

A yes vote—and Mayor Norman Fisher predicts it will be "very, very close"—would insure the preservation of one of the oldest structures in Somerset County, while at the same time providing a much needed recreational area and an ideal public access to the canal in the most heavily populated area of the township.

There is solid support within the community for the acquisition of the property. Municipal officials, area historians, conservation and environmental groups and civic organizations have all encouraged the purchase, backing up the campaign spearheaded by the Franklin Women's Club.

And the president of that organization, Mrs. Abram J. Suydam, points to great interest outside of the women's club in helping to refurbish, restore and maintain the handsome 18th century home which is listed on the National Historic Sites inventory. In fact, Mrs. Suydam says her dream is eventually to see a network of old houses along the canal.

"I want people to come to Franklin," she says, "to see the Dutch history that was preserved."

The first step, however, must be affirmative council action on the bond issue for the Bogan property.

Even without a probable Green Acres contribution of \$45,000 toward the purchase price, the council should seize what may be its final opportunity to buy this historic and recreational treasure for the community's residents.

Purchase of the Bogan estate would be a meaningful way for Franklin Township to observe the Bicentennial and an important sign of the township's commitment to the future.

*Our first editorial!
The other six editorials
through Feb. 1977 are as
supportive and positive.*

Bogan likely to go down the river

Thursday, November 11, 1976

by Jaki Kalansky
Managing Editor

The township council was expected to turn down a \$99,000 bonding ordinance last night for the purchase of the Bogan property on Easton Avenue.

Six "yes" votes were needed to carry the ordinance, but with councilman Charles Durand abstaining because of a possible conflict of interest, "no" votes from council members Dorothy Maklary, William Howard and Joseph Martino sent the measure down the river. They feel that the township has more important things to buy than a new recreation attraction.

The issue was discussed at Tuesday night's agenda session, where councilman Bob Mettler argued at length that the town should purchase the estate for its access to the canal and its historic significance. But Mrs. Maklary, a long-time foe of the purchase, argued for an equally long time, repeating her suggestion that the question appear on a referendum on the spring ballot.

Franklin has been granted several postponements by the owners of the property, who have been waiting for a decision on the deal. Township attorney Thomas Cafferty told the council Tuesday that the owners were willing to wait until mid-December, when the township should learn whether or not it will receive either partial or full funding for the 5.2-acre estate from the state Green Acres program.

However, Mayor Norman Fisher pointed out that there was no sense in waiting until next month if the opposed council members were not prepared to change their votes regardless of the state's funding decision. Councilman Jack Cullen agreed, saying that to postpone a decision was "not productive."

Mrs. Maklary and the council's lone Democrat Mr. Howard found themselves on the same side of the fence, for a change. She said she's spoken to one of the owners, Virginia Dykes of South Carolina, who said she's willing to wait until the spring election, if the council wants to put the item on a referendum. "If the people vote for it, okay," said Mrs. Maklary, "but I don't think everyone wants it. And if we do put it on a referendum, let's put up questions for funding health programs, the library and a community center and see what the people really want."

Mr. Cullen, who was opposed to the referendum idea, said it was the responsibility of the council to make a decision. "It's time to focus on what

we're for, not what we're against," he asserted, "We have to make a commitment to the future." Continuing, he said he supported the project for its recreation value.

"I HAVEN'T TALKED to one person in favor of this," Mr. Howard noted, "and I even went door to door last night asking people." He agreed with Mrs. Maklary that the township should spend its money on other things.

Councilman Richard Messner said he was in favor of the purchase whether or not the township receives funding for it. But Dr. Martino said he was against it, under any circumstances, as was Mr. Howard, who, although supporting a referendum, charged the township would still have to shed out additional money for the estate's upkeep.

It seems now that the only glimmer of hope left for proponents of the purchase is to keep their fingers crossed that the property's owners would concede to let the decision go until the spring elections, when a referendum might appear on the ball

*Money worries
and priorities*

The Franklin NEWS-RECORD

Bogan clarification

To the Editor:

Your careful coverage of the purchase of the Bogan property in Franklin Township has been very helpful.

I noticed that Mrs. Dorothy Maklary, councilwoman, was quoted in an article on Nov. 11 as saying that I, as one of the owners, would be willing to wait for a referendum next spring on the purchase.

This needs to be clarified because when she asked me if we would be willing to do this, I said, "Only if the property is not sold before then, and I consider that unlikely."

We agreed to extend our contract to Dec. 16, the next council meeting, because it seems possible that approval of funding of half the purchase price by Green Acres will be approved by then, and because a group of interested citizens is working for public support of the project.

Virginia Dykes
Greer, S.C.

Bogan supporters manage to buy time but not votes

by Doris Fenake
Associate Editor

The only remaining hope for those who want to see the Bogan estate on Easton Avenue become a township park seems to be the prospect that Santa Claus will bring it to Franklin as an early holiday gift.

The supporters of the park failed to persuade the Township Council to pass a \$99,000 bonding ordinance for acquisition of the Bogan property last Wednesday. But they did succeed in buying time, since the council unanimously agreed to adjourn the vote on the ordinance until December 16 - just one week before Christmas and a day before Hanukkah.

In the month before the vote, the park's backers hope that "Santa Claus" will reveal himself in two forms. First, they are looking to the possibility that the state will come through with \$45,000 in Green Acres funds for the purchase of the property, cutting its cost in half. Township Manager Harry Gerken said last week that the township was "99 per cent sure" of receiving the grant.

Donations sought

Next, park supporters hope to add more private contributors to the list of residents - including Bruce Hamilton, Mary Jane Post, Mary Sheil and Andrew Schnatter - who offered to donate some of their own money to the park acquisition, further reducing the cost to the township.

Dr. Hamilton and Ms. Post - both of whom are members of the Environmental Commission - each announced at last week's hearing that they were willing to contribute \$1,000 of their own money towards the purchase. "It's that important to us to get this property," Hamilton explained.

With the combination of Green Acres funds and private donations, the park supporters seek to bring the price of the five-acre estate down so low that the four council members who are now opposed to acquisition would feel foolish in turning it down.

Should that strategy fail, the only other prospect of keeping the park dream alive would be for the owners of the estate to agree to wait until May for a decision - thus allowing a referendum on the matter to be placed on the ballot in the municipal election.

Councilwoman Dorothy Maklary, who suggested such a referendum months ago, claimed at last week's agenda session that one of the owners - Virginia Bogan Dykes - had told her she would be willing to wait until May if necessary.

Maklary was absent from Wednesday's meeting, but the three other members who oppose the acquisition - William Howard, Attilio Lattanzio, and Joseph Martino - all heard the pleas of the 50 or more residents who came out to urge adoption of the bonding ordinance.

Many of the more than a dozen speakers who approached the microphone confessed that it was the first time they had ever spoken at a council meeting. But if some of the speakers were inexperienced, they made up for it by using every possible approach to try to sway the members - from suggesting that the council was passing up "the real estate bargain of the century" to appealing to its desire to be remembered in the future as "more enlightened" than previous councils.

The acquisition of the estate was presented as serving a two-fold purpose by providing the only remaining access to the Delaware and Raritan Canal in the northern part of the township and preserving the 254-year-old Van Wickle house, which could be used by community groups. Civic and municipal organizations which formally endorsed the project included the Franklin Woman's Club, the League of Women Voters, the Recreation Council, the Environmental Commission, the Delaware and Raritan Canal Coalition and others.

In the course of the evening, the council was

variously accused of discriminating against the northern half of the township, of abandoning Easton Avenue to "asphalt ratables" and of putting "the almighty dollar" before the environment, with the possibility that the site of an historic landmark would get give way to "a Midas muffler shop."

And the governing body also heard a plea from Dr. David Denker of Easton Avenue who predicted that "If you do vote this down, you will run counter to a full-throated opinion against you. The people will vote you out the next time." Denker, who was instrumental in getting a previous council to formally recognize the status of the canal as an historic site, said that a vote against the acquisition would be "an action against the common decency."

Some are opposed

A handful of the speakers were opposed to the purchase. One man told the council, "I don't see anything beautiful about the canal. It's nothing but a stinking thing."

Another man expressed his conviction that the country "is in a Depression, not a recession," and declared, "Every buck this council is able to save is worth it."

Daniel Cerullo of DeMott Lane, a former school board member, suggested that there were other more important priorities the council should put first if it had money to spend. Contending that the "silent majority" was against the purchase, he said the council should consider the need for a recreation center for teenagers and the need for a revitalization of Hamilton Street.

Cerullo's arguments were answered by Councilman Jack Cullen, who noted that even if the council has to bond for the full \$99,000, it would only cost the township \$12,000 a year at the most and "right now we're spending that much each year on the A&P community center." Emphasizing the recreation potential

of the canal and towpath, Cullen insisted that "The kind of money we're talking about won't affect the municipal budget at all."

Councilman Richard Messner, another firm supporter of the purchase, also felt that the amount of money involved was small compared to some of the council's other expenditures. In an apparent reference to some of the more politically inspired lawsuits in which the council is now involved, Messner said, "I would rather pay for the purchase of the Bogan property than set aside money for legal fees to settle animosities that should have been laid to rest long ago. We should consider the future of Franklin, not the past."

A unifying feature

Mayor Norman Fisher also repeated his support of the purchase, while Councilman Robert Mettler pointed to the canal as the single feature that connects the many different communities that make up the township. "To me, the canal is something that can unify the township - the township needs things to unify it," said Mettler.

But all of the arguments failed to convince the opposed council members to change their votes. Martino, Lattanzio and Howard all alluded to retired senior citizens and other financially pressed residents and said the purchase would be too great a burden for them to bear.

Lattanzio, who said the Van Wickle house would not be a suitable meeting place for community groups because "There are little dinky rooms down there," said he had just come from a dinner where 87 people had urged him to vote against the ordinance.

Howard, for his part, said he had received over a hundred telephone calls from people who are against the purchase, and predicted that maintenance costs for a park could run as high as \$31,000 a year.

When asked how he could

consider himself an environmentalist and still vote against the purchase, Martino insisted that the matter was "not an environmental problem" because the township had no intention of changing the residential zoning of the property. He was reminded that the property next to the King James Nursing Home was also zoned residential until the council approved a variance for an office building there.

As the lengthy public hearing drew to a close, at least one member of the public expressed her frustration over the seemingly unshakable position of the three members. "Is all this wasted?" Michele Wren asked rhetorically. "It's like talking to that wall."

*Is the community behind this project? Can we raise the money?
Our first meeting was Nov. 18th at 4pm, but we switched to 8 AM thereafter and three times a week for the next month.
Brochures given out.*

It looks like there's still hope for the Bogan estate to become township property, but with no thanks to the township council.

After months of foot-dragging and petty bickering that is so often characteristic of this council, the best it could offer is to take the parcel provided the \$94,000 comes out of someone else's pocket.

So a group of concerned Franklin residents, fingers crossed that matching Green Acres funds will come through, took it upon themselves to raise some \$50,000 by next Thursday, when the council is set to make its final(?) decision.

Of course those council members opposed to the purchase have worthwhile arguments. Yes, the township is in need of a larger library, better health services and other programs. But have they forgotten so quickly that they cut the recreation department budget by 50 per cent this year? It's hard to believe, as one council member put it, that "recreation is not on township residents' list of priorities."

For if that were true, it would be exceedingly difficult for the Bogan committee to raise the large sum it has already, with the tremendous local cooperation it's received.

Another case in point is the local Pop Warner league, which staged the first of a series of fund raising activities this weekend to reduce a \$4,000 debt. Players' mothers took the field in a game of flag football and drew \$500 toward their cause. Obviously recreation is important to at least some people in this town.

Certainly there is nothing wrong with groups coming together to raise funds and stirring a dormant community into activity. The Bogan committee and the Pop Warner league are to be commended for their successful efforts.

But the people who live in a township should be able to reap some of the more pleasurable returns for their tax dollars. We doubt anyone would argue that libraries, health programs and the like aren't important. At the same time, however, there are other things that are important, too.

The Bogan property would prove a valuable resource for Franklin, not only for its recreational value, but its historical and environmental value as well.

The most fitting thing the township council could do next week when the Bogan issue comes up is to heartily thank the fund raisers for their work. And if that group has not come up with the entire \$50,000 by that time, to make up the difference. It seems the least Council could do.

The Franklin NEWS-RECORD

Thursday, December 9, 1976

editorial

Bogan purchase not a luxury

St. Nicholas Feast warms many hearts and Bogan committee treasury

by Peggy Roeske

Special Writer

Franklin News Record 12/9/76

They came, both young and old. They brought their children, some not old enough to walk.

Some 400 people came to "The Meadows" on Sunday afternoon for "The Feast of Saint Nicholas," sponsored by the Franklin Women's Club's Meadows Association.

The event had a twofold purpose: to celebrate the old Dutch festival as it might have been celebrated by the Dutch settlers who came to Franklin Township 250 years ago, and to allow present-day residents to see the controversial Bogan estate on Easton Avenue which the township is considering buying for its historical and recreational value.

Guests were greeted by, among others, Ellen Hamilton and her daughters, Mary, 9, and Holly, 6, in Dutch costumes. Traditional white caps topped their bodiced, full-skirted, long dresses. Mrs. Hamilton, who grew up in the Dutch community of Pella, Iowa, had kept her own costume and her older daughter's from childhood celebrations. Her younger daughter's she borrowed from a friend in Holland, Mich.

Guests were served, among other things, a warm punch known as "bishop's cup," spice cookies (or speculaas) and hot apple doughnuts (oliebollen).

St. Nicholas and his helper Peter visited the party, with apples and candy for the good children and sticks for the bad ones. A tall, slender man with a white beard, St. Nicholas was dressed in a bishop's red miter and long red robe. His real identity was the Rev. J. David Muyskens, pastor of the First Reformed Church of New Brunswick, and Peter was his fourteen-year-old daughter Julie. Rev. Muyskens said he had once before played the part of St. Nicholas, while attending college in Pella, Iowa. That time he rode a white horse, in accord with the legend.

The Feast of St. Nicholas (Dec. 5)

was and is in The Netherlands a time of gift-exchanging and merriment, whereas Christmas in Holland is a solemn religious holiday. St. Nicholas has become Sinterklaas, which in turn has evolved into Santa Claus in this country.

THE SCENE for this feast was the Bogan house, which was built in 1722 by Symen Van Wickle. The house is an excellent example of early 18th century Dutch colonial architecture. The original split shingles with butt ends can be seen on the front or river side of the house, and the exposed massive post and beam construction is seen in the original portion of the house.

"The Meadows" also offers a window on the Delaware and Raritan Canal. Proponents of the purchase say that it will provide access to the canal towpath for biking, hiking and jogging, and a launching site for boats and canoes, which is now denied in the most populous part of the township.

Special guests on Sunday were Russell Smalley, former mayor of Highland Park, who was born in the "The Meadows" more than 80 years ago, when his parents owned it. Mr. Smalley and his wife Helen continued to live in the house during their first years of married life. Mrs. Smalley remembers a garden where she used to plant beans, between the house and the canal. Mr. Smalley knows of a way to drain the water that fills that area of the property today.

"The Meadows" is now owned by the heirs of the late Robert and Virginia Bogan. Although the property is appraised at \$250,000, the heirs are willing to sell it to the township for \$87,000. The township council has proposed a bonding ordinance of \$95,000 to cover the purchase and maintenance.

HOWEVER, with the assurance of only four of the six votes needed for passage of the bond issue, the council

decided on Nov. 10 to postpone its vote until Dec. 16. The council expects Green Acres funds in the amount of \$45,000 to be approved by that date. And a citizens' committee is hard at work trying to raise the remaining \$50,000 in private contributions. They collected almost \$2,000 in pledges Sunday, according to a committee spokesman.

The committee is headed by Dr. Eugene Howe and his wife Lois. Other members include Councilmen Jack Cullen and Robert Mettler.

Councilman Cullen was enthusiastic about the public response to preservation of the house as witnessed by Sunday's turnout. He said, "This event and last summer's Bicentennial Ball show the unique character of Franklin Township." He added he regretted that the members of the council who are opposed to the purchase were not present.

Dr. Howe was optimistic about the success of the fund drive, as were Judy Davis and Ann Suydam, who were among the event's organizers from the Franklin Women's Club. The club seeks custodial rights to the house following purchase by the township.

Dr. Howe reported that many contributions and pledges were received during the party. He and his group also planned a telethon campaign for Monday night, and solicitation of area business and professional contributions during the week that remains for the drive.

Councilmen William Howard and Attilio Lattanzio, who have been on record against the purchase, reportedly will change their votes if the full \$50,000 is raised. If not, and if the vote should fail, there is a question as to whether the heirs would hold up the sale further until a referendum could be held in May.

Contributions are tax-deductible and checks may be made payable to the Franklin Township Historical Society. They should be sent to P.O. Box 1722, Somerset, N.J. 08873, and designated for the Bogan Meadows Fund Drive.



DRESSED IN authentic Dutch costumes are Mary (left), Holly and Ellen Hamilton, who served as hostesses at the St. Nicholas Feast.

*Wall to wall people and kids.
Everyone loves a party.*

Festival at Bogan house attracts several hundred

A Dutch-style Christmas party and a township-wide telephone campaign moved the drive for funds to purchase the Bogan Meadows estate for Franklin Township closer to its goal last week.

The party, held in the 254-year-old Dutch colonial farmhouse on Easton Avenue Sunday afternoon, attracted hundreds of local residents. There is also disagreement whether there were more children than adults, or the other way around. But the turnout was certainly large. A long line was waiting for admission half an hour before the start of the open house at 3 p.m.

In honor of St. Nicholas Day, celebrated in Holland on December 5, the venerable Sinter Klaus--from whom our Santa Claus is descended--appeared in a long red robe, with a gold crown and gold scepter. Played by David Muyskens, the genial sprite was so tall that he had to duck to avoid the beams supporting the ceiling of the old house.

Visitors enjoyed piping hot "olliebollen" (Dutch apple-doughnuts), cheeses, egg-nog, hot chocolate and other delicacies while taking part in the festivities. Many of the children burned up excess calories by racing about the five-acre estate. Adults walked more sedately along the Delaware and Raritan Canal, which adjoins the property.

Hostess for the party was Judy Davis of the Meadows Association, an off-shoot of the Franklin Woman's Club. The seemingly endless supply of goodies coming from the old kitchen was assured by a hard-working crew that included Helen Hance, Eleanor Paulus, Roberta Garretson, Margaret Maccini, Hope



SINTER KLAUS, portrayed by David Muyskens, contributed to the festivities at the open house at the Bogan property Sunday.

Anaya, Lois Howe, Ruth Powell, Mary Moise, and Kathy Murawski.

Three ladies in traditional Dutch costumes made sure everyone had enough to eat and drink. On closer inspection they proved to be Ellen Hamilton and her daughters, Holly and Mary.

Numerous Franklin organizations are cooperating in an effort to secure Bogan Meadows for the township. Franklin's Township Council has been unable to muster enough votes to pass a \$99,000 bonding ordinance to purchase and repair the property, but if \$50,000 can be raised from private donors the New Jersey Green Acres office is expected to provide the balance. Approximately \$2,000 was donated at the party on Sunday afternoon.

Another fund-raising effort, this one a telephone campaign by the Bogan Meadows Committee, was conducted Monday evening. Under the direction of Dr. Eugene Howe, chairperson of the committee, 10 volunteers manned the phones at Franklin State Bank on Franklin Boulevard at Hamilton Street to appeal for contributions.

"The response was heartening," said Dr. Howe. "We still need more money, but we're making rapid progress. I hope anyone who would like to make a contribution or a pledge to preserve this magnificent property for public use will send it to the Franklin Historical Society, P.O. Box 1722, Somerset, New Jersey 08873. Our deadline is December 15, and that's rather close."

A pledge card for your use can be found on page 2.

letter

\$ for Bogan House

To the Editor:

At our visit to Bogan Meadows on Sunday, we were very gratified to see how many people of Franklin seem to really care. As we watched the milling people, we thought how timely this project is. What a marvelous opportunity to express the season's spirit by giving ourselves and our progeny the gift that Bogan Meadows Project represents.

During our visit, we were struck with the realization that only yards from Easton Avenue, one could enjoy the quiet serenity of isolation of another era. We could envision our sons there on a lazy summer's afternoon of carefree fishing or perhaps deliciously contemplating a leisurely hike along the towpath. If those were some of your thoughts, too, you knew why you were there and why you cared.

Did you also have your visions jarred, as we did, by the spectre of a razed land replaced by yet another fast food restaurant? Did you twinge with sorrow at the prospect of this lost opportunity because we may not have been wise enough to spare a few bucks of this year's Christmas Club money?

People of Franklin it's time to do it yourself. It's time to pledge to buy a park. Buy it for your children, your grandchildren your neighbor, yourself, future generations even your dog. If we show our reluctant councilmen the way with our dimes and dollars, they may yet join with the people they represent to work for a brighter future for Franklin.

Mr. & Mrs. R.C. Stutzman

our coupon for Franklin's future.

BOGAN-MEADOWS PLEDGE CARD	
Tax Deductible \$ _____	pledge to Bogan Meadows
Total Pledge \$ _____	Fund Drive - Amt. herewith \$ _____
	Balance due \$ _____
Amt. Sent \$ _____	May we list your gift in the newspapers? <input type="checkbox"/> yes <input type="checkbox"/> no
Balance Due \$ _____	Name, organization or memorial gift _____
	Address _____
	Phone _____

State aids

Home News 12/14/76

Bogan purchase

FRANKLIN — The odds that the township will buy the old, historic Bogan property along the Delaware & Raritan Canal increased sharply yesterday with the state contributing \$40,000 in Green Acres funding and the township agreeing to delay a vote on the acquisition of the five-acre parcel.

The state funding represents 50 per cent of the \$80,000 total it gave to the parcel, \$5,000 below the price requested by the heirs of the owner of the parcel.

But more significantly, it raises the possibility that the simple cost of buying the land will be met without tapping local property tax revenues.

A group that began seeking private donations to offset the cost of buying the land through tax money has received more than \$23,000 in pledges, deputy mayor Jack Cullen said last night. One issue could arise Thursday night when the council votes on amendments to the contract for the purchase of the tract.

The current contract refers to the receipt of outside funding for the purchase of the tract, meaning the township would have to obtain 100 per cent agency funding to be committed to purchasing the land.

The amendment would add that funds could be accepted from "private" sources, thus admitting the funds being collected now.

Councilwoman Dorothy Maklary said such an amendment might bind the council to purchase the property if enough private funds are received to cover the total cost. Mrs. Maklary said she wouldn't vote for the amendment if it binds the council to the purchase.

None of the opponents of the acquisition have denied the value of the site, or its potential. Rather, they argue, the township has too many other areas where the money is needed.

But Cullen said last night the maintenance of the property might be borne by township groups that are pressing for its purchase.

Cullen added the council decision to delay the vote to next year is a good sign for the proponents of the purchase. "The closer we get to \$85,000, I'm sure some minds on the council will change," Cullen said.

Green Acres money firm.

EDITORIALS

Home News SATURDAY, NOVEMBER 13, 1976

Last chance for Franklin

The historic Bogan estate on the Delaware & Raritan Canal in Franklin won't be offered to the township at the present bargain price indefinitely.

But this week, the township council, lacking sufficient votes to approve a \$99,000 bond issue to purchase the property, put off until next month a final decision on the issue which has stirred widespread community interest. If the council votes against the purchase on Dec. 16, there remains the possibility of a May referendum, assuming that the Bogan heirs would be willing to wait that long.

Franklin residents who turned out for this week's council debate on the Bogan purchase—nearly all of them speaking in favor of it—did receive some minor encouragement, however. If the amount of the money which the township would have to pay could be significantly reduced through private contributions and a firm commitment of state Green Acres money, some of the no votes on the council might be changed.

The case for township purchase of the Bogan estate is an overwhelming one. The property is the last available access to the canal in the most heavily populated section of Franklin. The grounds and the house—one of the oldest buildings in Somerset County and a handsome architectural specimen listed on the federal Register of Historic Sites — would comprise a rare historic and recreational treasure for the township's residents today and in the future.

To let this valuable property slip away would be regrettably short-sighted. But if the council could be convinced to take advantage of the bargain it has been offered by a successful fund raising drive, that effort should be undertaken by the concerned citizens of Franklin.

It may be the last chance for Franklin to preserve a valuable piece of its past which would be invaluable in the future.

Bogan fund drive nears halfway mark

Money, services pledged at bank dinner

Pledges made at a dinner last Thursday to raise funds for the purchase of the Bogan Meadows property brought the total contributed or pledged almost to the half-way mark. About \$50,000 is required in order to enable Franklin Township to acquire the 1722 colonial farm house and five acres on Easton Avenue for public use.

Hosted by the Franklin State Bank in its headquarters on Hamilton Street, the affair was attended by 30 residents of the township and was chaired by David Denker. Bruce Hamilton and James Moise, members of the Bogan Meadows Fund-raising Com-

mittee, recounted the history of the property in colonial and recent times. Committee co-chairperson, Dr. Eugene Howe, reported on the progress of the fund-raising effort.

Numerous Franklin organizations are cooperating in an effort to secure Bogan Meadows for the township. Franklin's Township Council has been unable to muster enough votes to pass a bonding ordinance to purchase and repair the property, but if \$50,000 can be raised from private donors, the New Jersey Green Acres office is expected to provide the balance.

In addition to pledging a total of nearly \$5,000 toward the purchase, several of those at the dinner volunteered a variety of services. Mayor Norman Fisher of Franklin Township offered to call major area business firms in connection with the campaign; Don Sheil undertook to provide necessary legal assistance, and Joan Burke of the Cedar Wood Woman's Club said the club would be able to help with research and with plantings on the property.

The Bogan heirs promised funds for a bronze plaque to be installed in the house. The plaque will record the names of those who have contributed \$500 or more.

December 16, 1976, The Somerset Spectator,

The money comes in fast enough to turn hope into reality.

Adds private donations to state grant

The Somerset Spectator,

December 23, 1976

by Doris Fenake
Associate Editor

The Township Council voted narrowly Thursday to approve a resolution which makes its contract to purchase the Bogan property binding if 100 per cent funding for the acquisition can be obtained from governmental and private sources.

The amendment, which passed by a 4-2-1 vote, replaces a clause in the contract which said the purchase was contingent upon receiving 100 per cent funding from federal and state grants.

The effect of the change is to virtually guarantee the acquisition of the five-acre estate if the citizens' group which is raising funds for this purpose can come up with enough money by February 10. If adequate funds are not available by that date, the township will still have the right to cancel the contract.

The proponents of buying the Easton Avenue parcel for a township park cleared another hurdle last week with the announcement that the state Department of Environmental Protection (DEP) was ready to award \$40,000 grant for the acquisition. Township Manager Harry Gerken reported Tuesday morning that

ward, who abstained on the vote, criticized the estimate because it did not contain Commissioner David Bardin is expected to sign the grant next Wednesday.

Repairs an issue

Since the purchase price of the estate is \$85,000, the DEP grant reduces the amount of money needed to \$45,000, about half of which has already been raised by the Bogan Meadows Committee. Beyond that, some additional funds are needed for immediate repairs to the 254-year-old historic Van Wickle-house on the property.

Gerken estimated that a new boiler, chimney, and sump pumps would cost about \$7,000, while repairs to the roof will necessitate other expenditures.

Disagreement over the validity of Gerken's estimate was cited by some council members Thursday as one reason they could not go along with the amendment to the contract. Councilman Attilio Lattanzio, who voted against the amendment along with Councilwoman Dorothy Maklary, said that money will also have to be spent on fencing, driveways, and public restrooms if the park is created.

Councilman William Ho-

figures on the expense of maintaining the park. Gerken said after the meeting that the township expects some of those costs to be offset by the rental that would be received from tenants who would serve as caretakers.

Howard's abstention and the two "no" votes put Councilman Joseph Martino in a quandry when his turn came to vote. "Every time this comes up, the swing vote falls in my lap," he observed, commenting, "I don't know when I've vacillated so much about any issue."

After hesitating for several minutes, however, Martino - an opponent of the purchase - said he could not vote against the amendment with people raising money for the purchase, and then cast the decisive vote for approval. Other members who voted for approval included Jack Cullen, Richard Messner, and Robert Mettler. Mayor Norman Fisher was absent and Charles Durand has been unable to vote on the issue.

In a separate action, the council voted 4-3 to postpone the vote on a \$99,000 bonding ordinance for the Bogan purchase, with Lattanzio, Maklary and Martino in dissent. The council is seeking to put off the vote until February 10.

Bogan contract is amended

Groups can line up for \$20,000 'gift'

The Somerset Spectator, December 23, 1976

Two days before Christmas, a 'Santa Claus' in Franklin has revealed that he wants to give \$20,000 worth of assets to a nonprofit organization. His only problem in this case is that he doesn't know who should get the money.

The lucky recipient could be the Bogan Meadows Committee, which is now hard at work raising funds for the acquisition of five acres of parkland on Easton Avenue, or any one of a number of charitable groups which would qualify under Section 501C3 of the Internal Revenue Code.

'Santa' in real life is the Franklin Housing and Neighborhood Development Corporation (HAND), an autonomous township body which is now in

the process of dissolving. According to Joseph Fisch, a local attorney who serves as president of the corporation, the trustees feel there is no point in going on because the group has not been active for some time.

One of HAND's trustees, George Consvooy, suggested that the \$20,000 be turned over to the Bogan Meadows Committee, which is still about \$25,000 short of the funds it needs to buy the Bogan estate for a township park.

"I think Bogan was an excellent suggestion," Fisch said, but he added that HAND was eager to hear from other groups in the township who might also want the money.

"We should have a place where we shouldn't litter."

Page 4, The Somerset Spectator, January 20, 1977

LETTERS TO THE EDITOR

BRAVES FOR BOGAN

To the editor:

At our last meeting all the little braves of our Indian Guide tribe talked about what we could do to help save Bogan Meadows for the people. We decided to send them \$20 of our wampum and also to write a letter telling the people of some of our reasons for wanting to help:

- We should save it for the trees that are there because it would take a long time for it to grow back the way it was.

- Save the house too because it's an old house and it could be that George Washington slept there. Also because it's 200 years old.

- Grass is nicer than asphalt.

- It is important to have a park on the canal for canoeing, kayaking, and fishing. Also on the canal we could go ice skating in the winter.

- We should save it so that we can go on the towpath because it's close to nature to walk there.

- It's good we should have a bicycle path that could stop at the park.

- We should save it so all the plants and small animals won't die.

- We should save it to help build a playground.

- Even though we shouldn't litter we should have a place where we shouldn't litter!

- All the people should give some more money to it so we can get it done fast.

We think the Meadows project is part of our sixth aim, "To seek and preserve the Great Spirit's work in forest, field, and stream."

Y-Indian Guides
Kiowa Tribe of Franklin

Help from other groups.

January 20, 1977, The Somerset Spectator, Page 3

Exotic slide show to benefit Bogan park fundraising

The Franklin Conservation Club is going 'to the ends of the earth' to raise money toward the purchase of the Bogan-Meadows estate on Easton Avenue so that it can become a Franklin Township park. Its upcoming meeting at 8 p.m. on Monday at the Middlebush Reformed Church will feature a worldwide slide show prepared by Granville Quakenbush.

"I don't know which Franklin couple is the most widely traveled," said Bruce Hamilton, president of the Conservation Club, "but it may well be the Quakenbushes. They seem to have been everywhere."

Scenes pictured in the slide show include the mountains and people of Nepal, the byways of Sweden, and the colorful costumes of Thailand and Hong Kong.

"We tried to view life through the eyes of the people in the countries we visited," said Granville Quakenbush,

formerly a soil specialist in the U.S. Department of Agriculture. In several countries we were able to stay with local residents and escape from the tourist circuit."

Egypt, India, Iceland, Lebanon, and much of Europe are among the other countries to be included in the speedy around-the-world trip on Monday. Relics of earlier eras, modern life, as well as natural attractions, will be shown and described by tour guide Quakenbush.

All funds donated at the affair will be presented to the Bogan Meadows Fundraising Committee, which has already raised about \$30,000 toward the purchase. The Bogan property consists of a fine Dutch colonial house and over five acres of property on the Delaware and Raritan Canal. If \$50,000 can be raised, the property will be converted into a township recreational facility.

Three months after it appeared the historic Bogan estate would have to be relegated to Franklin Township's past, the property has gained a place in Franklin's future.

With the help of a Green Acres grant, a grass-roots fund raising drive and a crucial boost from Franklin State Bank, the Bogan Meadows Fund Raising Committee last week was able to come up with the \$85,000 purchase price the township could not afford.

For \$85,000 — a bargain price offered by the Bogan heirs to the township alone — Franklin residents are getting one of the oldest buildings in Somerset County, an architectural treasure that is listed on the federal Register of Historic Sites. They also are getting six beautiful acres between Easton Avenue and the Delaware & Raritan Canal — the last available public access to the canal in the most heavily populated section of Franklin.

Since the property is intended for use as a public recreation area, its purchase both preserves a bit of Franklin's past and constitutes an investment in the township's future.

Franklin residents owe a debt of thanks and appreciation to the people who made this investment possible: the Bogan Meadows Fund Raising Committee, chaired by Eugene Howe, which thus far has cash and pledges totaling \$30,000; all the concerned citizens who have contributed their support, both financial and moral; to the committee's efforts; and Franklin State Bank, which is lending the committee the money it needs to complete its purchase and which also contributed \$2,500 to the fund drive.

While it has cleared its major hurdle, the committee needs continuing community support. In order to meet its \$50,000 goal, it must raise another \$20,000. Any money beyond the \$45,000 needed to purchase the property (Green Acres will provide \$40,000) will be used for repairs to the house and grounds. In that task, which could prove costly, the committee is seeking help from other civic organizations within the community.

And the committee also is seeking ideas from township residents on how their new acquisition should be developed. At 3 p.m. today and again on Tuesday at 8 p.m., the group will sponsor planning sessions in the township municipal building on DeMott Lane to discuss what promises to be a rosy future for the Bogan property.

When Howe announced last week the township would be able to buy the property, he noted, "I have to think that long after we're gone, residents of this township will be grateful this property was saved." We have to think it won't take that long for township residents to appreciate the committee's efforts.

*A gift of
the past for
the future*

EDITORIALS

THE
EAGLE
SUNDAY, FEBRUARY 13, 1977

Now onto the hard work.

To the citizens of Franklin:

The Bogan Meadows Fund Raising Committee is now assured of sufficient funds for the purchase of the Bogan Meadows property. We wish to extend again our thanks to all who have made this possible. The response to our call for support has been heartwarming. Many

who have been unable to help financially have offered their time and talents.

We wish to commend Councilmen Cullen, Durand, Fisher, Messner, and Mettler who have given their wholehearted support from the beginning of our enterprise. Special thanks are due Anthony Schoberl and the Franklin State Bank without whose unflinching support

our goal would have been infinitely more difficult to attain. Further, we are most appreciative of the following donors whose contributions have each been greater than \$500 and whose names will appear on a commemorative plaque donated by Virginia Bogan Dykes, one of the Bogan heirs who has given us invaluable aid.

Lee Arnold
Helen Marie Chapman
Chris DeLar
Mr. and Mrs. Charles Durand
Virginia Bogan Dykes
Mr. and Mrs. Jack Field
Mr. and Mrs. W.W. Forbes

Franklin Citizens for Orderly Planning
Franklin State Bank
Claire Gail Goldbeck
Ellen and Bruce Hamilton
Dr. and Mrs. Eugene E. Howe
HAND

Donald Jones
JUNC
McAteers Restaurant
Robert Mettler
O'Connor's Colonial Farms
Mary Jane and Thomas Post

Sellfort, Frisch, Gruber, and Cafferty
Mayo Sisler
Slingman Industries
Mr. and Mrs. Abram Suydam, Sr.
Mr. and Mrs. Abram Suydam, Jr.
Trap Rock Industries
Margaret and Emmet Wilson

Finally our most sincere thanks to the donors listed below.

Their names will appear on a commemorative scroll to be donated by Virginia Bogan Dykes.

Acme Tube, Inc.
DeNola and Cassese Adams
Dennis Anderson
Yetta and Hyman Appel
Barbara Atallmur
Jean Barnes
Mary and David Barrood
S.D. Barzilai
Ruth Miller Beja
Belle Mead Garage
Raymond Berven
Elsie G. Birl
Charles Blackmore
Connie and Sonto Bongiovanni
Mr. and Mrs. Bourne
S. Palmer Bowie
Alan Boyden
Mr. and Mrs. Edward R. Boylan
Charles F. Brockman
Wilbur Bryant
Ursula and Phillip Buchanan
Helen F. Buell
Bubat, Inc.
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Cedar Wood Woman's Club
Theodore Chase, Jr.
Mrs. Paul J. Chenet
Janey M.Y. Cheu
Trudy Collins
Edw. Crane
Jack Cullen
Alan Davidson
Jean and David Davidson
Leona and Bruce Davidson
Betty and Phillips Davison
Steve Decter
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Dr. and Mrs. David Denker
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Doris and Bob Fenske

Millicent Fenwick
Mr. and Mrs. Frank Finch, Jr.
Norman Fisher
May and Michael Frankel
Franklin Township Bicentennial Committee
Franklin Conservation Club
Franklin Woman's Club
Arlene Freedgood
Mrs. Roni Gallagher
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Sandy and Bob Jensen
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Marion and Robert Kelly
S. Louis Kelter
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Klowa Tribe Indian Guides
Benjamin B. Kirkland
Mr. and Mrs. Arthur Koenig
Martha and John Krapcho
Dorothy and John Lincoln
Elizabeth Liot
Anne and Phillip Livingston
Mr. and Mrs. Milton Loeb
Catherine and Robert Loughran
Gaar Lund
Mr. and Mrs. Arthur Maccini

Freda Marden
Marco Markley
Audrey E. Matley
Alan Meade
Florence and George Melick
Mary and Richard Messner
Irene Mettler
Michael Mikotojuk
Elmo J. Miller
Louise Miller
Dr. and Mrs. Robert Moevs
James Moise
Edith and Jarvis Morris
Dr. R. Morris
H. McDonald
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Taryl and Arnold Phelon
Dale Pollard
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Dolores and Cecil Still
Joan and Harry Stilwell
Mr. and Mrs. Albert G. Stokes
John R. Stone
Margaret and John Strickland
Evelyn and Herb Strum
Mr. and Mrs. R.C. Stutzman
Stuart Steel Protection
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Mrs. Walter Tucker
Susan and Milton Tupler
Helen Underwood
Morgan Upton
Lynn and Ronald Vanderbeek
Helen VanDoren
Osie L. Van Nuys
Florence Van Pelt
Ruth and Eugene Varney
Joseph Westheimer
Janet and David Waanders
George Wade
Doris M. Walley
F. Austin Walter
E. Elaine Warren
C.A. Weintraub
Marion S. Welsh
Brady C. Williamson
Art Zermel
Arthur Zimmerman
William Zinsser and Co., Inc.

The first phase of our campaign has now been completed, but the second, and in many ways the most difficult and challenging, is just beginning. Our

consensus planning sessions have yielded excellent suggestions for the use of the property. Now we must assign priorities to these uses and put them into effect. To do so, much more work and funding are

needed. With your continued support we will make the Meadows a place of enjoyment as well as one of which we shall all be proud.

*Sincerely yours,
Lois and Eugene Howe
Co-Chairpersons
The Bogan Meadows
Fund Raising Committee*

BOGAN-MEADOWS PLEDGE CARD
Box 1722, Somerset, N.J. 08873

Tax Deductible	\$ _____	pledge to Bogan Meadows
Total Pledge \$	_____	Send Drive - Amt. herewith \$ _____ Balance due \$ _____
Amt. Sent \$	_____	May we list your gift in the newspapers? <input type="checkbox"/> yes <input type="checkbox"/> no
Balance Due \$	_____	Name _____ Address _____ Phone _____

PLANNING FOR BOGAN-MEADOWS
(Tentative Concepts)

In order to elicit maximum input from the citizens of Franklin in the initial planning for Bogan-Meadows, two consensus planning sessions were held (February 13, 15). On February 21 the first meeting of the Meadows Foundation was held and Foundation President Gene Howe appointed an interim planning committee. This committee was charged with taking the consensus proposals and developing concept plans for Bogan-Meadows in time for the March 30 dedication. On February 26 and March 5 the committee met at Bogan-Meadows to tour the grounds and then the downstairs of the house.

The list of consensus proposals utilized by the committee are grouped under three headings: The House, The Park, and The Water Front. One of the most frequently cited reservations concerning the township acquisition of Bogan-Meadows was the expense of repairs and maintenance Franklin taxpayers would have to bear. Participants in consensus planning were asked to include programs and proposals that would generate sufficient income to sustain Bogan-Meadows. The consensus lists and suggestions for income are as follows:

THE HOUSE

- Partial historic restoration
- Use the main rooms for meetings
- Catered luncheons (i.e. author/book)
- Library of Franklin's history with reading room
- Rent paying caretaker
- Gift shop
- Gourmet cooking classes
- Bridge and chess club meetings and tournaments
- Horticulture programs (seeding annuals in the sun room)
- Small receptions

THE PARK

- Picnic area
- Passive lawn sports
- Gardens: Colonial, Dutch bulb, Herb
- Bird sanctuary
- Nature trails
- Sculpture memorials
- Bicycle parking
- Rest Rooms
- Parking areas
- Annual Festivals: St. Nicholas, Tulip, Harvest Home
- Summer musicales, art and craft shows
- Breakfast Bird and Wild Flower Hikes
- Garden weddings and anniversary celebrations
- Trail for the Blind
- Cemetery Restoration

WATER FRONT

- Boat launch
- Historic canal information board
- Bridge to the Towpath
- Canoe safety demonstration and mini-slalom
(sponsored by Appalachian Mountain Club)
- Fishing derby
- Fly casting lessons

On our tour of the site the Planning Committee became aware of the potential craft shop that could be developed from the garage and attached shop.

Parks and Recreation Department programs for the House, the Park, and the Water Front would be given high priority in scheduling. Programs for youth and senior citizens would be actively encouraged; fees would be waived or limited to maintenance costs.

MEMBERSHIP

The Meadows Foundation would administer membership with Charter Membership being open until July 4, 1977. Each charter member will receive an 8 by 11 inch duplicated ink drawing of the house. Members will be entitled to reduced admissions to specified festivals and special events. Each member will also receive the Bogan-Meadows newsletter, THE DUTCH SHOE.

TRIBUTES AND MEMORIALS

Under the direction of the Meadows Foundation organizations, firms, and individuals would be encouraged to fund and participate in the creation of such tributes and memorials as the following:

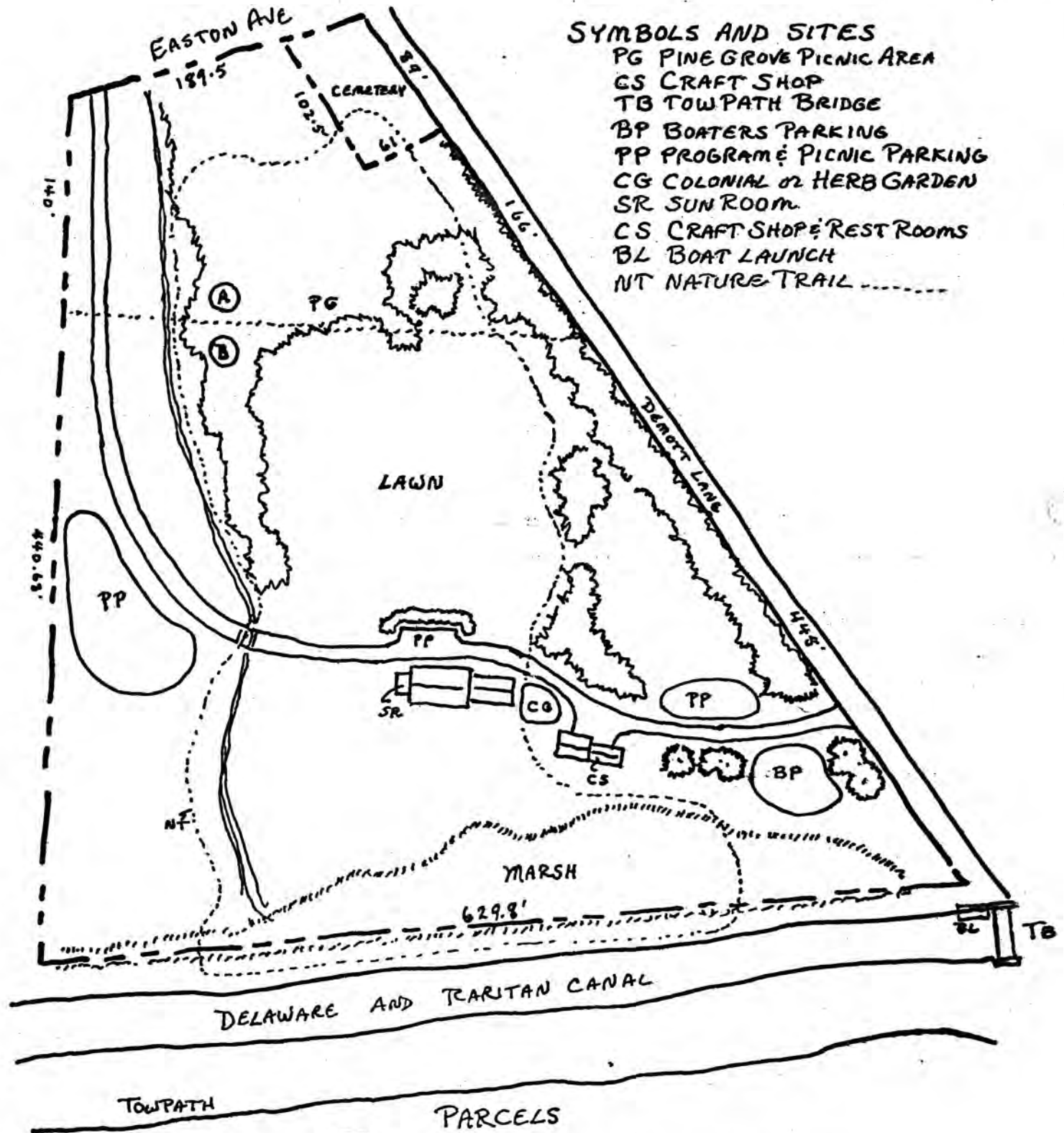
- Garden Areas - Colonial, Herb, Kitchen, Bulb
- Nature Trails
- Trail for the Blind
- Tow Path Bridge
- Bird Sanctuary
- Information Board
- Pine Grove Picnic Area
- Room Restorations
- Library and Reading Room
- Suitable Sculpture
- Festivals could serve as tributes as well as fund raising events

PLANNING COMMITTEE MEMBERS: Bruce Hamilton, chairman; Betty Havey, Lois Howe, Louise Miller, Jim Moise, Ralph and Pat Stutzman, Anne Suydan, Bill Woodhull, Tim Tapp, Carl Nordstrom

BOGAN MEADOWS PLANNING CONCEPTS

SYMBOLS AND SITES

- PG PINE GROVE PICNIC AREA
- CS CRAFT SHOP
- TB TOWPATH BRIDGE
- BP BOATERS PARKING
- PP PROGRAM & PICNIC PARKING
- CG COLONIAL or HERB GARDEN
- SR SUN ROOM
- CS CRAFT SHOP & REST ROOMS
- BL BOAT LAUNCH
- NT NATURE TRAIL



RARITAN RIVER



PARCELS

A=0.6A

B=5.2A GREEN ACRES PURCHASE

SCALE

