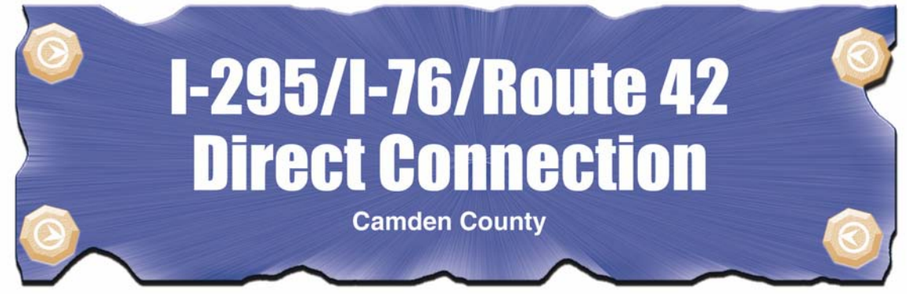
FHWA-NJ-EIS-07-01-D
Federal Highway Administration
Region 1

Federal Project No. IM-295-2 (115)



Draft Environmental Impact Statement/ Draft Section 4(f) Evaluation

Borough of Bellmawr, Borough of Mount Ephraim and Gloucester City, Camden County, New Jersey

U.S. Department of Transportation
Federal Highway Administration
New Jersey Department of Transportation

Submitted pursuant to 42 U.S.C. 4332 (2) (c)
16 U.S.C. 470 (f), and 49 U.S.C. 303

November 2007

FHWA-NJ-EIS-07-01-D
Federal Highway Administration
Region 1

Federal Project No. IM-295-2 (115)

I-295/I-76/ROUTE 42 DIRECT CONNECTION PROJECT
DRAFT ENVIRONMENTAL IMPACT STATEMENT/DRAFT SECTION 4(F) EVALUATION

Pursuant to:

42 U.S.C. 4332 (2) (c)
16 U.S.C. 470 (f), and 49 U.S.C. 303

Prepared by:

U.S. Department of Transportation-Federal Highway Administration
New Jersey Department of Transportation

In Cooperation with:

U.S. Army Corps of Engineers

Dennis Merida, Division Administrator, Federal Highway Administration — 11-19-07 Date of Approval

Richard Hammer, Assistant Commissioner, Capital Program Management, New Jersey Department of Transportation — 11/14/07 Date of Approval

For further information contact:

Federal Highway Administration
Mr. Lawrence F. Cullari
Program Operations Director
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628
(609) 637-4200

New Jersey Department of Transportation
Mr. Bruce Hawkinson
Environmental Project Manager
P.O. Box 600
1035 Parkway Avenue
Trenton, New Jersey 08625
(609) 530-4272

Comments on this Draft Environmental Impact Statement and Draft Section 4(f) Evaluation are due in writing by **February 15, 2008** and should be directed to any of the individuals listed at the above addresses.

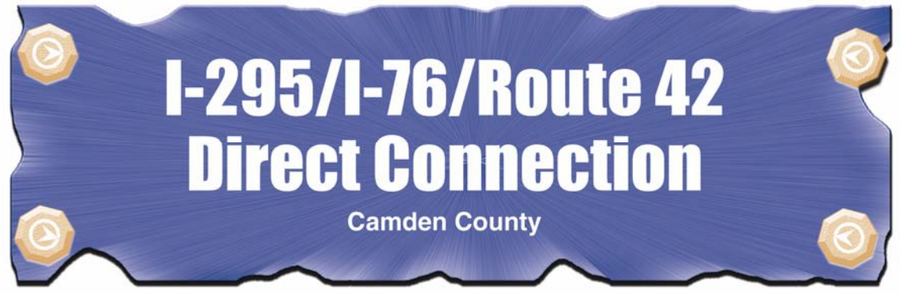


TABLE OF CONTENTS

CHAPTER		PAGE
EXECUTIVE SUMMARY		**ES-1**
1.0	**INTRODUCTION**	**1-1**
2.0	**PROJECT DESCRIPTION**	**2-1**
2.1	Project Background	2-1
2.2	Project Location	2-1
2.3	Description of Existing Facilities	2-1
2.3.1	Ramps	2-1
2.3.2	I-295/I-76/Route 42 from the Southern Project Limit	2-1
2.3.3	I-295/I-76/Route 42 from the Northern Project Limit	2-2
2.4	Regulatory Framework/Streamlining	2-2
2.4.1	Streamlining Principles	2-2
2.5	Stakeholder Groups	2-3
2.5.1	Agency Coordination Meetings	2-3
2.5.2	Project Partnering Sessions	2-3
2.5.3	Community Advisory Committee	2-3
2.5.4	Local Officials Briefings	2-3
2.5.5	Public Meetings and Public Information Centers	2-3
3.0	**PURPOSE AND NEED**	**3-1**
3.1	Purpose	3-1
3.2	Need	3-1
3.2.1	Improve Safety	3-1
3.2.2	Geometric and Structural Deficiencies	3-1
3.2.3	Driver Expectations	3-1
3.2.4	Operational Deficiencies	3-1
3.3	Goals and Objectives	3-2
4.0	**ALTERNATIVES**	**4-1**
4.1	Development of Conceptual Alternatives	4-1
4.2	Description of Proposed Conceptual Alternatives	4-1
4.2.1	Alternative A	4-1
4.2.2	Alternative A1	4-2
4.2.3	Alternative A2	4-2
4.2.4	Alternative B	4-2
4.2.5	Alternative B1	4-3
4.2.6	Alternative B2	4-3
4.2.7	Alternative C	4-4
4.2.8	Alternative C1	4-4
4.2.9	Alternative C2	4-4
4.2.10	Alternative D	4-5
4.2.11	Alternative D1	4-5
4.2.12	Alternative E	4-5
4.2.13	Alternative E2	4-6
4.2.14	Alternative F	4-6
4.2.15	Alternative F1	4-7
4.2.16	Alternative F2	4-7
4.2.17	Alternative G	4-7
4.2.18	Alternative G1	4-8
4.2.19	Alternative G2	4-9
4.2.20	Alternative H	4-9
4.2.21	Alternative H1	4-9
4.2.22	Alternative I	4-9
4.2.23	Alternative I1	4-10
4.2.24	Alternative J	4-10
4.2.25	Alternative K	4-10
4.2.26	Alternative L	4-11
4.3	Alternatives Screening Process	4-11
4.4	Alternatives Screening Criteria	4-11
4.4.1	Alternatives Screening Methodology	4-12
4.4.1.1	Constructability	4-12
4.4.1.2	Maintainability	4-12
4.4.1.3	Comparison of Estimated Construction Cost	4-12
4.4.1.4	Compliance with Design Criteria	4-12
4.4.1.5	Right-of-Way	4-14
4.4.1.6	Wetlands	4-14
4.4.1.7	Floodplains	4-14
4.4.1.8	Noise	4-14
4.4.1.9	Air Quality	4-15
4.4.1.10	Socioeconomics	4-15
4.4.1.11	Environmental Justice	4-15
4.4.1.12	Archaeological Resources	4-15
4.4.1.13	Historic Architectural Resources	4-15
4.4.1.14	Potential Hazardous/Contaminated Sites	4-15
4.4.1.15	Visual/Contextual Impacts	4-15
4.5	Alternatives Advanced for Further Study	4-15
4.5.1	Common Design Features	4-16
4.5.1.1	Highway Geometry	4-16
4.5.1.2	Structural Design	4-16
4.5.1.3	Tunnel Design	4-17
4.5.1.4	Facility Maintenance and Operation	4-17
4.5.1.5	Security	4-16
4.5.2	Description of Build Alternatives	4-17
4.5.2.1	Alternative D	4-18
4.5.2.2	Alternative D1	4-19
4.5.2.3	Alternative G2	4-20
4.5.2.4	Alternative H1	4-21
4.5.2.5	Alternative K	4-22
5.0	**AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES**	**5-1**
5.1	Traffic and Transportation	5-1
5.1.1	Methodology	5-1
5.1.2	Existing Conditions	5-1
5.1.3	Potential Impacts and Mitigation	5-2
5.1.3.1	Impact Evaluation Criteria	5-2
5.1.3.2	No Build Alternative	5-2
5.1.3.3	Build Alternatives	5-2
5.2	Noise	5-5
5.2.1	Methodology	5-5
5.2.1.1	Regulatory Context	5-5
5.2.1.2	Criteria for Determining Impacts	5-5
5.2.2	Existing Conditions	5-5
5.2.3	Potential Impacts and Mitigation	5-6
5.2.3.1	No Build Alternative	5-6
5.2.3.2	Build Alternatives	5-6
5.2.3.3	Mitigation	5-6
5.3	Air Quality	5-11
5.3.1	Methodology	5-11
5.3.1.1	Criteria for Determining Impacts	5-12
5.3.2	Existing Conditions	5-12
5.3.3	Potential Impacts and Mitigation	5-12
5.3.3.1	Carbon Monoxide	5-12
5.3.3.2	Particulate Matter	5-12
5.3.3.3	Mobile-Source Air Toxics	5-12
5.3.3.4	Conformity Determination	5-13
5.4	Socioeconomics, Land Use, and Environmental Justice	5-13
5.4.1	Methodology	5-13
5.4.2	Existing Conditions	5-13
5.4.2.1	Community Profile	5-13
5.4.2.2	Economic Conditions	5-16
5.4.2.3	Accessibility and Safety	5-16
5.4.2.4	Land Use and Zoning	5-16
5.4.2.5	Environmental Justice	5-17
5.4.2.6	Visual Quality/Aesthetics	5-17
5.4.3	Potential Impacts and Mitigation	5-18
5.4.3.1	Impact Evaluation Criteria	5-18
5.4.3.2	No Build Alternative	5-18
5.4.3.3	Build Alternatives	5-18
5.5	Natural Ecosystems	5-26
5.5.1	Methodology	5-26
5.5.2	Existing Conditions	5-26
5.5.2.1	Geology	5-26
5.5.2.2	Soil	5-26
5.5.2.3	Groundwater	5-27
5.5.2.4	Surface Water	5-27
5.5.2.5	Aquatic Ecology	5-28
5.5.2.6	Floodplain and Floodway	5-29
5.5.2.7	Wetlands	5-29
5.5.2.8	Upland Vegetation and Wildlife	5-31
5.5.2.9	Threatened and Endangered Species	5-31
5.5.3	Potential Impacts and Mitigation	5-33
5.5.3.1	Impact Evaluation Criteria	5-33
5.5.3.2	No Build Alternative	5-34
5.5.3.3	Build Alternatives	5-34
5.5.3.4	Build Alternatives Summary	5-37
5.6	Archaeological Resources	5-39
5.6.1	Methodology	5-39
5.6.1.1	Regulatory Context	5-39
5.6.1.2	National Register Eligibility Criteria	5-39
5.6.2	Existing Conditions	5-39
5.6.2.1	Documented Archaeological Sites and Previous Cultural Resources Surveys	5-39
5.6.2.2	Assessment of Archaeological Sensitivity	5-40
5.6.2.3	Results of the Phase I/II Archaeological Investigation	5-40
5.6.3	Potential Impacts and Mitigation	5-41
5.6.3.1	No Build Alternative	5-41
5.6.3.2	Build Alternatives	5-41
5.7	Historic Architectural Resources	5-41
5.7.1	Methodology	5-41
5.7.1.1	Regulatory Context	5-41
5.7.1.2	National Register Eligibility Criteria	5-41
5.7.2	Existing Conditions	5-42
5.7.2.1	Bellmawr Park Mutual Housing Historic District	5-42

CHAPTER		PAGE
5.7.3	Impacts and Mitigation	5-44
5.7.3.1	Impact Evaluation Criteria	5-44
5.7.3.2	No Build Alternative	5-44
5.7.3.3	Build Alternatives	5-44
5.7.3.4	Mitigation	5-44
5.8	Hazardous Materials	5-45
5.8.1	Methodology	5-45
5.8.2	Existing Conditions	5-45
5.8.2.1	Areas of Concern	5-45
5.8.2.2	Potential Asbestos-Containing Building Materials/Lead-Based Paint Sites	5-46
5.8.3	Potential Impacts and Mitigation	5-46
5.8.3.1	Impact Evaluation Criteria	5-46
5.8.3.2	No Build Alternative	5-46
5.8.3.3	Build Alternatives	5-46
6.0	**OTHER PROJECTS IN THE STUDY AREA**	**6-1**
6.1	Missing Moves	6-1
6.2	Route 168 Interchange	6-2
6.3	PATCO Rail Extension	6-2
6.4	New City Development	6-2
7.0	**SECONDARY AND CUMULATIVE IMPACTS**	**7-1**
7.1	Secondary Impacts	7-1
7.2	Cumulative Impacts	7-1
8.0	**TEMPORARY CONSTRUCTION IMPACTS**	**8-1**
8.1	Temporary Noise Impacts and Mitigation	8-1
8.2	Temporary Air Quality Impacts and Mitigation	8-1
8.3	Construction-Related Economic Impacts	8-1
8.4	Temporary Ecology Impacts and Mitigation	8-1
8.5	Temporary Traffic Impacts and Mitigation	8-1
9.0	**ALTERNATIVES ANALYSIS**	**9-1**
9.1	Summary of Findings, Impacts, and Benefits	9-1
9.1.1	No Build Alternative	9-1
9.1.2	Alternative D	9-3
9.1.3	Alternative D1	9-5
9.1.4	Alternative G2	9-7
9.1.5	Alternative H1	9-7
9.1.6	Alternative K	9-9
9.2	Alternatives Analysis Process	9-9
9.2.1	Development of Impact Criteria	9-9
9.2.1.1	Engineering Impact Criteria	9-9
9.2.1.2	Environmental Impact Criteria	9-11
9.2.2	Alternatives Comparison Matrix	9-14
9.3	Summary of Analysis	9-15
9.4	Recommendation of Preferred Alternative	9-17
10.0	**SECTION 4(F) EVLAUATION**	**10-1**
10.1	Introduction	10-1
10.2	Project Description	10-1
10.3	Project Purpose and Need	10-1
10.3.1	Project Purpose	10-1
10.3.2	Project Need	10-1
10.4	Description of Section 4(f) Resource	10-1
10.5	Impact to Section 4(f) Resource	10-1
10.6	Alternatives	10-1
10.6.1	No Build	10-1
10.6.2	Avoidance Alternatives	10-1
10.7	Measures to Minimize Harm	10-2
10.8	Coordination	10-2
11.0	**CONSULTATION AND COORDINATION**	**11-1**
11.1	Stakeholders	11-1
11.1.1	Agency Coordination Meeting	11-1
11.1.2	Project Partnering Session	11-1
11.1.3	Community Advisory Committee	11-1
11.1.4	Local Officials Briefing	11-1
11.1.5	Public Information Center	11-2
11.2	Agencies and Organizations	11-2
11.3	Summary of Meetings	11-2
11.3.1	Stakeholder Correspondence and Meetings	11-2
11.3.2	Purpose and Need Development	11-3
11.3.2.1	Agency Coordination Meetings	11-3
11.3.2.2	Project Partnering Session	11-3
11.3.2.3	Community Advisory Committee	11-3
11.3.2.4	Public Information Center	11-3
11.3.2.5	Other Meetings	11-4
11.3.2.6	Inter-Agency Correspondence	11-4
11.3.3	Alternatives Development	11-4
11.3.3.1	Agency Coordination Meetings	11-4
11.3.3.2	Project Partnering Session	11-4
11.3.3.3	Community Advisory Committee	11-4
11.3.3.4	Public Information Center	11-4
11.3.3.5	Other Meetings	11-5
11.3.3.6	Inter-Agency Correspondence	11-5
11.3.4	Alternatives Screening	11-5
11.3.4.1	Agency Coordination Meetings	11-5
11.3.4.2	Project Partnering Session	11-5
11.3.4.3	Community Advisory Committee	11-5
11.3.4.4	Public Information Center	11-6
11.3.4.5	Inter-Agency Correspondence	11-6
11.3.5	TES Development	11-6
11.3.5.1	Agency Coordination Meetings	11-6
11.3.5.2	Community Advisory Committee	11-6
11.3.5.3	Public Information Center	11-6
11.3.5.4	Inter-Agency Correspondence	11-6
11.3.6	Alternatives Analysis	11-6
11.3.6.1	Community Advisory Committee	11-6
11.3.6.2	Agency Coordination Meetings	11-6
11.3.6.3	Public Information Center	11-7
11.3.6.4	Inter-Agency Correspondence	11-7
11.3.7	Individual Stakeholder Meetings	11-7
11.3.7.1	Bellmawr Park Mutual Housing Corporation (BPMHC)	11-7
11.3.7.2	Diocese of Camden	11-7
11.3.7.3	Delaware River Port Authority (DRPA)	11-7
11.3.7.4	Delaware Valley Regional Planning Commission (DRVPC)	11-7
11.3.7.5	Bellmawr Baseball, Inc.	11-8
11.3.7.6	Veterans of Foreign Wars (VFW)	11-8
11.3.7.7	Section106 Consulting Parties	11-8
11.4	Project Newsletters	11-8
11.5	Project Website	11-8
11.6	Public Correspondence	11-8
12.0	**GLOSSARY AND ABBREVIATIONS**	**12-1**
13.0	**BIBLIOGRAPHY**	**13-1**
14.0	**LIST OF PREPARERS**	**14-1**

LIST OF FIGURES

FIGURE		PAGE
Figure ES-1	Regional Map	ES-1
Figure ES-2	Project Location Map	ES-2
Figure ES-3	Alternatives Analysis Environmental Impact Plans (Alternative D)	ES-6
Figure ES-4	Alternative D	ES-7
Figure 1.1-1	Aerial Photograph	1-1
Figure 2.2-1	Project Location Map	2-1
Figure 2.3-1	Overview of Existing Interchange Configuration	2-1
Figure 2.4-1	Streamlining/404 Merger Process	2-2
Figure 2.5-1	Project Flow Chart	2-4
Figure 3.2-1	1999 Accident Rates	3-1
Figure 4.2-1	Alternative A	4-2
Figure 4.2-2	Section A-A at Browning Road (Alternative A)	4-2
Figure 4.2-3	Alternative A1	4-2
Figure 4.2-4	Section A-A at Browning Road (Alternative A1)	4-2
Figure 4.2-5	Alternative A2	4-2
Figure 4.2-6	Alternative B	4-3
Figure 4.2-7	Section A-A at Browning Road (Alternative B)	4-3
Figure 4.2-8	Alternative B1	4-3
Figure 4.2-9	Section A-A at Browning Road (Alternative B1)	4-3
Figure 4.2-10	Alternative B2	4-3
Figure 4.2-11	Alternative C	4-4
Figure 4.2-12	Section A-A at Browning Road (Alternative C)	4-4
Figure 4.2-13	Alternative C1	4-4
Figure 4.2-14	Alternative C2	4-4
Figure 4.2-15	Alternative D	4-5
Figure 4.2-16	Section A-A at Browning Road (Alternative D)	4-5
Figure 4.2-17	Alternative D1	4-5
Figure 4.2-18	Alternative E	4-6
Figure 4.2-19	Alternative E2	4-6
Figure 4.2-20	Alternative F	4-6
Figure 4.2-21	Section A-A at Browning Road (Alternative F)	4-7
Figure 4.2-22	Alternative F1	4-7
Figure 4.2-23	Section A-A at Browning Road (Alternative F1)	4-7
Figure 4.2-24	Alternative F2	4-7
Figure 4.2-25	Alternative G	4-8
Figure 4.2-26	Section A-A at Browning Road (Alternative G)	4-8
Figure 4.2-27	Alternative G1	4-8
Figure 4.2-28	Alternative G2	4-8
Figure 4.2-29	Alternative H	4-8
Figure 4.2-30	Alternative H1	4-9

FIGURE		PAGE
Figure 4.2-31	Section A-A at Browning Road (Alternative H1)	4-9
Figure 4.2-32	Alternative I	4-9
Figure 4.2-33	Section A-A at Browning Road (Alternative I)	4-9
Figure 4.2-34	Alternative I1	4-10
Figure 4.2-35	Alternative J	4-10
Figure 4.2-36	Section A-A at Browning Road (Alternative J)	4-10
Figure 4.2-37	Alternative K	4-11
Figure 4.2-38	Section A-A at Browning Road (Alternative K)	4-11
Figure 4.2-39	Alternative L	4-11
Figure 4.2-40	Section A-A at Browning Road (Alternative L)	4-11
Figure 4.5-1	Alternative D	4-18
Figure 4.5-2	Alternative D1	4-19
Figure 4.5-3	Alternative G2	4-20
Figure 4.5-4	Alternative H1	4-21
Figure 4.5-5	Alternative K	4-22
Figure 5.1-1	Weekday (AM and PM) Peak Hour Traffic Flow	5-2
Figure 5.1-2	Constrained 2030 Build Weekday (AM and PM) Peak Hour Traffic Flow	5-3
Figure 5.1-3	Change in AM Peak Hour Traffic Volume Build vs. No Build	5-4
Figure 5.1-4	Change in PM Peak Hour Traffic Volume Build vs. No Build	5-4
Figure 5.1-5	Construction Impacts – Change in 2010 AM Peak Hour Traffic Volume Alternative D vs. No Build	5-4
Figure 5.2-1	2030 No Build Alternative 66 dBA Noise Contour	5-6
Figure 5.2-2	2030 Alternative D Proposed Noise Walls	5-7
Figure 5.2-3	2030 Alternative D1 Proposed Noise Walls	5-8
Figure 5.2-4	2030 Alternative G2 Proposed Noise Walls	5-9
Figure 5.2-5	2030 Alternative H1 Proposed Noise Walls	5-10
Figure 5.2-6	2030 Alternative K Proposed Noise Walls	5-11
Figure 5.3-1	Carbon Monoxide Detector Locations	5-11
Figure 5.4-1	Minority Population	5-14
Figure 5.4-2	Census Block Groups Above Regional Threshold	5-14
Figure 5.4-3	Population Below Poverty Level	5-15
Figure 5.4-4	Primary Study Area Land Use	5-15
Figure 5.4-5	Primary Study Area Community Facilities	5-16
Figure 5.4-6	Secondary Study Area land Use	5-17
Figure 5.5-1	Study Area Soils and Geology	5-27
Figure 5.5-2	Study Area Floodplain Map	5-28
Figure 5.5-3	NJDEP Wetlands and Upland Vegetation Communities Map	5-29
Figure 5.5-4	National Wetlands Inventory Map	5-30
Figure 5.5-5	Field Delineated Study Area Wetlands	5-30
Figure 5.5-6	Alternative D Ecological Impacts	5-32
Figure 5.5-7	Alternative D1 Ecological Impacts	5-33
Figure 5.5-8	Alternative G2 Ecological Impacts	5-34
Figure 5.5-9	Alternative H1 Ecological Impacts	5-36
Figure 5.5-10	Alternative K Ecological Impacts	5-37
Figure 5.5-11	Proposed Waterfront Access and On-site Mitigation	5-38
Figure 5.6-1	Archaeological APE	5-39
Figure 5.7-1	Historic Architectural Resources Identified Within or Adjacent to the APE	5-43
Figure 5.7-2	Bellmawr Park Mutual Housing Historic District National Register Boundary	5-43
Figure 5.8-1	Areas of Environmental Concern	5-45
Figure 6-1	Regional Map	6-1
Figure 9.1-1	Alternatives Analysis – Environmental Impact Plans (No Build Alternative)	9-2
Figure 9.1-2	Alternatives Analysis – Environmental Impact Plans (Alternative D)	9-4
Figure 9.1-3	Alternatives Analysis – Environmental Impact Plans (Alternative D1)	9-6
Figure 9.1-4	Alternatives Analysis – Environmental Impact Plans (Alternative G2)	9-8
Figure 9.1-5	Alternatives Analysis – Environmental Impact Plans (Alternative H1)	9-10
Figure 9.1-6	Alternatives Analysis – Environmental Impact Plans (Alternative K)	9-12
Figure 9.3-1	Alternatives Analysis – Environmental Impact Plans (Browning Road)	9-16
Figure 9.3-2	Alternatives Analysis – Environmental Impact Plans (Al Jo's Curve)	9-17
Figure 11.6-1	Correspondence Origins	11-8
Figure 11.6-2	Correspondence Comments and Questions	11-8
Figure 11.6-3	Alternatives Suggested	11-8

LIST OF TABLES

TABLE		PAGE
Table 3.2-1	Existing Level of Service	3-2
Table 4.4-1	Alternatives Screening Criteria	4-12
Table 4.4-2	Alternatives Screening Matrix	4-13
Table 4.5-1	Dismissed and Advanced Alternatives	4-16
Table 5.1-1	DVRPC Population Projections	5-1
Table 5.1-2	DVRPC Employment Projections	5-1
Table 5.2-1	Threshold for Noise Interference and Noise Abatement Criteria (dBA L_{eq})	5-5
Table 5.2-2	Summary of Impacts without Mitigation 2000 Existing, 2030 No Build, and 2030 Build Alternatives D, D1, G2, H1, and K	5-5
Table 5.2-3	Remaining Residential Noise Impacts	5-9
Table 5.2-4	Residential Areas with Noise Level Increases from Existing Noise Levels for All Alternatives	5-10
Table 5.3-1	USEPA NAAQS	5-12
Table 5.3-2	1hr/8hr CO Concentrations (ppm) 2030 No-Build and 2030 Build Alternatives	5-13
Table 5.4-1	Displacement and Proximity Impacts in Bellmawr	5-19
Table 5.4-2	Displacement and Proximity Impacts in Mount Ephraim and Gloucester City	5-20
Table 5.5-1	Surface Water Quality Records	5-27
Table 5.5-2	Required Permits	5-32
Table 5.5-3	Floodplain Impacts	5-34
Table 5.5-4	Wetland Impacts (Acres)	5-35
Table 5.5-5	Wetland Functions/Values and Impacts by Alternative	5-35
Table 5.5-6	Increase in Impervious Area	5-37
Table 5.7-1	Summary of Architectural Survey	5-42
Table 5.7-2	Summary of Adverse Effects for All Build Alternatives	5-44
Table 9.1-1	Summary of Engineering Impacts and Benefits	9-1
Table 9.1-2	Summary of Environmental Findings, Impacts, and Benefits	9-1, 9-3 & 9-5
Table 9.2-1	Engineering Impact Criteria	9-11
Table 9.2-2	Environmental Impact Criteria	9-13
Table 9.2-3	Alternatives Comparison Matrix	9-15
Table 10.6-1	Comparison of Alternatives	10-2
Table 11.2-1	Summary of Stakeholder Group Meetings	11-2
Table 11.3-1	Individual Stakeholder Meetings	11-7

LIST OF PHOTOGRAPHS

PHOTOGRAPH		PAGE
Photograph ES-1	Congested Traffic Along I-295	ES-3
Photograph ES-2	View of Existing Noise Wall Adjacent to Project Corridor	ES-3
Photograph ES-3	Bellmawr Park Mutual Housing Office	ES-4
Photograph ES-4	Annunciation B.V.M. Church	ES-5
Photograph ES-5	Little Timber Creek Culvert at Bell Road	ES-5
Photograph 1.1-1	Ramp Showing Merging Traffic	1-1
Photograph 2.5-1	Public Meeting	2-3
Photograph 3.2-1	Overpass at Creek Road	3-1
Photograph 3.2-2	Southern Portion of Existing Interchange	3-2
Photograph 4.4-1	Typical Existing Section of I-295	4-16
Photograph 4.5-1	Existing I-76 over Kings Highway	4-17
Photograph 4.5-2	Culvert of I-295 over Little Timber Creek	4-17
Photograph 5.1-1	View of Existing Traffic Flow Looking South	5-1
Photograph 5.2-1	Existing Noise Wall Along I-76 Northbound	5-7
Photograph 5.2-2	Existing Noise Wall Along Al Jo's Curve	5-8
Photograph 5.2-3	Existing Noise Wall Along Route 42 Northbound	5-10
Photograph 5.4-1	Bellmawr Park and New St. Mary's Cemetery	5-21
Photograph 5.4-2	Balloon Survey at Bellmawr Baseball League Fields	5-22
Photograph 5.4-3	Balloon Survey at New St. Mary's Cemetery	5-22
Photograph 5.4-4	Essex Avenue Looking East at Bellmawr Baseball League Fields-Existing Conditions	5-23
Photograph 5.4-5	Essex Avenue Looking East at Bellmawr Baseball League Fields-Alternatives D, D1	5-23
Photograph 5.4-6	Essex Avenue Looking East at Bellmawr Baseball League Fields-Alternatives G2, H1	5-23
Photograph 5.4-7	Essex Avenue Looking East at Bellmawr Baseball League Fields-Alternative K	5-23
Photograph 5.4-8	Victory Drive Looking South at Bellmawr Park Elementary School-Existing Conditions	5-23
Photograph 5.4-9	Victory Drive Looking South at Bellmawr Park Elementary School-Alternatives D, D1	5-23
Photograph 5.4-10	Victory Drive Looking South at Bellmawr Park Elementary School-Alternatives G2, H1	5-23
Photograph 5.4-11	Victory Drive Looking South at Bellmawr Park Elementary School-Alternative K	5-23
Photograph 5.4-12	Browning Road Looking East from Annunciation B.V.M Church-Existing Conditions	5-24
Photograph 5.4-13	Browning Road Looking East from Annunciation B.V.M Church-Alternatives D, D1	5-24
Photograph 5.4-14	Browning Road Looking East from Annunciation B.V.M Church-Alternatives G2, H1	5-24
Photograph 5.4-15	Browning Road Looking East from Annunciation B.V.M Church-Alternative K	5-24

PHOTOGRAPH **PAGE**

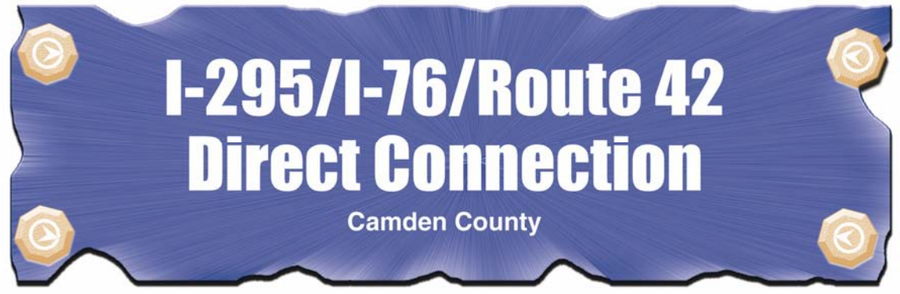
Photograph 5.4-16 Browning Road Looking West from New St. Mary's Cemetery-Existing Conditions 5-24
Photograph 5.4-17 Browning Road Looking West from New St. Mary's Cemetery-Alternatives D, D1 5-24
Photograph 5.4-18 Browning Road Looking West from New St. Mary's Cemetery-Alternatives G2, H1 5-24
Photograph 5.4-19 Browning Road Looking West from New St. Mary's Cemetery-Alternative K 5-24
Photograph 5.4-20 Flanders Road Looking Northwest at Ramp E-Existing Conditions 5-25
Photograph 5.4-21 Flanders Road Looking Northwest at Ramp E-Alternatives D, D1 5-25
Photograph 5.4-22 Flanders Road Looking Northwest at Ramp E-Alternatives G2, H1 5-25
Photograph 5.4-23 Flanders Road Looking Northwest at Ramp E-Alternative K 5-25
Photograph 5.4-24 Shining Star Park Looking South-Existing Conditions 5-25
Photograph 5.4-25 Shining Star Park Looking South-Alternatives D, D1 5-25
Photograph 5.4-26 Shining Star Park Looking South-Alternatives G2, D1 5-25
Photograph 5.4-27 Shining Star Park Looking South-Alternative K 5-25
Photograph 5.4-28 Bell Road Looking South from North of Emerson Avenue-Existing Conditions 5-26
Photograph 5.4-29 Bell Road Looking South from North of Emerson Avenue-Alternatives D, D1 5-26
Photograph 5.4-30 Bell Road Looking South from North of Emerson Avenue-Alternatives G2, H1 5-26
Photograph 5.4-31 Bell Road Looking South from North of Emerson Avenue-Alternative K 5-26
Photograph 5.5-1 Little Timber Creek Marsh Area Looking Southwest from Shining Star Park 5-26
Photograph 5.5-2 Little Timber Creek within Highway Corridor 5-28
Photograph 5.5-3 Stormwater Culvert beneath Bellmawr Park Baseball Fields 5-28
Photograph 5.5-4 Stormwater Culverts beneath Essex Avenue 5-29
Photograph 5.5-5 Wild Rice Stands in Little Timber Creek Tidal Area 5-31
Photograph 5.5-6 Upland Forest Canopy Typical of Project Area 5-31
Photograph 5.6-1 Harrison-Glover House (Area I) 5-40
Photograph 5.6-2 Area II Artifacts 5-40
Photograph 5.6-3 View of Wooded Area Near Annunciation B.V.M Church (Area III) 5-41
Photograph 5.6-4 Wooded Area (Area IV) 5-41
Photograph 8.5-1 Typical Shoulder Closure during Construction 8-1
Photograph 8.5-2 Operational Single lane in Each Direction 8-2
Photograph 9.1-1 Essex Avenue Looking East, Alternative D and D1 ... 9-5
Photograph 9.1-2 Browning Road Looking West, Alternative D1 9-7
Photograph 9.1-3 Browning Road Looking East, Alternative G2 9-7
Photograph 9.1-4 Victory Drive Looking South, Alternative H1 9-7
Photograph 9.1-5 Flanders Road Looking Northwest, Alternative K 9-9
Photograph 11.1-1 Typical Public Involvement Center 11-3

LIST OF APPENDICES

Appendix A Notice of Planned Action and Statewide Transportation Improvement Program
Appendix B Agency Correspondence
Appendix C Public Involvement Action Plan
Appendix D Meeting Minutes
Appendix E Newsletters
Appendix F Website Information

LIST OF ATTACHMENTS

Attachment 1 *Traffic Report*
Attachment 2 *Noise TES*
Attachment 3 *Air Quality TES*
Attachment 4 *Socioeconomic, Land Use and Environmental Justice TES*
Attachment 5 *Natural Ecosystems TES*
Attachment 6 *Phase 1/II Archaeological Investigation TES*
Attachment 7 *Historic Architectural Resources TES*
Attachment 8 *Hazardous Waste Screening TES*



EXECUTIVE SUMMARY

The I-295/I-76/Route 42 interchange in Camden County, New Jersey experiences congestion and has an accident rate that is more than seven times the statewide average due to high volumes of traffic, complex lane configuration, and through-traffic weaving movements. The traffic problems of the interchange negatively affect the quality of life in the surrounding communities. The New Jersey Department of Transportation (NJDOT), in conjunction with the Federal Highway Administration (FHWA), proposes to alleviate these problems through the reconstruction of the I-295/I-76/Route 42 interchange.

This Draft Environmental Impact Statement (DEIS) has been prepared in order to identify and assess potential environmental impacts that could result from the proposed project. This DEIS provides the public and federal, state, and local environmental resource and regulatory agencies with documentation that environmental concerns have been evaluated and addressed.

In addition, a Draft Section 4(f) Evaluation has been prepared as a chapter of this DEIS in order to evaluate feasible and prudent alternatives that would avoid and/or have the least impact upon historic sites or publicly owned resources, such as public parks, recreational areas, and wildlife/waterfowl refuges.

This DEIS/Draft Section 4(f) Evaluation is supported by Technical Environmental Studies (TES) that have been conducted for the project. These TES reports include: Noise; Air Quality; Socioeconomics, Land Use, and Environmental Justice; Natural Ecosystems; Phase I/II Archaeological Investigation; Historic Architectural Resources; and, Hazardous Waste Screening. A Traffic Report, Feasibility Assessment Report, and Letter of Interpretation/Jurisdictional Determination for wetlands have also been completed.

PROJECT DESCRIPTION

In 1985, during NJDOT's design of widening improvements on Route 42, it became apparent that additional improvements, more specific to the I-295/I-76/Route 42 interchange, would be required. In 1999, a Transportation Investment Study (TIS) prepared by NJDOT, in conjunction with the Delaware Valley Regional Planning Commission (DVRPC), recommended that a project providing a full, grade-separated interchange be advanced. The project location (see **Figures ES-1** and **ES-2**) includes several residential, commercial, industrial, and public/recreational areas in Bellmawr, Mount Ephraim, and Gloucester City, Camden County.

Regulatory Framework/Streamlining

This DEIS/Draft Section 4(f) Evaluation has been prepared in accordance with the National Environmental Policy Act (NEPA), as implemented by the Council on Environmental Quality Regulations, and FHWA Procedures, and prepared pursuant to Section 4(f) of the Department of Transportation Act of 1966 and Section 106 of the National Historic Preservation Act of 1966. Impacts to wetlands and open waters were evaluated and will be mitigated according to Section 404 of the Clean Water Act, administered by the United States Army Corps of Engineers (USACE), and the Freshwater Wetlands Protection Act, administered by the New Jersey Department of Environmental Protection (NJDEP).

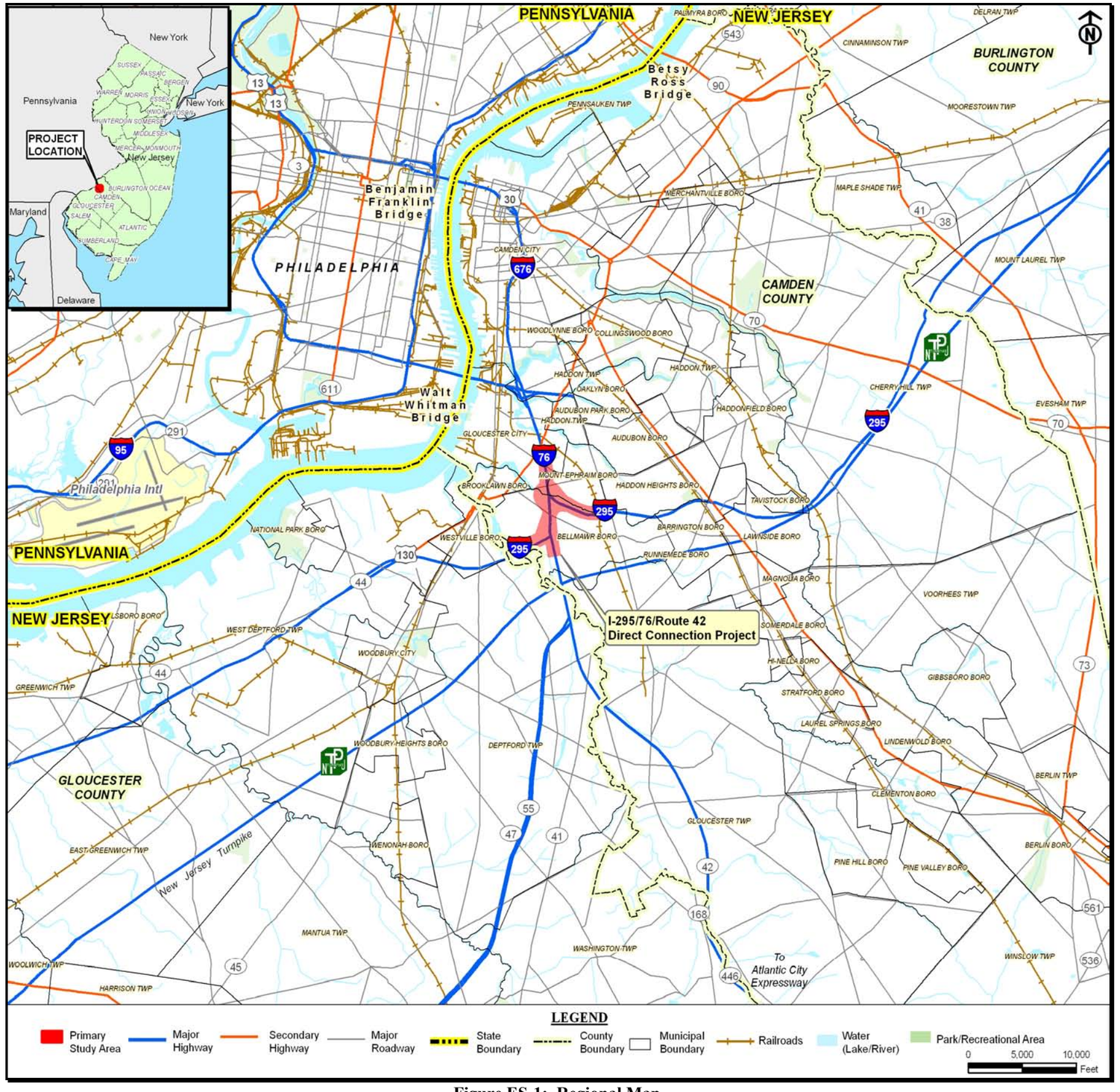


Figure ES-1: Regional Map

In order to coordinate the NEPA process with the requirements of Section 404, a streamlining process was established to coordinate the permitting activities and processing requirements of not only NEPA and the USACE, but also the New Jersey Department of Environmental Protection (NJDEP), which also shares jurisdiction in the project area. The NEPA-Section 404 streamlining process coordinates project processing through the end of the EIS process, identifying and documenting impacts, and assessing ways to avoid, minimize or mitigate these impacts.

Stakeholder Groups

This process involved a significant local government and public participation component to build consensus among the stakeholders in the project area. Stakeholders were organized into committees that met regularly, and at important milestones, to foster working relationships with local leaders, and conduct the necessary public outreach to keep the affected communities apprised and involved in the project progress. Stakeholders included local and county officials, business owners, local residents, and representatives from participating public agencies, senior citizens associations, minority groups, school districts, business-development organizations, environmental groups, and religious and civic groups. The stakeholder group meetings included the Agency Coordination Meetings (ACM), project partnering sessions, Community Advisory Committee (CAC) meetings, Local Officials Briefings (LOB), and Public Information Centers (PIC).

PURPOSE AND NEED

The purpose of this project is to improve traffic safety, reduce traffic congestion (see **Photograph ES-1**) and meet driver expectations by providing the direct connection of the I-295 mainline to improve the interchange of I-295/I-76/Route 42.

The project goals and objectives are a compendium of statements made by NJDOT, FHWA, agencies, local elected officials, residents, and other stakeholders in the project. While the project may not be able to satisfy all goals and objectives listed herein, the Preferred Alternative seeks to address as many as possible. The project's goals and objectives are as follows:

- Improve safety by constructing a roadway system that meets interstate standards for geometric design.
- Provide a direct connection for through-traffic on I-295 with a design speed consistent with that of the interchange's approach roadways.
- Reduce congestion on local arterials such as Route 168 and US 130 and decrease commuter traffic on neighborhood streets, thereby improving local traffic mobility, pedestrian safety, and the level of service on I-295. In addition, noise levels would decrease and air quality would improve.
- Enhance regional economic development by increasing overall mobility. In addition, the improved roadway network conforms to state and local development plans.



Figure ES-2: Project Location Map

- Reduce the financial burden on state and local police and emergency services by decreasing the number of vehicle accidents.
- Avoid, minimize, or mitigate environmental impacts.
- Preserve the quality of life of communities by minimizing relocations and acquisitions of private and public property.
- Enhance opportunities for other modes of transportation, including bicycle and pedestrian, within the project area.
- Provide opportunities for intermodal use within the project area.

ALTERNATIVES

NJDOT evaluated 26 possible alternatives in an extensive screening process that included representatives from the NJDOT as well as stakeholder groups. All 26 conceptual alternatives were constructible and viable concepts that met the purpose and need of the project; however, not all 26 were deemed practicable. The 26 conceptual alternatives were subjected to a screening process with the objective of identifying feasible alternatives that satisfy the project need with minimal impact to the natural and built environment. After extensive community involvement and input from regulatory agencies, five build alternatives (D, D1, G2, H1 and K) and a No Build Alternative were chosen to advance for further study as part of the DEIS process.

These five build alternatives were generally found to be the most feasible with the least impacts. Based upon comments received during the alternatives screening process, the five alternatives were refined and minor alignment adjustments were incorporated into their conceptual design in order to minimize environmental impacts and to improve traffic operations. The 21 alternatives that were dismissed were generally found to result in higher environmental impacts, such as residential, wetlands, noise, and visual impacts.

All five build alternatives follow a similar alignment across the northwestern corner of New St. Mary's Cemetery. Alternative D provides a direct connection for I-295 that crosses over I-76/Route 42, eliminating Al Jo's Curve entirely. Alternative D1 is similar to Alternative D except it attempts to retain Al Jo's Curve for use as the ramp from I-295 southbound to Route 42 southbound. Alternative G2 utilizes a double-decker highway with I-295 southbound atop I-295 northbound. Alternative H1 is similar to Alternative G2 except it attempts to retain Al Jo's Curve for use as the ramp from I-295 southbound to Route 42 southbound. Alternative K provides a direct connection for I-295 that crosses under I-76/Route 42, eliminating Al Jo's Curve entirely.

POTENTIAL ENVIRONMENTAL IMPACTS

The TES reports and engineering studies included three major tasks: inventory/data collection, field reconnaissance, and assessment of potential impacts to the built and natural environment for the No Build Alternative and each of the five build alternatives. Detailed reports were prepared for each of the subject areas discussed below.

Traffic and Transportation

The traffic analysis indicates that overall traffic flow conditions under any of the five build alternatives will be relatively similar. Against the No Build Alternative, any of the build alternatives will deliver better overall traffic operations because they will separate through-traffic on I-295 from those on I-76/Route 42. Average speeds will be higher and average delay per vehicle will be lower on the I-295 mainline and the I-76/Route 42 mainline for all build alternatives compared to the No Build Alternative.



Photograph ES-1: Congested Traffic Along I-295

Where I-76 northbound (or Route 42 northbound) intersects with I-295 southbound (Ramp B) will continue to be a bottleneck; however, the expected average speeds will double from 10 miles per hour (mph) for the No Build to 20 mph for the build alternatives. No capacity improvement to I-295 is assumed under this project. The vast majority of travel time savings occur during regular weekday, peak commuting periods, with much of the savings being realized on local roads within the towns of Mount Ephraim and Bellmawr, along with the adjacent towns such as Brooklawn and Runnemede. Considerable reductions in traffic volumes on the local arterial system within the project area can also be anticipated because drivers will stay on the highway.

Traffic studies indicate that all of the build alternatives will reduce the number of annual crashes that result in injuries and fatalities by 70% at the interchange. Most of these crash reductions will be realized because all build alternatives will physically separate the major traffic flows on I-295 from those on I-76/Route 42, as well as from the construction of highway facilities that meet current design standards.

Noise

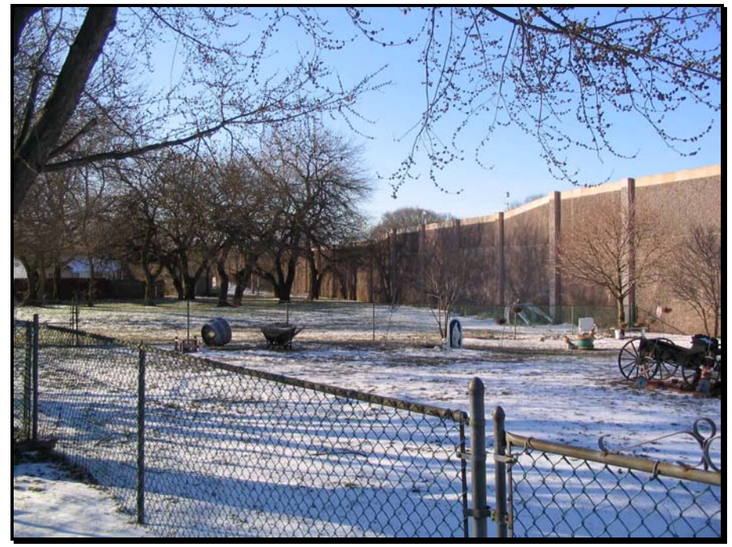
Under the No Build Alternative, a total of 269 residential units, including the Mount Ephraim Senior Housing building, are predicted to possess noise levels that approach or exceed the applicable Noise Abatement Criteria (NAC). Alternatives D and D1 would result in impacts to 155 to 156 residences; Alternatives G2 and H2 would result in impacts to 215 to 216 residences; and Alternative K would result in impacts to 145 residences. Under the build alternatives, eight building acquisitions would be necessary under Alternatives D, D1 and K and three would be necessary under Alternatives G2 and H1. In addition, several segments of existing noise walls would require removal to accommodate the designs. These building acquisitions and noise wall removals were taken into account as part of the noise modeling.

Similar to the existing conditions, one cemetery, two recreational facilities, two schools, and two church buildings would possess noise levels that approach or exceed the NAC for the No Build Alternative. Under each build alternative, two cemeteries, three recreational areas, three schools, and two church buildings are predicted to possess noise levels that approach or exceed the applicable NAC. Under Alternatives D1 and H1, two additional recreational areas would be impacted.

Noise walls are effective means of mitigating exterior noise impacts adjacent to roadways (see **Photograph ES-2**). When feasible, new and replacement noise walls are proposed in areas impacted by noise under each build alternative. Construction of new and replacement noise walls for each build alternative will reduce the number of impacts, when compared to the No Build Alternative. In areas where noise walls would be displaced, "in-kind" replacement walls are proposed that will provide noise levels for the build alternatives that are comparable to noise levels under existing conditions.

Although proposed new and replacement noise walls under each build alternative eliminate a significant number of impacts, several residential noise impacts remain. Under Alternatives D, D1 and K, the remaining residential impacts are mainly along the local roadways where noise mitigation is not possible due to driveways and intersections. Under Alternatives G2 and H1, the remaining residential impacts are along local roadways as well as areas adjacent to the I-295 double-decker roadways where cost-effective mitigation is not feasible.

Sound proofing a public-use building is an effective means of mitigating an interior noise impact. Under all build alternatives, air conditioning is recommended at the Annunciation Regional School and the Bellmawr Park Elementary School. Air conditioning is also recommended at the Bell Oaks School under Alternatives G2 and H1 only, since proposed noise walls within this area provide the required interior protection under Alternatives D, D1 and K.



Photograph ES-2: View of Existing Noise Wall Adjacent to Project Corridor

Air Quality

Based on both quantitative and qualitative assessments, there is no expected carbon monoxide (CO), inhalable particulate matter smaller than 2.5 micrometers ($PM_{2.5}$) or mobile source air toxics (MSAT) impacts related to the proposed project and therefore no mitigation is necessary. Microscale CO modeling was performed for all alternatives, including the No Build Alternative. Predicted CO concentrations at each receptor are all expected to be below the National Ambient Air Quality Standards set forth for CO.

Socioeconomics, Land Use, and Environmental Justice

The TES for this discipline evaluated potential impacts to the visual/aesthetic quality of the primary study area, as well as the cost benefit resulting from improved safety and travel time. None of the build alternatives would result in adverse impacts related to socioeconomics, land use, zoning or environmental justice. Socioeconomic benefits for all of the build alternatives would include improved regional accessibility, reduced travel time through the interchange with annual cost savings of approximately $39 million and reduced frequency of accidents with annual cost savings of approximately $11 million.

All of the build alternatives would result in residential displacement. Alternatives D, D1 and K would result in relocation of 13 residences and Alternatives G2 and H1 would result in relocation of five residences. Five community facilities would be impacted for all of the build alternatives, but they would continue to function in their present locations. One business relocation would be required for Alternatives D, D1 and K. Alternatives G2 and H1 would not require any business relocations. All residential relocations and project-related relocation payments and services are provided pursuant to the Federal Uniform Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act of 1970, as amended in the Federal Uniform Act Amendment, effective March 2, 1989 (Chapter 50, New Jersey Public Law of 1989).

The visual quality of the area would be changed by all of the build alternatives. Alternatives D, D1 and K would require the construction of a new one-level structure throughout the interchange. Alternatives G2 and H1 would require the construction of a new two-level structure throughout the interchange. Additionally, new and replacement noise walls would be constructed on top of these structures to abate noise impacts. Alternatives D, D1 and K would require combined heights of both structures and noise walls up to approximately 55 feet. Alternatives G2 and H1 would require combined heights of both structures and noise walls up to approximately 78 feet. Due to the heights of the structures and noise walls, all of the build alternatives would create a visual impact that cannot be mitigated.

Natural Ecosystems

With all of the build alternatives, the use of retaining walls and steepened side slopes along Little Timber Creek would minimize impacts to floodplains and wetlands/open waters. This would also minimize mitigation opportunities in the design phase of the proposed project. The surface water quality of the surrounding water bodies would be improved with the new stormwater treatment systems. From an ecological perspective, Alternatives D, G2 and K are preferable because all or most of the wetland mitigation could be achieved on-site.

Alternative D includes reduced impacts to wetlands, open waters, and the floodplain. In addition, the opportunity for on-site mitigation is 100% with the removal of Al Jo's Curve. Alternative D will impact 2.28 acres of floodplain and 1.97 acres of wetlands/open waters. It would create the lowest acreage of total impervious coverage at 61 acres, compared to the other build alternatives.

Despite the use of retaining walls and steepening of side slopes, Alternative D1 would cause the greatest impact to the floodplain and wetlands/open waters at 4.45 acres and 3.73 acres, respectively. Since this alternative calls for Ramp C in the vicinity of Al Jo's Curve, it would not provide waterfront access to the public. In addition, it would have the smallest opportunity for on-site wetlands mitigation at only 10% of the total required and would result in the second highest total impervious coverage of 65 acres.

Alternative G2 represents the lowest permanent impacts to the floodplain and wetlands/open waters, with a 0.90-acre and a 0.95-acre impact, respectively. This alternative would also provide for waterfront access to the public and 100% on-site wetland mitigation opportunities with the removal of Al Jo's Curve. Total impervious coverage would be 64 acres.

Alternative H1 would cause the second highest impacts to the floodplain and wetlands/open waters of 4.26 acres and 3.15 acres, respectively. This is due in large part to approximately 250 feet of the channel of Little Timber Creek being relocated. In addition, there would be no opportunity for waterfront access and only 12% of the required wetland mitigation would be possible on-site. This alternative, along with Alternative K, would result in the highest total impervious coverage of 67 acres.

Impacts to the floodplain and wetlands/open waters for Alternative K would be 3.04 acres and 2.90 acres, respectively. As mentioned above, Alternative K as well as Alternative H1 would result in the highest total impervious coverage of 67 acres. Most of the wetland mitigation for this alternative would be possible on-site (93%), but some off-site wetland mitigation would be necessary.

Archaeological Resources

Since the project area has historically been disturbed by agricultural land use, roadway construction activities and commercial/residential development, the sites evaluated as part of the Phase I/II Archaeological Investigation were found to be ineligible for inclusion in the National Register of Historic Places, and therefore, no impact to archaeological resources would result from the proposed project.

Historic Architectural Resources

Based on the findings of the *Historic Architectural Resources TES*, one historic resource is located within the Area of Potential Effect for the proposed project—the Bellmawr Park Mutual Housing Historic District.
In an August 16, 2006 letter, the New Jersey Historic Preservation Office (NJHPO) concluded that the proposed project will have an adverse effect to the Bellmawr Park Mutual Housing Historic District (see **Photograph ES-3**) under all build alternatives (see Appendix A) due to the permanent acquisition of land, demolition of contributing structures, and roadway construction within the boundaries of the historic district. NJHPO determined that Alternative K would have the least overall adverse effect to historic resources.



Photograph ES-3: Bellmawr Park Mutual Housing Office

The introduction of a modern highway and associated highway features within or immediately adjacent to the district would result in adverse visual effects, diminishing the historic district's integrity of feeling. Noise walls have been deemed feasible, and adverse visual impacts would increase if noise walls were used for these alternatives. The visual impacts of Alternatives D and D1 on the district, with or without noise walls, would be lesser than the visual impacts of Alternatives G2 and H1, but greater than the visual impacts of Alternative K.

Under Alternatives D and D1, five contributing buildings (12 dwelling units) would be demolished, 2.11 acres (8.87% of the district's total acreage) would be acquired for right-of-way, and 32 contributing buildings would approach or exceed FHWA's NAC. Under Alternatives G2 and H1, one contributing building (four dwelling units) would be demolished, 1.05 acres (4.40% of the district's total acreage) would be acquired for right-of-way, and 38 contributing buildings would approach or exceed the NAC. Under Alternative K, five contributing buildings (12 dwelling units) would be demolished, 2.20 acres (9.27% of the district's total acreage) would be acquired for right-of-way, and 26 contributing buildings would approach or exceed the NAC. Under the No Build Alternative, 24 contributing buildings would approach or exceed FHWA's NAC by the year 2030.

As the proposed project would have an adverse effect on the Bellmawr Park Mutual Housing Historic District under all build alternatives, mitigation of adverse effects would be necessary.

Hazardous Materials

As the proposed project would require property acquisitions and soil and groundwater management during construction, it was necessary to determine the potential for any of the properties within the study area to contain hazardous materials. The potential for soil and groundwater contamination exists at three Areas of Concern (AOCs) in Bellmawr with respect to the build alternatives. An area within the NJDOT right-of-way in the vicinity of the existing Ramp C at I-295, MP 27, was identified as an AOC due to a past diesel fuel spill. This area would be impacted under all build alternatives. New St. Mary's Cemetery was identified as an AOC due to the presence of an underground storage tank, an aboveground storage tank, maintenance equipment, and outdoor maintenance and storage space. This site would be impacted under all build alternatives. Bill Seas Towing was identified as an AOC due to the nature of operations that includes outdoor maintenance and storage space. This property would be impacted under Alternatives D, D1 and K.

These contaminated sites would not be disturbed under the No Build Alternative. However, contamination at the Area of Ramp C at I-295, MP 27 would remain. The potential for asbestos-containing building materials and lead-based paint exists on all roadway bridges to be replaced and all commercial and residential buildings to be demolished for the build alternatives.

SECONDARY AND CUMULATIVE IMPACTS

Based on the analyses conducted as part of the TES reports, as well as meetings held with local officials and DVRPC, no secondary impacts are anticipated for this project.

In addition to the proposed project, the Missing Moves project, which includes a highway connection between I-295 and Route 42 south of the study area, has also been proposed. Maximum cumulative floodplain impacts of the two proposed projects would total approximately 0.01% of the 100-year floodplain located within the Lower Delaware Watershed Management Area (WMA). Maximum cumulative wetland impacts would total approximately 0.02% of the total NJDEP identified wetland areas identified within the Lower Delaware WMA. Despite the increase in impervious surface resulting from the proposed project and the Missing

Moves project, water quality is expected to improve due to the proposed water quality treatment measures.

TEMPORARY CONSTRUCTION IMPACTS

Construction of the proposed project is not expected to significantly impact traffic conditions in the project area, since the same number of traveled lanes as existing will be maintained during peak hours.

Throughout construction of the I-295/76/42 Direct Connection project, lanes will be maintained during peak hours. Diversions to the local arterial system will be located and timed in such a manner as to minimize the chance of overwhelming any specific location. It is expected that traffic would slow through the construction zone for each of the alternatives. However, any delays are not expected to divert a significant amount of traffic off the freeway onto the local roads (less than 25 vehicles per hour). The exception would be when a temporary weaving condition on I-76 eastbound would exist after the closure of existing Ramp G and prior to the closure of existing Ramp C. It is anticipated that this condition can be reduced or eliminated during the final design phase through the use of temporary pavement/bridges.



Photograph ES-4: Annunciation B.V.M. Church

The temporary diversion of Browning Road would impact 30 parking spaces of the Annunciation B.V.M. Church, shown in **Photograph ES-4**. Circulation within the church parking lot would also be affected since the driveway closest to I-76 would be closed during the period when the temporary diversion road is in place. Methods of accelerating construction would be investigated during the final design phase of the Preferred Alternative. In addition, measures would be taken to assist the motorist with traveling through the construction zone.

Noise levels will increase during construction. On-site construction noise mitigation options such as mufflers, vibration dampers, and portable noise walls, can be specified to minimize construction noise impacts. Whenever possible, it is recommended that the proposed noise walls be constructed as early as feasible within the construction schedule of the project to buffer construction noise.

Temporary increases in MSAT emissions, equipment exhausts, and dust may result from the proposed project. It is anticipated that the contractor will implement mitigation measures in order to minimize adverse impacts of the construction activities on residents proximate to the primary study area.

For all of the alternatives, temporary easements are required. Additional employment opportunities will be available and, with the influx of workers in the area, local retail services may see an increase in business.

Water quality impacts due to soil erosion and sedimentation during construction would be minimized through implementation of a soil erosion and sediment control plan in accordance with NJDOT standards. Erosion and sediment transport would be prevented using silt fencing, seeding, and/or topsoil stabilization matting of exposed soil slope surfaces. Turbidity of the water column would be prevented by the use of temporary floating turbidity barriers.

ALTERNATIVES ANALYSIS

The Alternatives Analysis process examined the ability of each alternative to meet the purpose and need of the proposed project while still taking practicable measures to avoid, minimize, and mitigate potential impacts to the built and natural environment. This process involved the development and evaluation of specific impact criteria that were essential to the decision-making process and the identification of the Preferred Alternative. A summary of impacts for Alternative D is shown in **Figure ES-3**.

No Build Alternative

The No Build Alternative serves as the benchmark to measure the costs and benefits of each build alternative evaluated. Since there are no changes to the interchange under this alternative, there are very few impacts, other than those that are a result of the perpetuation of existing conditions.

The No Build Alternative has no initial cost; however, there will be costs associated with scheduled pavement resurfacing, bridge redecking, and roadside maintenance. There will also be costs to the traveling public for longer commuting time, increased traffic congestion, decreased air quality, and unsafe conditions.

The existing roadway drainage along I-295/Route 42 and exterior drainage on I-76 is an umbrella type drainage system with runoff flowing into ditches that drain to culverts which flow to Little Timber Creek (see **Photograph ES-5**) and the unnamed tributary to Big Timber Creek. A limited measure of water quality and groundwater recharge is achieved for those existing areas flowing through ditches prior to discharge into closed storm sewer systems and culverts. The remaining portions of the existing ramps and I-76 interior drainage are conveyed directly into storm sewer systems, and directly to Little Timber Creek and Big Timber Creek, with no measurable groundwater recharge or water quality improvement measures.

The No Build Alternative would not meet the purpose and need of the proposed project. The deficient highway geometry and substandard stormwater drainage system would remain.



Photograph ES-5: Little Timber Creek Culvert at Bell Road

Alternative G2

The construction duration for this alternative is expected to last 70 months and the temporary construction impacts would cause an inconvenience to neighboring properties for several years. These temporary impacts include the diversion of some traffic off the main highway. The length of the southbound viaduct, combined with the complex nature with which the viaduct is aligned, would result in security vulnerabilities and the possibility of multiple extreme failures of facilities with an extended duration for repair. In addition, this magnitude of viaduct would require significant maintenance. The cost to build Alternative G2 would be approximately $833 million.

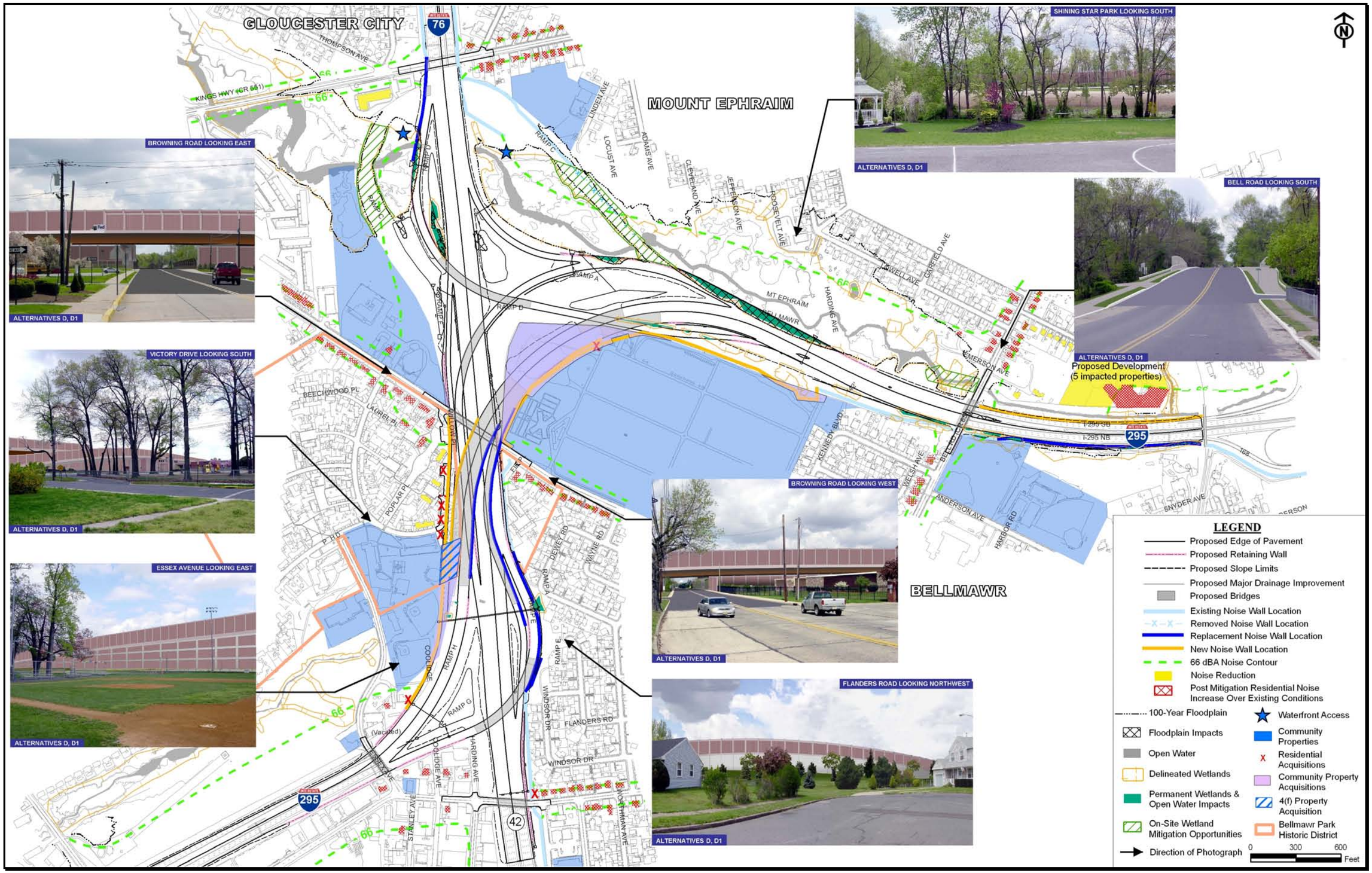


Figure ES-3: Alternatives Analysis Environmental Impact Plans (Alternative D)

Alternative G2 represents the lowest permanent impacts to the floodplain and wetlands/open waters, with 0.90-acre and 0.95-acre impacts, respectively. The highway design included the use of retaining walls and steepening of side slopes in order to avoid and/or minimize impacts to aquatic resources. This alternative would also provide for waterfront access to the public and 100% on-site wetland mitigation opportunities with the removal of Al Jo's Curve. However, there would be an increase of post mitigation residential noise; the viewshed of the Bellmawr Park Mutual Housing Historic District would be dominated by intrusive infrastructure at a relatively close distance; and the field of view of the local community in general would also be dominated by massive (78-feet high) intrusive highway overpass structures.

Although this alternative has the lowest impact to floodplains and wetlands/open waters, the 70-month construction duration, high cost to build, increases to post mitigation noise and visual impacts to the Bellmawr Park Mutual Housing Historic District, as well as homeland security issues, makes other alternatives more desirable.

Alternative H1

The engineering aspects of Alternative H1 concerning maintenance, temporary construction impacts, and security are similar to Alternative G2. Alternative H1 represents the highest cost to build of all alternatives at approximately $893 million and the second longest construction duration at 73 months.

Although the highway design incorporated the use of retaining walls and steepening of side slopes, this alternative would cause the second highest impacts to the floodplain and wetlands/open waters of 4.26 acres and 3.15 acres, respectively. This is due in large part to approximately 250 feet of the channel of Little Timber Creek being relocated. In addition, there would be no opportunity for waterfront access and only 12% of the required wetlands mitigation would be possible on-site. The field of view of the Bellmawr Park Mutual Housing Historic District and local community in general would be dominated by massive (78-feet high) intrusive highway overpass structures.

The high impacts to the aquatic environment, floodplain, and viewshed, high cost to build, long construction duration, coupled with the concerns over temporary construction impacts, maintenance, and homeland security issues make other alternatives more desirable.

Alternative D1

While Alternative D1 would require the shortest duration of construction at 63 months, there would be a significant need for future maintenance of the increased highway structures. The cost to build Alternative D1 is approximately $642 million.

Despite the use of retaining walls and steepening of side slopes, Alternative D1 would cause the greatest impact to the floodplain and wetlands/open waters at 4.45 acres and 3.73 acres, respectively. Since this alternative calls for the reuse of Al Jo's Curve, it does not provide waterfront access to the public. In addition, it would have the smallest opportunity for on-site wetlands mitigation at only 10% of the total required.

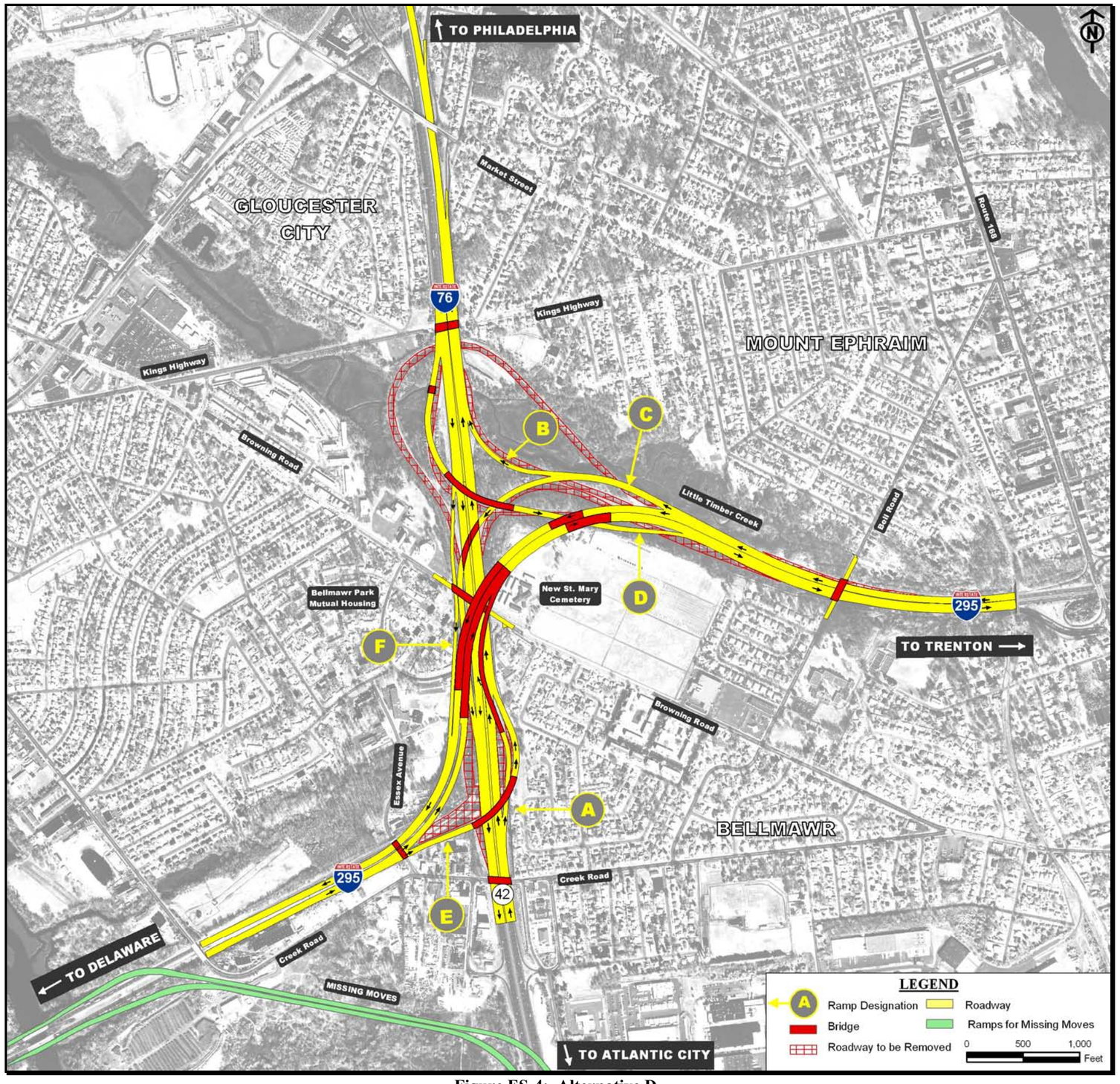


Figure ES-4: Alternative D

The high floodplain and wetlands/open waters impacts, lack of on-site wetlands mitigation opportunities and waterfront access, high requirements for the maintenance and protection of traffic during construction, and facility maintenance following construction make other alternatives more desirable.

Alternative K

Alternative K would make I-295 a continuous direct-through alignment in the form of a tunnel beneath I-76/Route 42. This tunnel design not only presents logistical problems for local police, fire, and rescue crews during emergencies, but also creates significant vulnerabilities in the security of the interchange. There would be a need for significant maintenance in the future with a tunnel. The cost to build Alternative K is approximately $822 million.

The impacts to the floodplain and wetlands/open waters for this alternative would be 3.04 acres and 2.90 acres, respectively. The highway design incorporates the use of retaining walls and steepening of side slopes in order to avoid and/or minimize impacts to aquatic resources. The highest reduction of residential noise impacts and lowest visual impacts would result from this alternative. However, during the long construction duration (88 months), the cut-and-cover operations of tunnel construction would cause a temporary disruption to the community.

The concept of a tunnel had initially received some support from the public due to a large portion of the interchange being relocated underground. However, the high cost, temporary construction impacts and disruption to commuters caused by the 88-month long construction of this alternative made this alternative less attractive. In addition, the existence of a tunnel in the area would present security vulnerabilities and logistical problems for local emergency personnel and result in high maintenance and operations needs.

Alternative D (Preferred Alternative)

As with all of the other proposed alternatives, Alternative D would cause inconveniences to neighboring properties in the form of noise, dust, and/or visual impacts. Some traffic would be diverted off the mainline for Alternative D and construction duration is expected to last 64 months. However, compared to Alternative K, the tunnel alternative, construction time and costs are decreased and potential breaches in security are not considered to be as significant. The maintenance needs for this alternative are the lowest for all build alternatives. Since Alternative D does not use a stacked infrastructure design, permanent visual intrusion on the community will be less of an issue as well. The cost to build Alternative D is approximately $608 million. A plan view of Alternative D is provided in **Figure ES-4**.

This alternative would cause the second lowest impacts to the floodplain and wetlands/open waters at 2.28 and 1.97 acres, respectively. The opportunity for on-site wetlands mitigation is 100% with the removal of Al Jo's Curve. This alternative would result in the lowest acreage of total impervious coverage at 61 acres compared to the other build alternatives.

Alternative D meets the purpose and need of the proposed project. It will improve traffic safety, reduce traffic congestion, and utilizes design speeds consistent with that of the interchange's approach roadways. Based on the Alternative Analysis, Alternative D was recommended as the Preferred Alternative and is preferred by the local community, government officials, environmental agencies, NJDOT and FHWA.

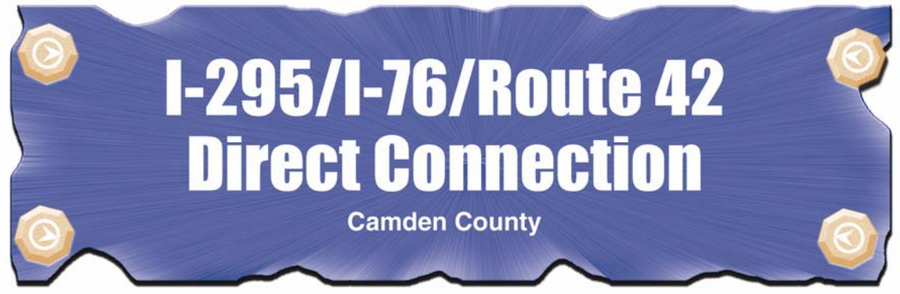
SECTION 4(F) EVALUATION

A Draft Section 4(f) Evaluation was prepared as a chapter of the DEIS. This evaluation was prepared pursuant to the finding that the proposed project will have an adverse effect on the Bellmawr Park Mutual Housing Historic District.

As all build alternatives use Section 4(f) resources, such that there are no feasible and prudent alternatives that avoid Section 4(f) resources, the impacts to both Section 4(f) and non Section 4(f) resources were evaluated in order to select the prudent and least overall harm alternative. Although Alternative D has slightly higher Section 4(f) impacts than Alternative K, there are additional important environmental impacts associated with Alternative K that Alternative D does not have. Therefore, it is more prudent to choose Alternative D.

CONSULTATION AND COORDINATION

As part of the proposed project, extensive public consultation and coordination took place. The proposed project involved significant local, state, and federal government coordination in collaboration with public participation in order to build consensus among stakeholders in the project area. Public involvement occurred during the project scoping, development, and conceptual design process.



CHAPTER 1: INTRODUCTION

For residents and commuters in New Jersey, traffic congestion is a common everyday experience. When aging roadways also pose safety concerns, it is important to consider improvements. Traffic congestion and safety have been public concerns at the interchange of Interstate 295 (I-295), Interstate 76 (I-76) and New Jersey State Route 42 (Route 42) within the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City in Camden County, New Jersey. In response to this need, the New Jersey Department of Transportation (NJDOT), in conjunction with the Federal Highway Administration (FHWA), proposes to design and construct a direct connection on I-295 through the interchange.

Presently the I-295, I-76 and Route 42 interchange does not provide a direct connection for I-295 through-traffic, as shown on an aerial photograph of the region (see **Figure 1.1-1**). The existing interchange requires motorists to reduce speed in both directions of I-295 so that they can safely negotiate highway ramps at 35 miles per hour (mph) speed limits to remain on the interstate (**see Photograph 1.1-1**).



Photograph 1.1-1: Ramp Showing Merging Traffic

Exacerbating the problem is the fact that drivers traveling through the interchange on I-295 must also contend with vehicles entering from Route 42 and I-76, necessitating dangerous weaving movements. As a major carrier of Philadelphia commuter traffic via the Walt Whitman Bridge and a connection to the southern New Jersey shore via Route 42 and the Atlantic City Expressway, this interchange is the busiest in the region. High volumes of traffic, the complex configuration of the interchange, and the weaving movements combine to cause a high incidence of motor vehicle accidents.

The Delaware Valley Regional Planning Commission (DVRPC) has identified this interchange as a high priority regional need within its 2020 Long Range Plan due to its deficiencies in highway safety, geometric and operational constraints, and urban mobility.

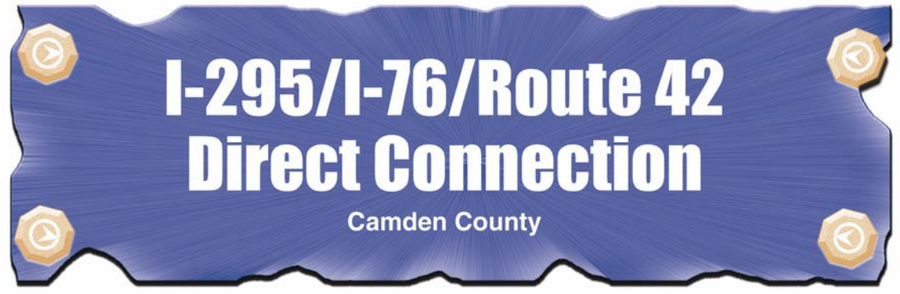
As the proposed roadway improvements would require funding from FHWA, NJDOT is conducting an environmental review of the proposed project pursuant to the National Environmental Policy Act of 1969 (NEPA). Under NEPA, environmental documentation must be prepared for federally funded projects with anticipated environmental impacts. The I-295/I-76/Route 42 Direct Connection project is classified as a Class I action pursuant to the Code of Federal Regulations (23 CFR 771.115), for which further study in the form of an Environmental Impact Statement (EIS) is required. The proposed project's Notice of Planned Action (NOPA) is provided in Appendix A of this document, along with the project's listing on the Statewide Transportation Improvement Program (STIP).

This Draft Environmental Impact Statement (DEIS) has been prepared in order to identify and assess potential environmental impacts that could result from the proposed project, known as the I-295/I-76/Route 42 Direct Connection project. This DEIS provides the public and federal, state, and local environmental resource and regulatory agencies with documentation that environmental concerns have been evaluated and are considered in the evaluation of project alternatives. In addition, a Draft Section 4(f) Evaluation has been prepared to evaluate prudent and feasible alternatives that would avoid and/or have the least impact upon publicly-owned resources, such as public parks, recreational areas, wildlife/waterfowl refuges, or historic sites.

This DEIS/Draft Section 4(f) Evaluation is supported by Technical Environmental Studies (TES) that have been conducted for the project. These TES reports include: Noise; Air Quality; Socioeconomics, Land Use, and Environmental Justice; Natural Ecosystems; Phase I/II Archaeological Investigation; Historic Architectural Resources; and, Hazardous Waste Screening. A Traffic Report, Interstate Access Report, Feasibility Assessment Report, and Letter of Interpretation/Jurisdictional Determination for wetlands have also been completed.



Figure 1.1-1: Aerial Photograph



CHAPTER 2: PROJECT DESCRIPTION

The I-295/I-76/Route 42 Direct Connection project involves the reconstruction of I-295, I-76, and Route 42 and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. The existing interchange is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps, combined with the congestion of local streets, adversely affect the quality of life in the surrounding communities.

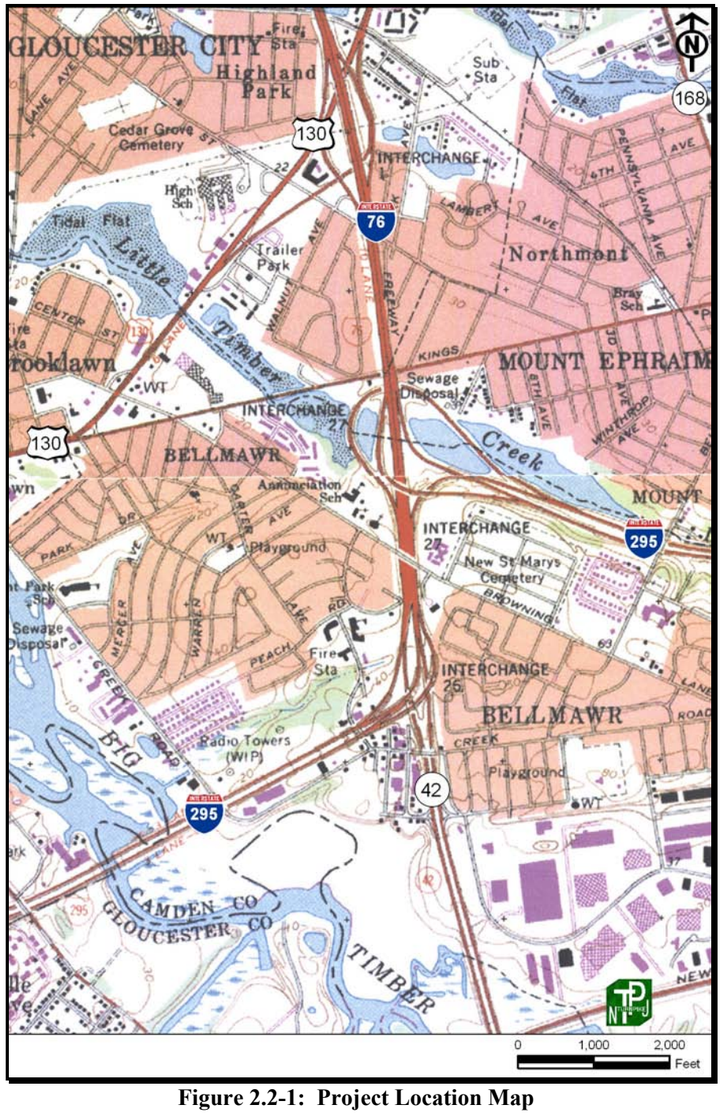


Figure 2.2-1: Project Location Map

2.1 PROJECT BACKGROUND

The existing interchange is the intersection of I-295, I-76 and Route 42. Planning for I-295 began in the 1950s and the construction of the interchange portion was completed in stages between 1958 and 1961. Construction on I-76 was completed in 1957. Route 42 predated the interchange, as planning for this road began in the 1940s with right-of-way acquisition taking place in the 1950s. A section of the roadway, including the interchange portion, was completed in 1958.

In 1985, during NJDOT's design of widening improvements on Route 42, it became apparent that additional improvements, more specific to the I-295/I-76/Route 42 interchange, would be required. In response to this need, NJDOT began preliminary engineering studies to identify feasible improvements at this location. These studies, which began in 1987, culminated in the 1999 Transportation Investment Study (TIS) prepared by NJDOT in conjunction with the DVRPC. The TIS identified substandard geometric conditions and operational deficiencies due to the lack of a direct through movement on I-295. The TIS recommended that a project, known as the "Full Build Alternative," be advanced. The Full Build Alternative would provide a full, grade-separated interchange.

The subsequent project scoping process identified 26 conceptual alternatives for consideration. After extensive community involvement and input from regulatory agencies, six alternatives (five build alternatives and a no build alternative) were chosen to advance for further study as part of the EIS process. The six alternatives selected for further analysis were those that would have relatively lower impacts to both the built and natural environment.

2.2 PROJECT LOCATION

The project study area for the I-295/I-76/Route 42 Direct Connection project includes several residential, commercial, industrial, and public/recreational areas in Bellmawr, Mount Ephraim, and Gloucester City, Camden County. A Project Location Map is provided in **Figure 2.2-1**. The project limits for the I-295/I-76/Route 42 Direct Connection are as follows:

Along the Route 42/I-76 corridor, the study area extends from the southerly limit of Route 42 at Leaf Avenue, Mile Post (MP) 13.82, north to where Route 42 ends at MP 14.28 and merges with I-295 at MP 26.79. The I-295 corridor includes only a short section of I-295 roadway from MP 26.79 to MP 26.96 before I-295 continues north following Ramp A. Additionally, the I-76 section of the project begins at MP 0.00 and continues to the northerly limit just south of Crescent Boulevard (Route 130) over I-76 at MP 1.15. Along I-295, the study area extends from the southerly limit of Creek Road (CR 753) over I-295 (MP 26.03), to the merge with Route 42 (MP 26.79), and continues north to MP 28.16, where Black Horse Pike (Route 168) crosses over I-295.

2.3 DESCRIPTION OF EXISTING FACILITIES

The following is a description of the existing roadways. **Figure 2.3-1** is an excerpt from the NJDOT Straight Line Diagram which provides an overview of the interchange configuration. Interstate highways with even-number designations typically denote east-west routes; however, the portion of I-76 in New Jersey is oriented in a north-south direction. I-76 is described as being a north-south highway throughout this document.

2.3.1 Ramps

- Ramp A connects northbound Route 42 with northbound I-295.
- Ramp B connects southbound I-295 with northbound I-76.
- Ramp C connects southbound I-295 with southbound Route 42.
- Ramp D connects southbound I-76 with northbound I-295.
- Ramp E connects northbound I-295 with northbound I-76.
- Ramp F connects northbound I-295 with the I-76 northbound express lanes.
- Ramp G connects the I-76 southbound express traffic with southbound I-295.
- Ramp H connects southbound I-76 with southbound I-295.

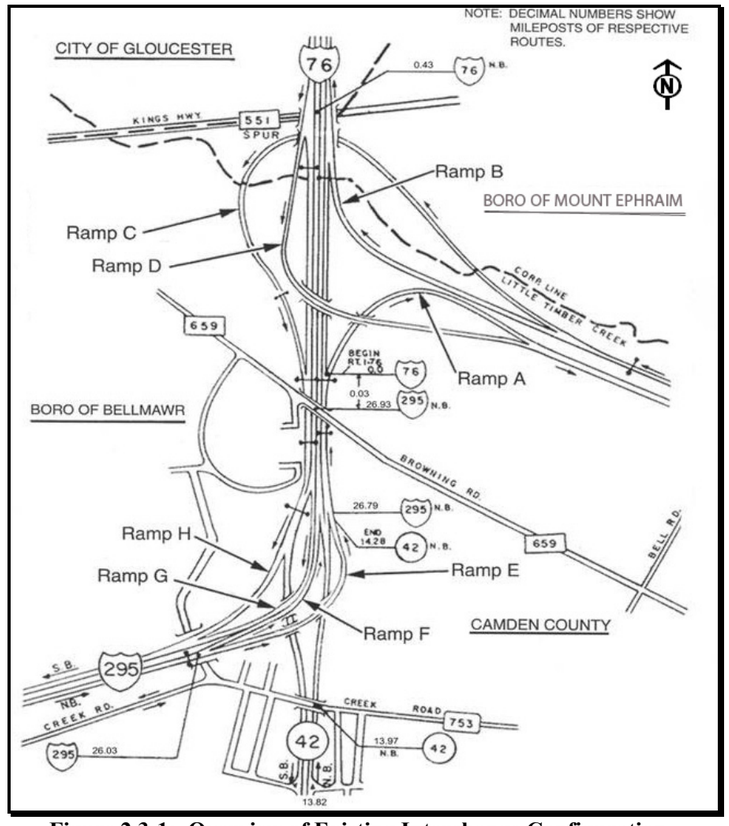


Figure 2.3-1: Overview of Existing Interchange Configuration

2.3.2 I-295/I-76/Route 42 from the Southern Project Limit

I-295 northbound consists of three 12-foot lanes with a 12-foot shoulder. There is a 50-foot-wide grass median separating the northbound and southbound lanes. The three-lane section terminates in the vicinity of the bridge over Essex Avenue in Bellmawr, and forms Ramps E and F, which lead traffic to I-76 northbound local and express lanes, respectively. Ramp E leads to Ramp A to carry I-295 through-traffic northbound. Ramp A merges with Ramp D, carrying I-76 northbound traffic onto I-295, and together re-form the three-lane section of I-295 northbound.

Route 42 northbound consists of four 12-foot lanes with a 12-foot right shoulder and a concrete median barrier curb. Route 42 ends at the merge of Ramp E carrying traffic from I-295 northbound. At this point, Route 42 becomes I-295 northbound which continues to the Ramp A gore. At the gore, I-76 northbound begins for through-traffic while traffic heading to I-295 must exit onto Ramp A. Traffic traveling from Route 42 northbound to I-295 northbound must merge across the lanes created by Ramp E to exit onto Ramp A to continue onto I-295, as the lanes of Ramp E form part of the express and local lanes of I-76 northbound.

2.3.3 I-295/I-76/Route 42 from the Northern Project Limit

I-295 southbound consists of three 12-foot lanes with a 12-foot right shoulder. Approximately 1,000 feet south of the Bell Road overpass in Mount Ephraim, the travel lanes diverge into Ramps B and C. Ramp B carries traffic to I-76 northbound lanes. Ramp C, also known as "Al Jo's Curve," carries I-295 southbound through-traffic via Ramp H, while traffic to Route 42 exits from the left lane. Ramp G, carrying I-76 and Route 42 southbound traffic, merges with Ramp H, re-forming the three-lane southbound section of I-295.

I-76 southbound consists of four 12-foot lanes with a 12-foot shoulder. Ramp D carries traffic from I-76 to I-295 northbound. At the Ramp C merge, I-76 ends, becoming I-295 southbound. Traffic continuing on I-295 southbound exits at Ramp G, while through-traffic continues onto Route 42 southbound past the Ramp G exit. Traffic traveling on I-76 to Route 42 must stay in the right lane after the Ramp C merge, then move to the left lane, across merging traffic from I-295 southbound, to continue onto Route 42. Traffic continuing to I-295 southbound exits right onto Ramp H.

2.4 REGULATORY FRAMEWORK/STREAMLINING

The I-295/I-76/Route 42 Direct Connection project is funded in part by FHWA, and is subject to review and permitting by various federal agencies. As a result of the incorporation of federal funding, this DEIS/Draft Section 4(f) Evaluation has been prepared in accordance with NEPA (42 USC 4321, et seq.), as implemented by the Council on Environmental Quality Regulations (Title 40 Code of Federal Regulations (CFR) 1500, et. seq.), and FHWA Procedures (23 CFR Part 771). This DEIS/Draft Section 4(f) Evaluation has been prepared pursuant to Section 4(f) of the Department of Transportation Act of 1966 (23 USC 138 and 49 USC 303) and Section 106 of the National Historic Preservation Act of 1966 (36 CFR Part 800).

The project area includes an estimated 50 acres of wetlands and two navigable water bodies, subject to the provisions of Section 404 of the Clean Water Act (33 USC 1251, et. seq.) and Section 10 of the Rivers and Harbors Act of 1899 (33 USC 403), both administered by the United States Army Corps of Engineers (USACE), and the Freshwater Wetlands Protection Act (NJAC 7:7A), administered by the New Jersey Department of Environmental Protection (NJDEP).

In order to coordinate the NEPA process with the requirements of Section 404, a streamlining process was established to coordinate the permitting activities and processing requirements of not only NEPA and the USACE, but also NJDEP, which also shares jurisdiction in the project area. The NEPA-Section 404 streamlining process coordinates project processing through the end of the EIS process, identifying and documenting impacts, and assessing ways to avoid, minimize, or mitigate these impacts.

2.4.1 Streamlining Principles

Streamlining seeks to develop a process that recognizes the benefits of effective and successful coordination as a basis of improving cooperation among stakeholders, particularly amongst regulatory and permitting agencies of the I-295/I-76/Route 42 Direct Connection project. Identifying priorities, agreeing upon standards, and continuing inter-agency dialogue are just a few examples of what is expected to be achieved in the streamlining process. In short: no surprises at the end of the project.

To achieve successful streamlining, shared and agreed-upon general principles are paramount to meeting desired goals. The guiding principles upon which this process is founded include the following:

- Agencies will define their respective roles as early in the process as possible.
- Each identified agency must be respected for its role and responsibility in the process.
- Each agency should come to the table with an open mind, prepared to work to find an acceptable, though not necessarily perfect, solution that is compatible to its mission and the project's purpose and need.
- Agencies will strive to provide sufficient staffing to be an effective player in the process.
- Scoping is ongoing and continuous through the process. As such, issues should be addressed as soon as possible.
- The agencies will work expeditiously to resolve conflicts if they emerge in order to preserve the value of streamlining and the NEPA merger process.
- Agencies will work together to seek an equitable balance of impacts to all resources.
- At major process milestones, agencies will participate in a formal concurrence process, thereby ensuring mutual understanding of issues and process to date.
- After a formal concurrence, agencies agree to not revisit a milestone unless there is substantive new information that warrants reconsideration.
- Each agency recognizes that the success of the streamlining process is directly related to the level of ownership, effort, and resources provided by the agency itself.

The multi-step streamlining for the I-295/I-76/Route 42 Direct Connection project includes six steps, as shown in **Figure 2.4-1**. Several concurrence points were selected for the agency participants as part of the streamlining process. Concurrence was to be achieved for the purpose and need statement, the identification of the alternatives identified for further study in the TES reports, and finally, for the Preferred Alternative. The primary role for NJDOT is to provide agencies with information on approach, methodologies, NJDOT's project schedule, and updates on the data collected and progress, as well as to ensure that all permit and mitigation commitments are implemented. Project implementation and monitoring are also included in the last step. Although technically not considered part of the streamlining process per se, the project implementation and monitoring is, nevertheless, essential in creating a successful, buildable project, validating the process and serving as a model for the next major project.

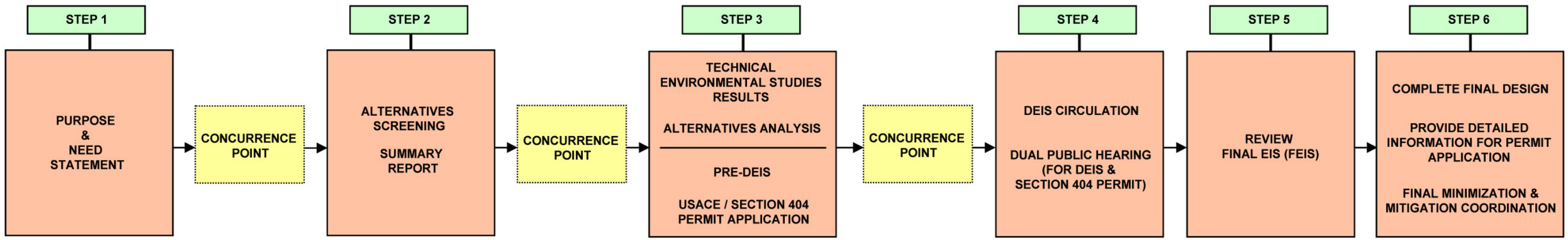


Figure 2.4-1: Streamlining/404 Merger Process

The streamlining process and framework really go beyond the EIS process of identification and documentation of impacts, but ensures the implementation of avoidance and mitigation plans.

Significantly, streamlining, combined with merging the NEPA and Section 404 processes, had never before been attempted in New Jersey, and this holistic approach, from concept to completion, was an innovation built on established and accepted streamlining processes implemented in other states.

2.5 STAKEHOLDER GROUPS

The project has involved a significant local government and public participation component to build consensus among the stakeholders in the project area. Stakeholders were organized into committees that met regularly and at important milestones to foster working relationships with local leaders, and conduct the necessary public outreach to keep the affected communities apprised and involved in the project progress. A chronological account of their work can be found in Chapter 11. The Project Flow Chart illustrates the public involvement opportunities during the project scoping, development, and conceptual design process (see **Figure 2.5-1**).

2.5.1 Agency Coordination Meetings

The Agency Coordination Meetings (ACM) bring together the participating public agencies to review the progress of the project at important milestones. Each step in the NEPA process builds on the previous step, and by meeting regularly and reaching consensus at each step, the participating agencies help move the process forward smoothly. Participating agencies include representatives from the United States Environmental Protection Agency (USEPA), the United States Fish and Wildlife Service (USFWS), USACE, FHWA, the National Marine Fisheries Service (NMFS), NJDOT, NJDEP, DVRPC, and the Delaware River Basin Commission (DRBC). The participants in the ACMs are direct participants in the streamlining process described above.

2.5.2 Project Partnering Sessions

The project partnering sessions provided a forum for meeting with a large number of critical stakeholders at the same time. Whereas the ACMs involve those agencies whose regulatory jurisdiction would affect the progress and final design of the project, the stakeholders invited to the partnering sessions included local and county officials, business owners, and members of the public who would be affected by the project, in addition to agency representatives. The main purpose of the partnering sessions was to develop working relationships, clarify goals for the project, establish communication protocols, and provide a forum for open exchange of ideas and information between all stakeholder groups.

2.5.3 Community Advisory Committee

An important component of the public involvement effort for the project is the Community Advisory Committee (CAC), consisting of approximately 40 community representatives, including local elected officials, residents, transportation agency officials, and representatives from senior-citizens' associations, minority groups, school districts, business-development organizations, environmental groups, religious and civic groups, and other stakeholder organizations. While not a decision-making body in itself, the committee helps the NJDOT project team reconcile the various community interests represented in the project area and provides NJDOT with input into the process of formulating recommendations for transportation improvements. In addition, the committee helps NJDOT set priorities and plan outreach activities.

2.5.4 Local Officials Briefings

Local Officials Briefings (LOB) are conducted as an additional method of keeping officials apprised of, and involved in, the project progress. Representatives from the study area, including the mayors of Bellmawr, Gloucester City, and Mount Ephraim, are invited to these briefings. The LOB meetings typically consist of presentations to the officials, many of whom are also participants in the partnering sessions and CAC.

2.5.5 Public Meetings and Public Information Centers

Public Meetings and Public Information Centers (PIC) are held at key milestones during the project and provide an opportunity for members of the community to ask questions and provide input and comments directly to the project team (see **Photograph 2.5-1**). These meetings are advertised in local newspapers and at civic group meetings. Members of the public are encouraged to attend each meeting, listen to presentations by individual team members, review the displays provided, ask questions, and provide input, comments, recommendations, and feedback regarding their observations and concerns.



Photograph 2.5-1: Public Meeting

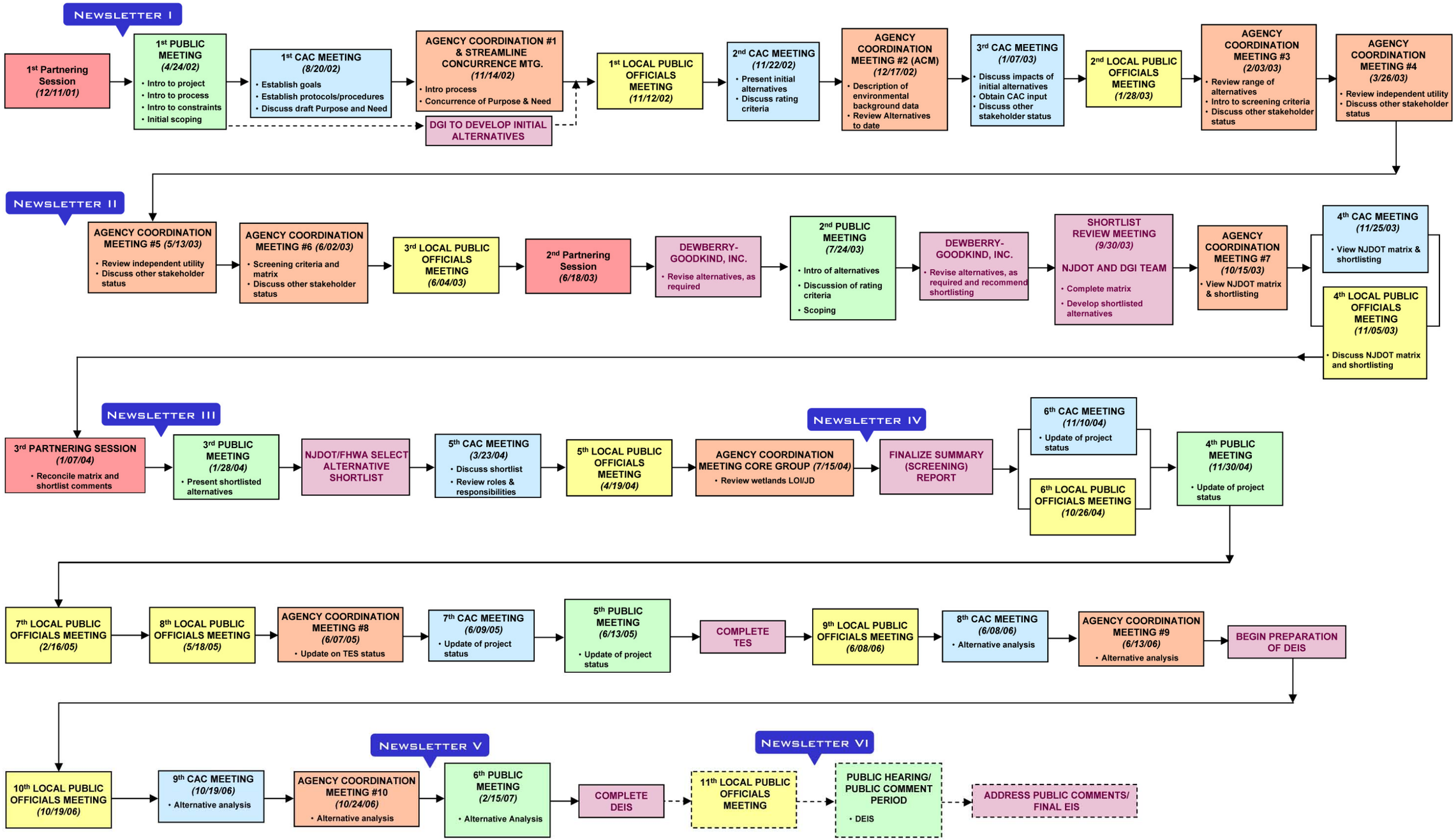
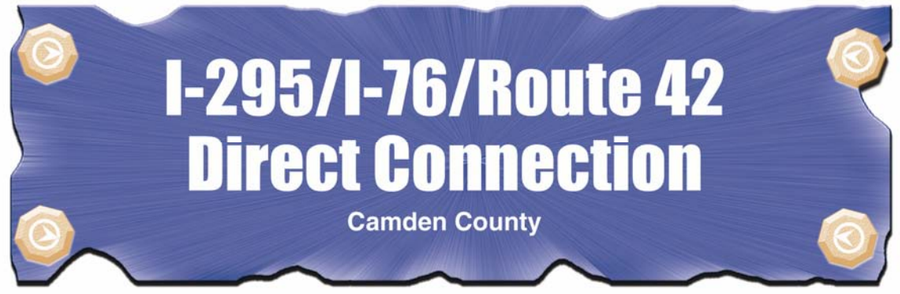


Figure 2.5-1: Project Flow Chart



CHAPTER 3: PURPOSE AND NEED

A purpose and need statement is a fundamental requirement when developing a proposal that requires NEPA documentation. In addition, other federal processes, such as the Section 404 Permit process and the Draft Section 4(f) Evaluation, also require the generation of a purpose and need statement. Clarity of purpose and confirmation of need are in themselves sound practices when developing large-scale proposals requiring public expenditure. The purpose and need statement for the I-295/I-76/Route 42 Direct Connection project was developed through a comprehensive process that involved stakeholders at each level of project development, from technical design staff to community representatives, to members of the general public, as described in Chapter 11.

3.1 PURPOSE

The purpose of this project is to improve traffic safety, reduce traffic congestion and meet driver expectations by providing the direct connection of the I-295 mainline to improve the interchange of I-295/I-76/Route 42.

3.2 NEED

There is a significant accident history at the interchange. The interchange's existing roadways include a number of geometric deficiencies that can be considered contributing factors to the high number of accidents. The deficiencies were identified from NJDOT's record construction drawings and Structural Inventory and Appraisal Sheets.

3.2.1 Improve Safety

Accident data for the years 1995 through 2000 were reviewed. Since statewide accident rates were available for 1995, 1996, and 1999, a comparison of the accident rates on I-295, I-76 and Route 42 for these years was made with the statewide average, as depicted in **Figure 3.2-1**.

During the 1995 to 1999 period, the I-295 roadway segments from MP 26.4 to MP 28.2 had accident rates over seven times the statewide average. Of these segments, MP 26.4 to 27.6 and MP 28 to 28.2, lengths that encompass the area of the interchange with Route 42 and I-76, had a substantially higher number of accidents than sections of I-295 immediately north and south of the interchange. For example, in 1995, MP 26.4 to 27.0 had almost seven times more accidents than the statewide average, while MP 26.8 to MP 27.1 had the most accidents in each of the analyzed years.

All six segments of Route 42 (from MP 13.2 to MP 14.28) had accident rates in excess of the statewide average. In 1996, four segments (from MP 13.45 to MP 14.28) had accident rates, per million vehicle miles, greater than the statewide average. In 1999, four segments (from MP 13.44 to MP 14.28) had accident rates, per million vehicle miles, greater than the statewide average. In the years 1995, 1996, and 1999, one segment had an accident rate four times the statewide average.

I-76 accident rates were similar to those of I-295 and Route 42 in the 1995-1999 time frame. For 1995, four segments (from MP 0.0 to MP 0.8) had accident rates which exceeded the statewide average. One segment had an accident rate twice the statewide average. In 1996 five segments (from MP 0.0 to MP 0.8) had accident rates greater than the statewide average, with one segment being three times the statewide average. On I-76 in 1999, three segments (from MP 0.0 to MP 0.53) had accident rates in excess of the statewide average. In 1999, one segment had an accident history four times greater than the statewide average. Segments that were over-represented, in all three years that were compared with statewide averages, were MP 0.0 to 0.3 and 0.3 to 0.5. These segments mainly encompass the area in which I-76 is combined with I-295.

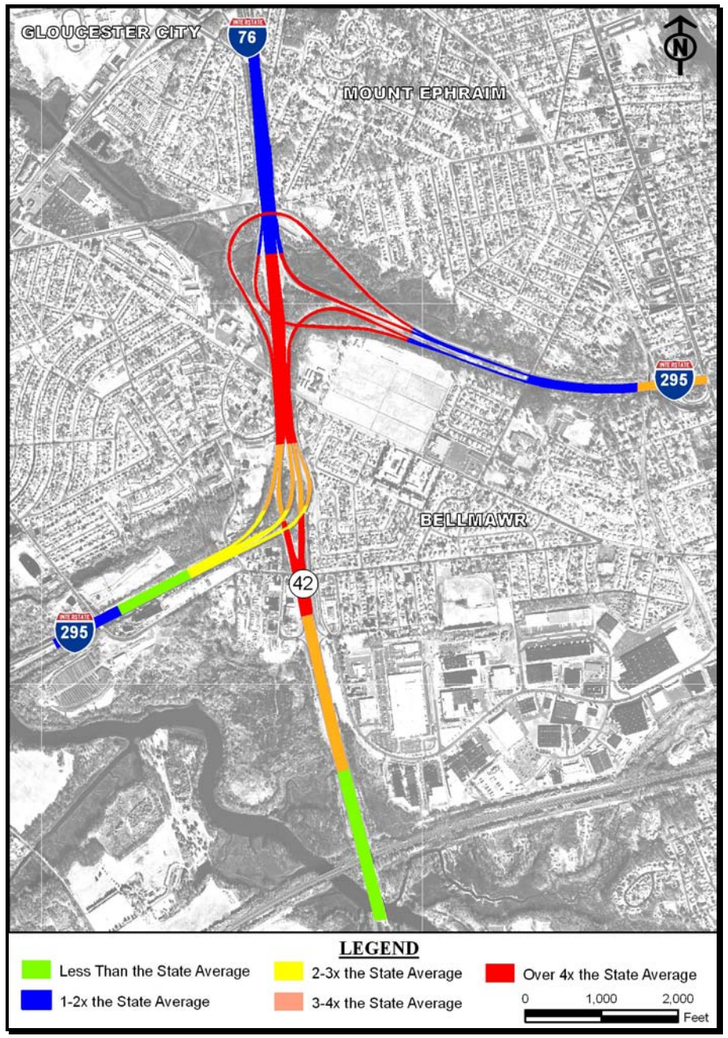


Figure 3.2-1: 1999 Accident Rates

3.2.2 Geometric and Structural Deficiencies

The existing interchange has numerous substandard geometric design elements. These include horizontal curvature, stopping sight distance, superelevation, shoulder widths, and acceleration and deceleration lane lengths. These are present along I-295, I-76, Route 42, and ramps at various locations. Since a majority of the improvements will be on new alignments, these substandard features will be addressed as part of the project.

In addition to the geometric deficiencies noted above, several bridges within the interchange have been identified as structurally deficient or functionally obsolete due to substandard vertical and horizontal clearances (see **Photograph 3.2-1**). Once again, since a majority of the improvements will be on new alignments, these structures will be replaced as part of the project.

3.2.3 Driver Expectations

While there is a definite need to correct the geometric deficiencies in the existing ramps and structures, driver expectations also play a large role in the high accident rates at the interchange and necessitate improved safety. The posted speed limits on the existing ramps that serve the through-traffic on I-295 are inconsistent with typical operating speeds on an interstate highway. The posted speed limit on all of the highway approaches to the interchange is 55 mph. The 20 mph discrepancy between the posted speed limits (and higher operating speeds) on the approach highways and the 35 mph speed on the ramps can be considered a contributing factor in the interchange's overall poor accident record.



Photograph 3.2-1: Overpass at Creek Road

3.2.4 Operational Deficiencies

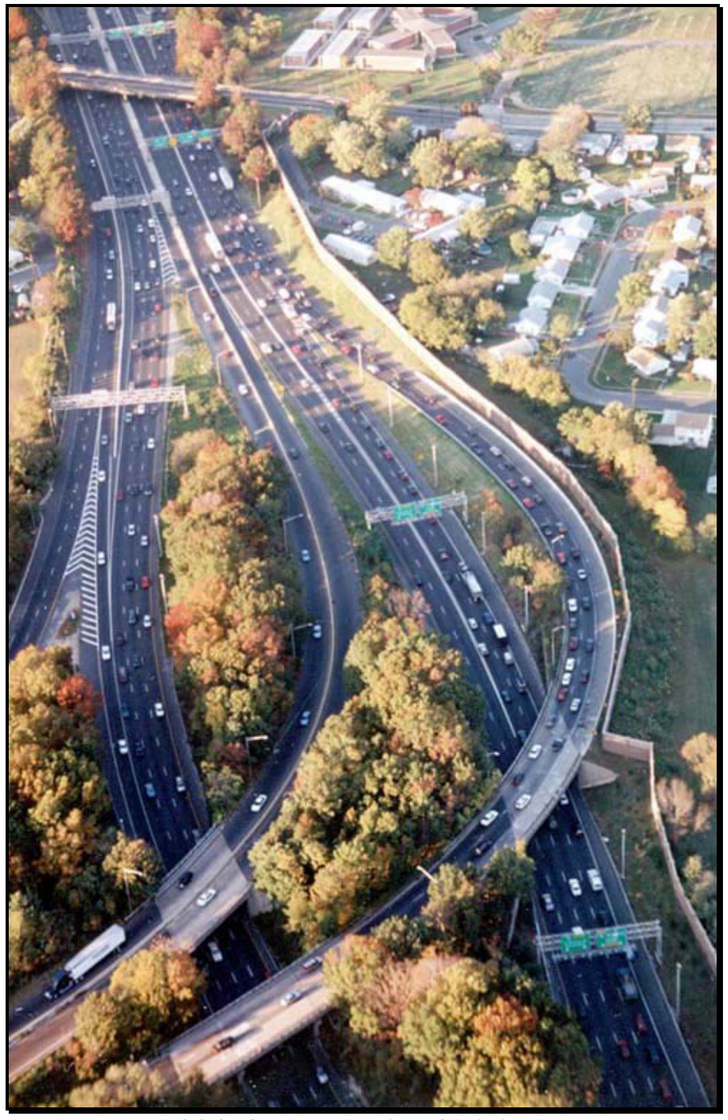
The lack of a direct connection for through-movement on I-295, significant weaving problems, deficient connecting ramps, and high volumes of traffic, all result in operational deficiencies (or congestion) within and near the interchange. The operational deficiencies on I-295, I-76 and Route 42, particularly the queuing of traffic and poor Levels of Service (LOS) that cause excessive delays, impact not only regional traffic and commuters using the highways, but local arterials and neighborhood streets as well. Excessive delays at the interchange result in highway traffic exiting onto surrounding local arterials, thereby further adding to congestion in the region. The diverted traffic, in turn, causes congestion on local roads, compromises traffic and pedestrian safety, increases noise levels, and lowers air quality in the community, all of which disproportionately taxes the capacity and life of local roadways.

ROADWAY/RAMP	PEAK HOUR LEVEL OF SERVICE	
	AM	PM
I-295 - Northbound		
South of Interchange	D	C
North of Interchange	D	**E**
I-295 - Southbound		
South of Interchange	**E**	**E**
North of Interchange	C	C
I-76 - Northbound		
South of Interchange	n/a[1]	n/a[1]
North of Interchange	**E**	C
Express Lanes	D	B
I-76 - Southbound		
South of Interchange	n/a[1]	n/a[1]
North of Interchange	C	**E**
Route 42 - Northbound		
South of Interchange	D	C
North of Interchange	n/a[1]	n/a[1]
Route 42 - Southbound		
South of Interchange	B	D
North of Interchange	n/a[1]	n/a[1]
Ramp A	**F**	**F**
Ramp B	**E**	B
Ramp C	**F**	**F**
Ramp D	B	C
Ramp E	**E**	**E**
Ramp F	**E**	**E**
Ramp G	B	C
Ramp H	C	B

[1]Section of roadway does not exist (see **Figure 2.3-1**).

Table 3.2-1: Existing Level of Service

The effective operation of any roadway network, be it highway, local arterial or street intersection, is measured by the LOS categories ranging from A to F. LOS A represents the most favorable operating conditions with little or no delay. LOS F is the worst operating condition occurring when demand volume exceeds the capacity of the roadway, resulting in severe congestion. Specific sections of the interchange that experience a poor LOS (LOS E or F) are highlighted in **Table 3.2-1**. Of the eight ramps studied in detail, five operate at a LOS E or worse for at least one of the two peak hours (AM and PM). In addition, a weaving condition exists on I-76/Route 42 between Ramp E and Ramp A. Traffic on Ramp E wishing to proceed north on I-76 must weave with traffic from northbound Route 42 proceeding north on I-295. Due to the volumes of traffic involved in this section of the interchange (specifically the high volume of traffic from Ramp E proceeding to Ramp A) this section of the roadway experiences failure. It should be noted that the traffic exiting Ramp E (see **Photograph 3.2-2**) and proceeding on Ramp A is "through" traffic that could be expected to stay on mainline I-295 if a mainline section of the highway were available.



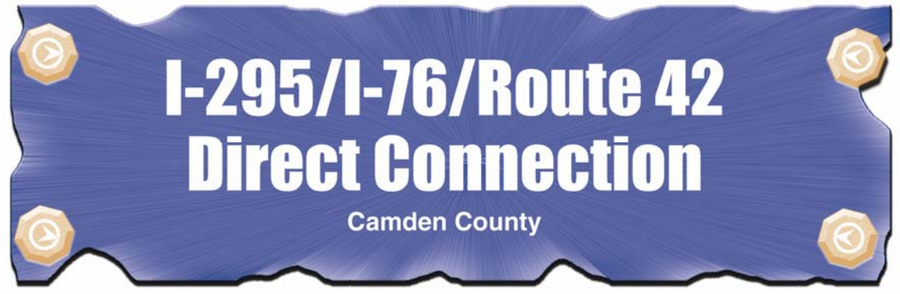
Photograph 3.2-2: Southern Portion of Existing Interchange

3.3 GOALS AND OBJECTIVES

A set of project goals and objectives has been developed based on the project's purpose and need described above, findings from previous studies, and goals developed during the partnering meetings on December 11 and 12, 2001. The goals and objectives are a compendium of statements made by NJDOT, FHWA, agencies, local elected officials, residents, and other stakeholders in the project. As such, the goals and objectives are wide-ranging and represent different levels of priority for each stakeholder.

While the project may not be able to satisfy all goals and objectives listed herein, the Preferred Alternative seeks to address as many as possible. The project's goals and objectives are as follows:

- Improve safety by constructing a roadway system that meets interstate standards for geometric design.
- Provide a direct connection for through-traffic on I-295 with a design speed consistent with that of the interchange's approach roadways.
- Reduce congestion on local arterials, such as Route 168 and US 130, and decrease commuter traffic on neighborhood streets, thereby improving local traffic mobility, pedestrian safety, and the level of service on I-295. In addition, noise levels would decrease and air quality would improve.
- Enhance regional economic development by increasing overall mobility. In addition, the improved roadway network conforms to state and local development plans.
- Reduce the financial burden on state and local police and emergency services by decreasing the number of vehicle accidents.
- Avoid, minimize, or mitigate environmental impacts.
- Preserve the quality of life of communities by minimizing relocations and acquisitions of private and public property.
- Enhance opportunities for other modes of transportation, including bicycle and pedestrian, within the project area.
- Provide opportunities for intermodal use within the project area.



CHAPTER 4: ALTERNATIVES

NJDOT began preliminary engineering studies to identify feasible improvements to the I-295/I-76/Route 42 interchange in the late 1980s that led to the preparation of the TIS by NJDOT and DVRPC in 1999. This chapter will summarize the numerous early concepts and strategies that were identified in those preliminary engineering studies, some of which evolved into the conceptual alternatives evaluated as part of the EIS process, and some of which were dismissed as unfeasible. The alternative screening process, criteria, and methodology that yielded those alternatives advanced for further study in this DEIS will then be described in detail.

4.1 DEVELOPMENT OF CONCEPTUAL ALTERNATIVES

As part of the preliminary engineering studies, a series of alternatives were developed that placed I-295 in both direct and indirect alignments through the interchange. The indirect alignments placed I-295 on the west side of I-76. These alternatives involved various loop and flyover ramp designs. New weaving sections, poor operational safety, and severe right-of-way acquisitions on both sides of I-76 in Bellmawr would have resulted from these alternatives.

Several alternatives were developed that maintained the I-295 mainline on the existing ramps, which would be widened to three lanes. Although virtually no new roadway would have to be constructed, these alternatives provided poor overall operational safety. One option included the addition of a parallel collector-distributor road for the Route 42 traffic; however, it provided poor operational safety improvements as well.

Alternatives for a standard directional interchange with modifications were investigated. There were no weaving situations, or express lane exits, providing excellent operational safety; however, the right-of-way acquisitions were extensive, especially in the New St. Mary's Cemetery. Another alternative provided a new I-295 alignment with a directional interchange relocated to the south near the New Jersey Turnpike. Drawbacks included high right-of-way acquisitions and the possible need for relocation of the existing Route 168 interchange.

A Congestion Management Study performed as part of the 1999 TIS identified substandard roadway geometric conditions including poor sight distance and inadequate bridge clearances. The TIS also identified operational deficiencies due to the lack of a direct connection for I-295 through movements and existing geometric deficiencies. The strategies investigated as part of the TIS incorporated alternatives proposed in the preliminary engineering studies. The improvement strategies evaluated as part of the TIS are summarized below.

- **High Occupancy Vehicle Lanes (HOV)** – The addition of HOV lanes to segments of the interchange was found to not be feasible.

- **Supporting Measures/Strategies** – This low cost alternative would have included a commuter-based/van pool program and various Intelligent Transportation Systems applications; however, analysis showed that it would not adequately address the interchange's traffic congestion.

- **Express Bus/Park and Ride** – New park and ride lots would be constructed and express bus service expanded under this alternative. While there was a market for this alternative, it would have done little to improve the interchange.

- **Rail Transit** – A new light rail transit line from Glassboro to Camden would be constructed under this alternative. While there were regional benefits with this alternative, it did not solve any problems with the interchange.

- **Turnpike Alternatives** – A series of alternatives were conceived that also involved improvements to the New Jersey Turnpike. These improvements included the widening and the addition of a new interchange to the Turnpike. While both would have produced significant regional benefits, neither would have addressed any of the problems with the interchange.

- **Missing Moves** – The missing ramps from I-295 northbound to Route 42 southbound and Route 42 northbound to I-295 southbound would be constructed under this alternative. This alternative served its own market, would improve the interchange, and could be implemented independent of the I-295/I-76/Route 42 Direct Connection project.

- **Missing Moves and I-295/I-76/Route 42 Direct Connection** – The Missing Moves ramps plus a full, grade-separated connection for I-295 traffic through the interchange would be constructed under this alternative. It was determined that the greatest benefit to the interchange and to the region would be realized by this alternative. In addition, it was the only alternative that addressed all of the study problems.

The TIS concluded that improvements must be made to the interchange to correct the deficiencies identified and recommended that the I-295/I-76/Route 42 Direct Connection build alternative be advanced. The TIS also recommended that the Missing Moves ramps be constructed, as a separate project. Each project has its own independent significance and utility that will not be addressed by construction of the other project. The construction of the Missing Moves project will provide the connector ramps between Route 42 northbound and I-295 southbound, as well as between I-295 northbound and Route 42 southbound, but will not address the safety, geometric, operational, and various other deficiencies associated with the Direct Connection project. The I-295/I-76/Route 42 Direct Connection project will provide the direct "through" route on the interstate highway system that has been lacking in this interchange, but will not address the current lack of a connection south of the interchange between Route 42 and I-295.

Discussions regarding the development of a Turnpike alternative continued during the scoping process for the I-295/I-76/Route 42 Direct Connection project. One such alternative involved constructing an I-295 Bypass Expressway, with the alignment adjacent to the New Jersey Turnpike from Woodcrest Station to Route 42, in lieu of reconstructing the I-295/I-76/Route 42 interchange. It was determined that almost 40% of the I-295 traffic would not be served by such a bypass and would still need to utilize the interchange. This alternative was ultimately dismissed during the scoping process.

Following the development of the TIS, the New Jersey Turnpike Authority (NJTA) identified three alternatives that, along with improvements to the I-295/Route 42 Interchange, would improve traffic flow in the region. One of these alternatives would add a new Turnpike interchange at Route 42 and remove the existing Turnpike Interchange 3. Another alternative would be a connection between Route 168 (Black Horse Pike), which is accessed via Turnpike Interchange 3, and Route 42. The third alternative would have been a combination of the first two alternatives, providing both a new Turnpike Interchange with connection to both Route 168 and Route 42. These alternatives were dismissed by NJTA due to major impacts to the built and natural environment of the area.

Additional alternatives were also conceptualized and studied, utilizing the basic footprint of some of the above alternatives as a model. Alignments were shifted to comply with federal and state design criteria, and to avoid and/or minimize impacts to the built and natural environment. The recommendations of the studies led to the development of a total of 26 initial alternatives. In order to reduce impacts to the community, most alignments were constricted to remain close to the existing highways.

The purpose and need prepared for the I-295/I-76/Route 42 Direct Connection project identified critical geometric, structural, and operational (level of service) deficiencies that affect safety, increase congestion and affect driver expectation when moving through the interchange. As described in the following section, 26 alternatives were generated through a collaborative effort similar to the one that resulted in the development and endorsement of the purpose and need to address these deficiencies. All 26 conceptual alternatives were viable concepts that met the purpose and need of the project. These 26 conceptual alternatives were subjected to a screening process with the objective of identifying feasible alternatives that satisfy the project need with minimal impact to the natural and built environment. Potential impacts that may result from these proposed alternatives were then studied further as part of the EIS process.

4.2 DESCRIPTION OF PROPOSED CONCEPTUAL ALTERNATIVES

The following section provides a summary description of the 26 conceptual alternatives for the I-295/I-76/Route 42 Direct Connection project.

4.2.1 Alternative A

Alternative A begins between Bell Road and the existing interchange with Route 168. Northbound and southbound I-295 are shifted north using a curve to the right with a radius of 1,400 feet (see **Figures 4.2-1 and 4.2-2**). This curve is followed by a 1,200-foot long tangent after which, the northbound and southbound roadways adjoin and curve to the left using a 1,400-foot radius. Within this curve, the roadway elevates to a third-level viaduct to cross over Browning Road and I-76/Route 42. A 600-foot tangent along the western or southbound side of I-76/Route 42 then follows. The alignment curves to the right with a 1,400-foot radius curve to meet the existing I-295 pavement north of the Creek Road overpass.

Ramp A would have a radius of 700 feet. The new Ramp D alignment would also have a radius of 700 feet. Southbound I-295 traffic heading to I-76/Route 42 would exit left from I-295 near Bell Road.

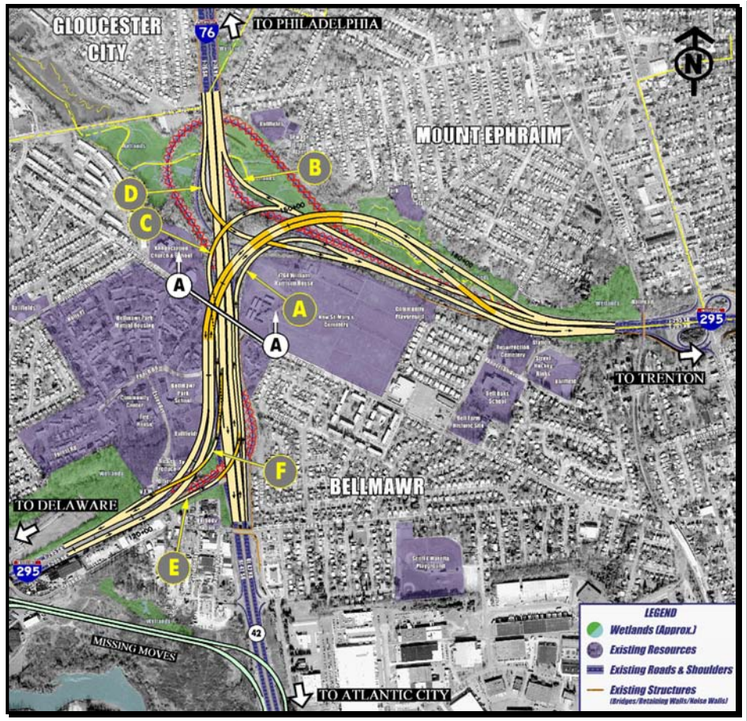


Figure 4.2-1: Alternative A

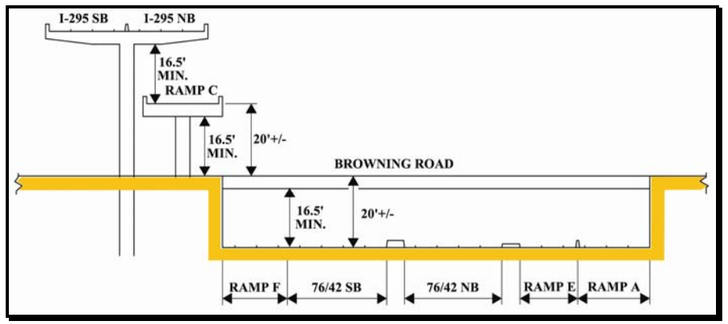


Figure 4.2-2: Section A-A at Browning Road (Alternative A)

Mainline I-295 would utilize a second-level viaduct to cross over Ramps B and C and Little Timber Creek. A third-level viaduct would be used to cross over Ramp D. The Bell Road Bridge would need to be reconstructed to accommodate the proposed improvements.

Vehicles on Route 42 whose destination is I-295 northbound, would exit on Ramp A, and be separated from, but parallel to Route 42. This ramp configuration, in conjunction with the new I-295 mainline alignment, eliminates the current substandard weaving condition at this location. Ramp A would cross under Browning Road and Ramp D and then join the Ramp D alignment. Ramp D is the move for I-76 southbound to I-295 northbound.

This ramp, after passing under I-295 northbound, would split with Ramp C to the left for Route 42 southbound and Ramp B on the right for I-76 northbound.

Ramp E would merge onto I-76 from I-295 northbound in a configuration similar to the existing except that the weaving traffic from Ramp A would be removed as explained above. For I-76 southbound traffic wishing to proceed north on I-295, Ramp D would exit to the right much the same as it currently does. This ramp would cross over I-76, under Ramp C, and over Ramp A before passing under I-295 to join Ramp A.

I-76 southbound traffic could utilize Ramp F to exit to I-295 southbound. This Ramp would cross over Ramp C and the I-295 mainline. Existing Ramp H would be eliminated.

4.2.2 Alternative A1

Alternative A1 is almost identical to Alternative A. The primary difference is the configuration of Ramps B and C (see **Figures 4.2-3 and 4.2-4**). Southbound I-295 traffic heading to I-76/Route 42 would exit left from I-295 near Bell Road. This ramp, after passing under I-295 northbound would split with Ramp C to the right for Route 42 southbound and Ramp B on the left for I-76 northbound. Ramp B would follow the existing Ramp B alignment. Ramp C would follow the existing Ramp C configuration underneath I-76 and then merge with Route 42 southbound. The substandard radius on the existing Ramp C is replaced with a 700-foot radius.

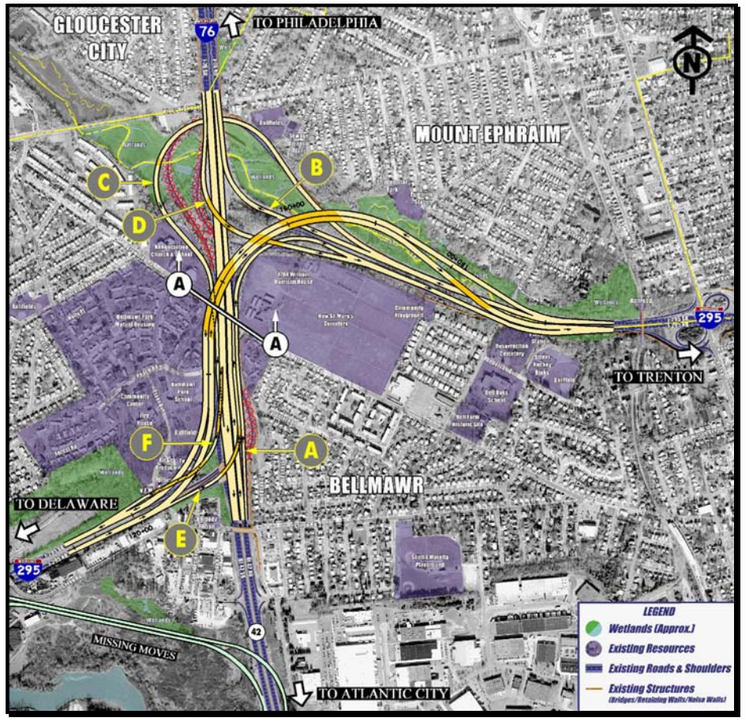


Figure 4.2-3: Alternative A1

4.2.3 Alternative A2

Alternative A2 is almost identical to Alternative A. The primary difference is the configuration of Ramps B and C (see **Figure 4.2-5**). Southbound I-295 traffic heading to I-76/Route 42 would exit right just before I-295 curves to the left. This ramp would split with Ramp C to the left for Route 42 southbound and Ramp B on the right for I-76 northbound. In Alternative A2, Ramp A/D will follow the configuration of the proposed I-295 and merge with I-295 northbound north of Bell Road.

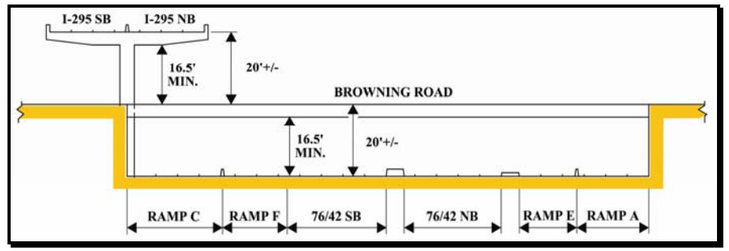


Figure 4.2-4: Section A-A at Browning Road (Alternative A1)

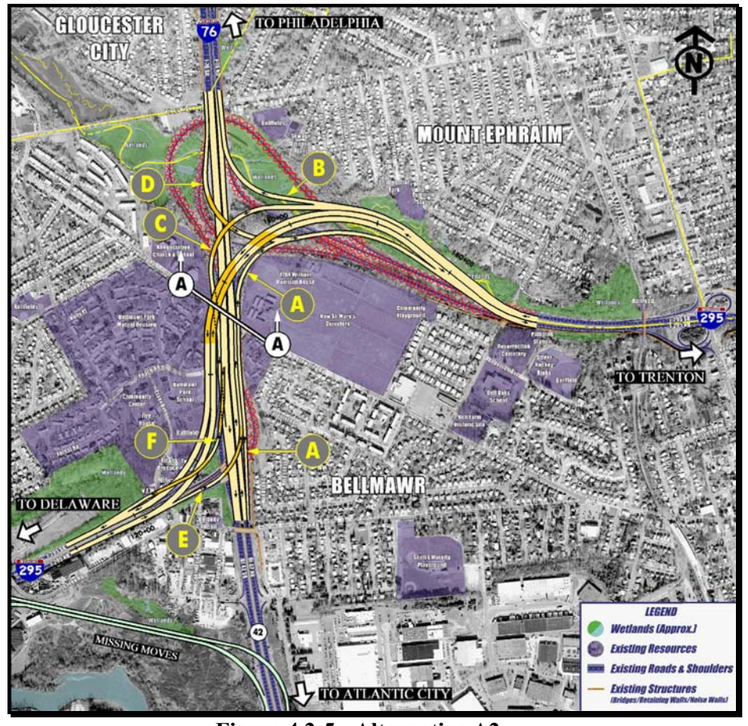


Figure 4.2-5: Alternative A2

4.2.4 Alternative B

Alternative B begins between Bell Road and the existing interchange with Route 168. Northbound and southbound I-295 are shifted north using a curve to the right with a radius of 1,400 feet (see **Figures 4.2-6 and 4.2-7**). The length and degree of curve is greater than for Alternative A. This curve is followed by a 600-foot long tangent and a curve to the left with a radius

of 700 feet after which, the roadway elevates that third-level viaduct to cross Ramps A and D. A 600-foot tangent along the eastern or northbound side of I-76/Route 42 follows with a second-level viaduct over Browning Road. The alignment then curves to the right with a 1,400-foot radius curve to meet the existing I-295 pavement north of the Creek Road overpass. This curve to the right crosses over Route 42 and Ramp E with a second-level viaduct. Mainline I-295 also utilizes a second-level viaduct to cross over Ramps B, C and Little Timber Creek. For this alternative, the structure carrying Bell Road over I-295 would need to be reconstructed to accommodate the proposed improvements.

Vehicles on Route 42, whose destination is I-295 northbound, would exit on Ramp A, which will be separated from but parallel to Route 42. This ramp configuration, in conjunction with the new I-295 mainline alignment, eliminates the current substandard weaving condition at this location. Ramp A would cross under I-295 mainline, Browning Road, Ramp D, and I-295 mainline again, before merging with Ramp D. Ramp D provides the move for I-76 southbound to I-295 northbound. Both Ramp A and Ramp D utilize a curve to the right with a radius of 700 feet. Southbound I-295 traffic heading to I-76/Route 42 would exit from I-295 near Bell Road and would follow the existing roadway alignment until the ramp passes under I-295 northbound. This ramp splits with Ramp C curving to the left for Route 42 southbound and the remaining Ramp B curves to the right for I-76 northbound.

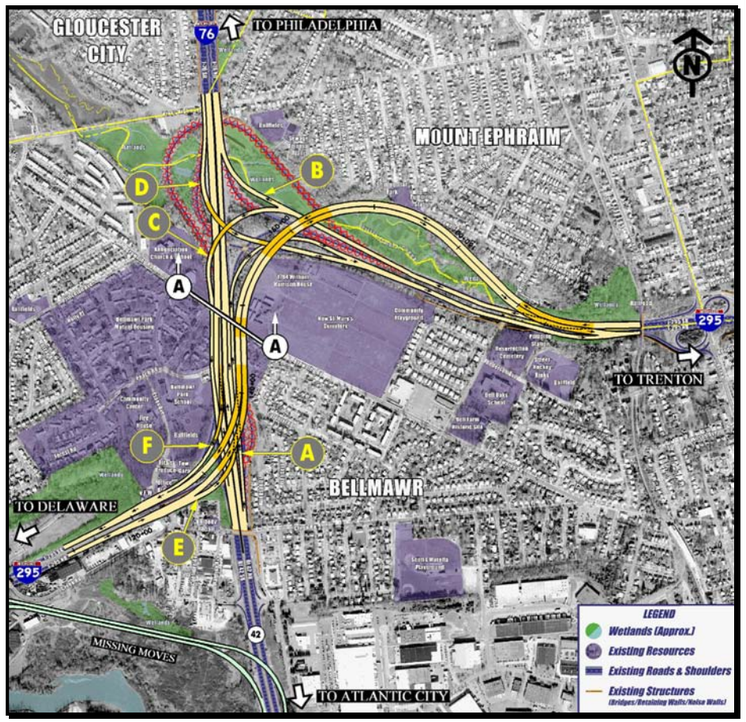


Figure 4.2-6: Alternative B

For I-76 southbound traffic wishing to proceed north on I-295, Ramp D would exit to the right much the same as it currently does. This ramp would cross over I-76 before passing under Ramp C. Ramp D would then pass over Ramp A but under I-295 prior to intersecting with Ramp A.

Ramp E will allow northbound I-295 traffic to proceed north on I-76. This ramp will follow much the same alignment as it does now. I-76 southbound traffic would utilize Ramp F to exit to I-295 southbound. This ramp would cross over Ramp C. The existing Ramp H would be eliminated.

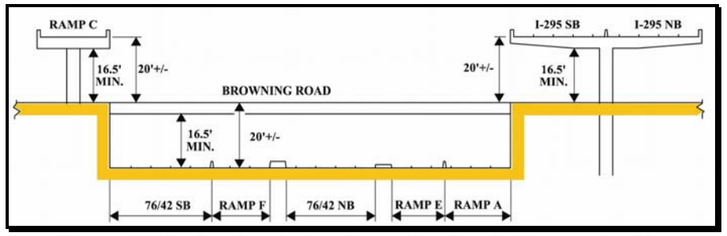


Figure 4.2-7: Section A-A at Browning Road (Alternative B)

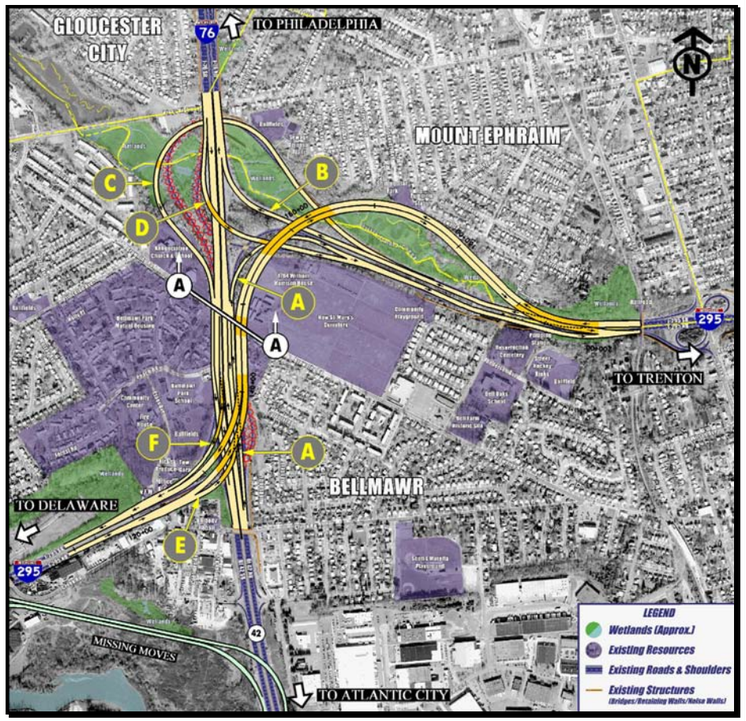


Figure 4.2-8: Alternative B1

4.2.5 Alternative B1

Alternative B1 is almost identical to Alternative B. The primary difference is the configuration of Ramps B and C (see **Figures 4.2-8 and 4.2-9**). Southbound I-295 traffic heading to I-76/Route 42 would exit left from I-295 near Bell Road. This ramp, after passing under I-295 northbound would split with Ramp C to the right for Route 42 southbound and Ramp B on the left for I-76 northbound. Ramp B would follow the existing Ramp B alignment. Ramp C would follow the existing Ramp C configuration underneath I-76 and then merge with Route 42 southbound. The substandard radius on the existing Ramp C is replaced with a 700-foot radius.

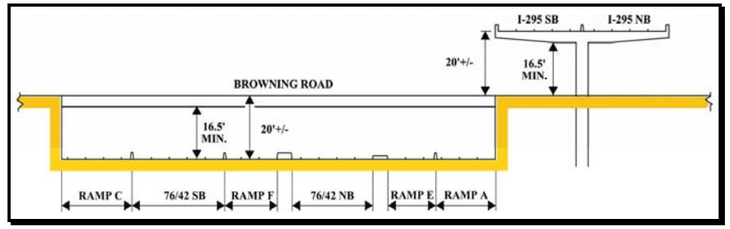


Figure 4.2-9: Section A-A at Browning Road (Alternative B1)

4.2.6 Alternative B2

Alternative B2 is almost identical to Alternative B. The primary difference is the configuration of Ramps B and C (see **Figure 4.2-10**). Southbound I-295 traffic heading to I-76/Route 42 would exit right just before I-295 curves to the left. This ramp would split with Ramp C to the left for Route 42 southbound and Ramp B on the right for I-76 northbound. In Alternative B2, Ramp A/D will follow the configuration of the proposed I-295 and merge with I-295 northbound north of Bell Road.

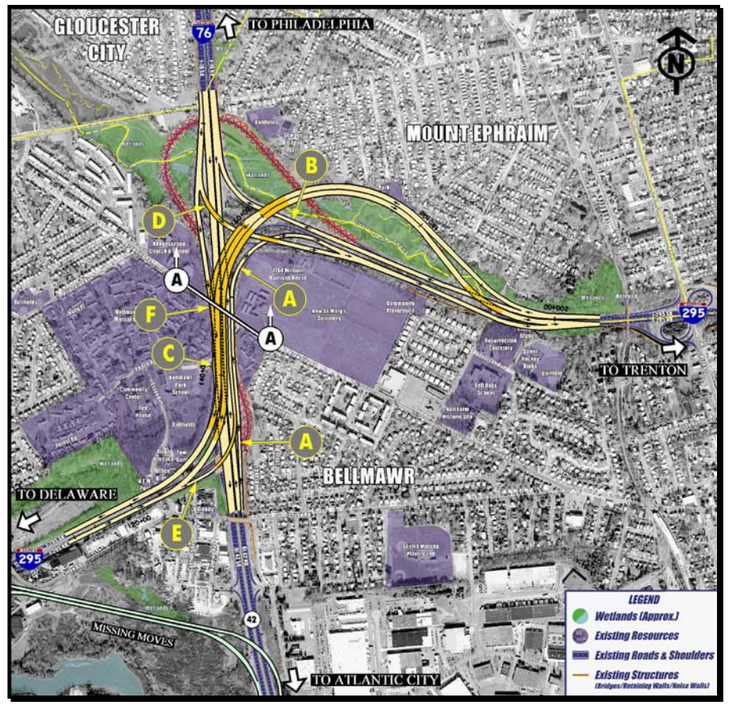


Figure 4.2-10: Alternative B2

4.2.7 Alternative C

Alternative C begins between Bell Road and the interchange with Route 168 (see **Figures 4.2-11 and 4.2-12**). The northbound and southbound lanes of I-295 split and shift north using a curve to the right of 1,400 feet.

Tangent lengths of 990 feet and 630 feet for southbound and northbound lanes, respectively, follow. The alignment converges together and curves to the left again using a 1,400-foot radius. A 1,000-foot long tangent follows, which is located above the centerline of I-76/Route 42 on a viaduct section down the median of Route 42/I-76. Afterward, the alignment curves to the right with a 1,400-foot radius to meet the I-295 pavement north of the Creek Road overpass.

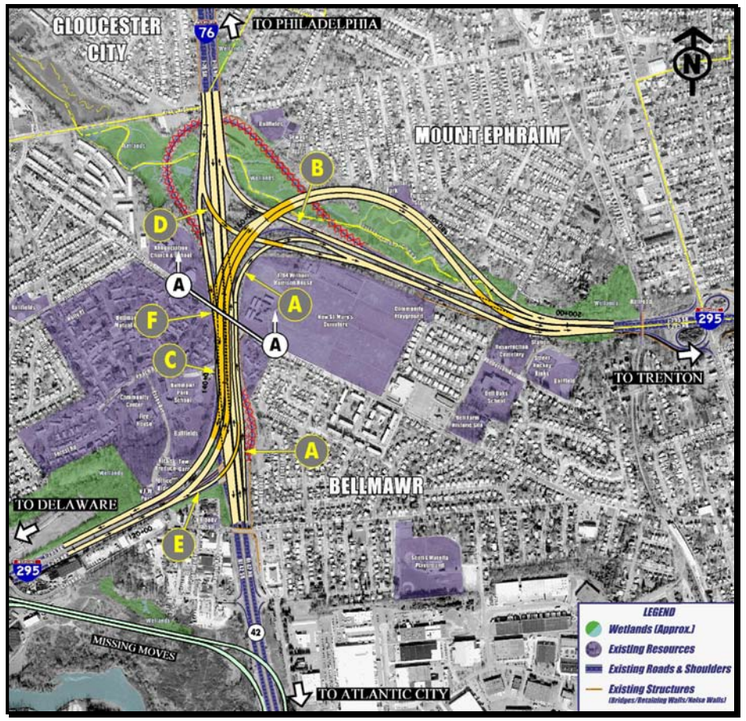


Figure 4.2-11: Alternative C

Vehicles on Route 42 whose destination is I-295 northbound, would exit on Ramp A which will be separated from, but parallel with, Route 42. This ramp configuration, in conjunction with the new I-295 mainline alignment, eliminates the current substandard weaving condition at this location. Ramp A would cross under Browning Road and Ramp D and join the Ramp D alignment. Ramp D is the move for I-76 southbound to I-295 northbound. Ramp A would have a radius of 700 feet.

Vehicles on I-295 southbound would exit on Ramp B for I-76 northbound. Ramp B exits to the left north of Bell Road and passes under the I-295 northbound roadway. Ramp B then follows its existing alignment to I-76 northbound.

Traffic on southbound I-295 proceeding to southbound Route 42 would utilize Ramp C. Ramp C exits to the right from the I-295 alignment above Ramp D and then drops down to pass under Ramp F.

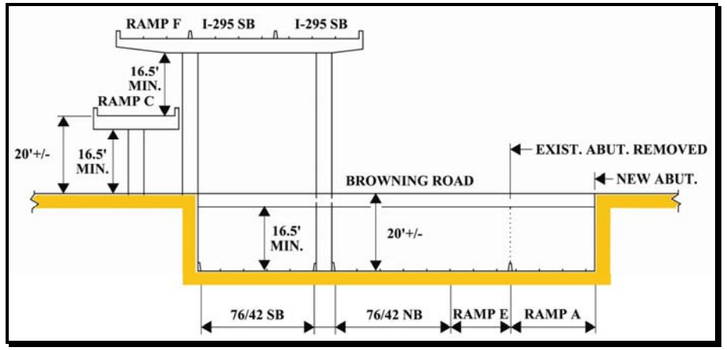


Figure 4.2-12: Section A-A at Browning Road (Alternative C)

Ramp D would provide the I-76 southbound to I-295 northbound move with a second-level viaduct over I-76/Route 42, under I-295, and over Ramp A. Ramp D would exit to the right in much the same location as it does now and then curve to the left with a radius of 700 feet. After Ramp D crosses over Ramp A, these ramps merge and follow the existing northbound I-295 alignment.

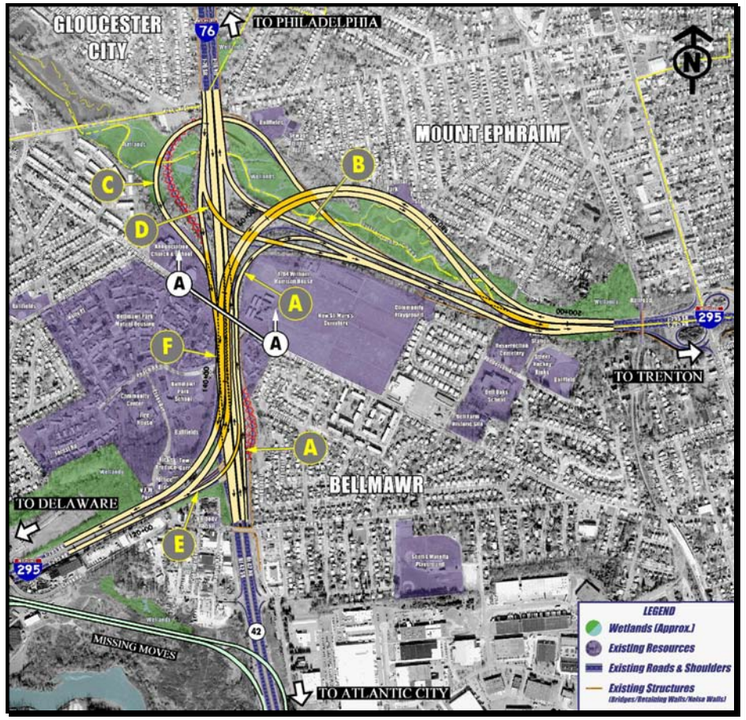


Figure 4.2-13: Alternative C1

The merged ramps cross under Bell Road and intersect with I-295 north of the Route 168 interchange. Northbound I-295 traffic heading north on I-76 will utilize Ramp E which follows essentially the same alignment as it does now. Ramp F provides the movement from I-76 southbound to I-295 southbound. Traffic will exit I-76 on Ramp D and will parallel I-76 until Ramp D curves to the left to cross I-76. Ramp F traffic will split to the right and cross over Ramp C and Browning Road to enter I-295 above Browning Road.

4.2.8 Alternative C1

Alternative C1 is almost identical to Alternative C. The primary difference is the configuration of Ramps B and C (see **Figure 4.2-13**). Vehicles on I-295 southbound would exit on Ramp B for I-76 northbound. Ramp B exits to the left north of Bell Road and passes under the I-295 northbound roadway. This ramp would split with Ramp B to the left and Ramp C to the right. Ramp B then follows its existing alignment to I-76 northbound. Ramp C would follow the existing Ramp C configuration underneath I-76 and then merge with Route 42 southbound. The substandard radius on the existing Ramp C is replaced with a 700-foot radius.

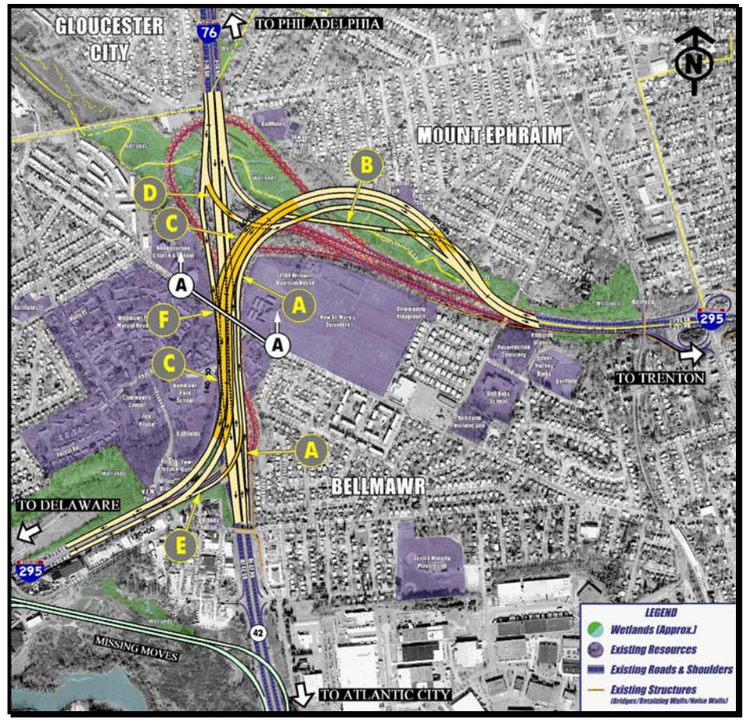


Figure 4.2-14: Alternative C2

4.2.9 Alternative C2

Alternative C2 begins between Bell Road and the interchange with Route 168 (see **Figure 4.2-14**). The northbound and southbound lanes of I-295 shift north using a curve to the right of 1,400 feet. Tangent lengths of 630 feet for southbound and northbound lanes follow. The alignment then curves to the left again, using a 1,400-foot radius. A 1,000-foot-long tangent follows, which is located above the centerline of I-76/Route 42 on a viaduct section down the median of Route 42/I-76. Afterward, the alignment curves to the right with a 1,400-foot radius to meet the I-295 pavement north of the Creek Road overpass.

The remaining configuration of Alternative C2 is almost identical to Alternative C. The primary difference is the configuration of Ramps B and D. Vehicles on I-295 southbound would exit on Ramp B for I-76 northbound. Ramp B exits to the right, north of Bell Road, and passes under the I-295 northbound roadway. Ramp B then follows its existing alignment to I-76 northbound. Ramp D would provide the I-76 southbound to I-295 northbound move with a second-level viaduct over I-76/Route 42. Ramp D would exit to the right in much the same location as it does now and then curve to the left with a radius of 700 feet. After Ramp D crosses under I-295 it merges with Ramp A and follows the I-295 alignment. The merged ramps intersect with I-295 north of Bell Road.

4.2.10 Alternative D

Alternative D begins between Bell Road and the interchange with Route 168 (see **Figures 4.2-15 and 4.2-16**). Mainline I-295 shifts slightly north using a curve to the right and a radius 2,000 feet. This curve is followed by a 630-foot-long tangent. The roadway curves to the left with a 1,400-foot radius and elevates to cross over Ramps A and D, and to a third-level viaduct over Browning Road and Route 42. A tangent length of 770 feet crosses over Ramp C as a second-level viaduct before the alignment curves to the right again with a 1,400-foot radius to meet the I-295 pavement north of Creek Road overpass. The I-295 Alternative D alignment crosses I-76/Route 42 at a skew through an unused area of New St. Mary's Cemetery.

Vehicles on northbound Route 42, whose destination is I-295 northbound, would exit on Ramp A which will be separated from, but parallel with, Route 42. This ramp configuration, in conjunction with the new I-295 mainline alignment, eliminates the current substandard weaving condition with Ramp E at this location. Ramp A would cross under I-295, Browning Road and Ramp D before joining the Ramp D alignment.

Ramp B will provide the movement from southbound I-295 to northbound I-76. Ramp C will provide the movement from southbound I-295 to southbound I-76/Route 42. Ramp B and Ramp C will exit from I-295 from the right at about the point that mainline I-295 curves to the left. Ramp B will then diverge to the right and follow its existing alignment to meet I-76 northbound. Ramp C will split to the left and cross over Ramp D and I-76 with a 700-foot radius curve to the left. Ramp C will then pass under I-295 and Ramp E to connect with Route 42 just north of the Creek Road Bridge.

Ramp D is the move for I-76 southbound to I-295 northbound. Ramp D would exit I-76 in much the same way that it does now. The Ramp D alignment would have a radius of 700 feet and would cross over I-76, under Ramp C, over Ramp A and under I-295 before merging with Ramp A. Ramp A and Ramp D would then follow the existing alignment of I-295 to merge with the I-295 mainline north of Bell Road.

Northbound I-295 traffic heading north on I-76 will utilize Ramp E, which follows essentially the same alignment as it does now.

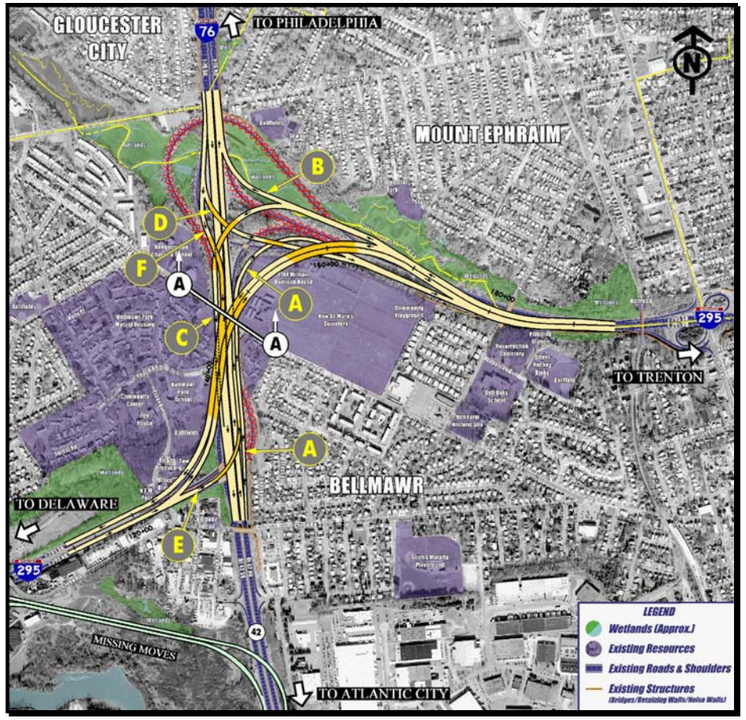


Figure 4.2-15: Alternative D

4.2.11 Alternative D1

Alternative D1 is almost identical to Alternative D. The primary difference is the configuration of Ramps B and C (see **Figure 4.2-17**). Ramp B will provide the movement from southbound I-295 to northbound I-76. Ramp C will provide the movement from southbound I-295 to southbound I-76/Route 42. Ramp B and Ramp C will exit from I-295 from the right at about the point that mainline I-295 curves to the left. Ramp B will then diverge to the left and follow its existing alignment to meet I-76 northbound.

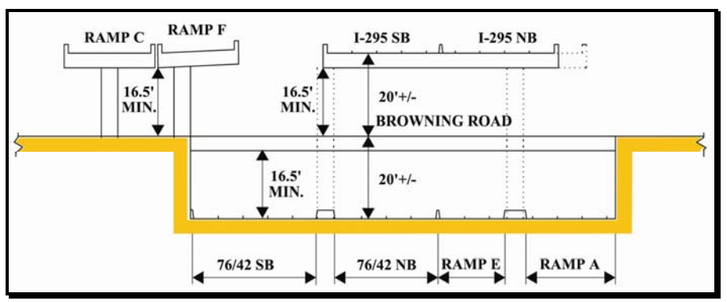


Figure 4.2-16: Section A-A at Browning Road (Alternative D)

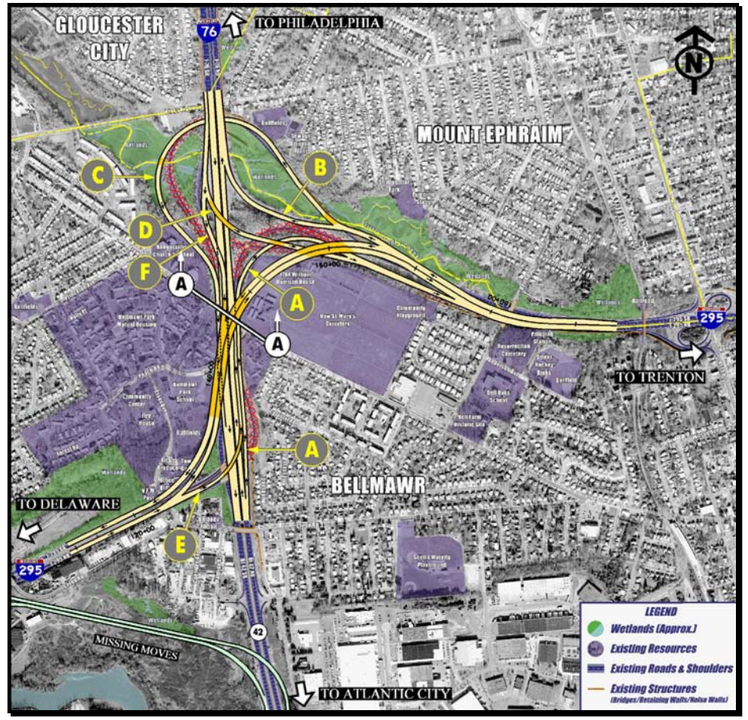


Figure 4.2-17: Alternative D1

Ramp C will split to the right. Ramp C would follow the existing Ramp C configuration underneath I-76 and then merge with Route 42 southbound. The substandard radius on the existing Ramp C is replaced with a 700-foot radius.

4.2.12 Alternative E

Alternative E begins between Bell Road and the interchange with Route 168 (see **Figure 4.2-18**). The northbound and southbound lanes of I-295 are adjacent to each other and follow the most direct route. A curve to the left with a radius of 2,000 feet begins north of Bell Road. This curve is followed by a tangent alignment that extends directly to meet the existing I-295 alignment just north of the Creek Road Bridge. Due to the lack of reversing curves, this alignment could have a posted speed limit of 65 mph instead of the 55 mph limit for all of the other alternatives.

Vehicles on Route 42 whose destination is I-295 northbound, would exit on Ramp A which will be separated from, but parallel with, Route 42. Ramp A would cross under I-295, Browning Road and Ramp D before joining the Ramp D alignment. Curve radii on Ramp A are 700 feet. From southbound I-295, the exits for Route 42 south and I-76 north use the existing alignment of I-295.

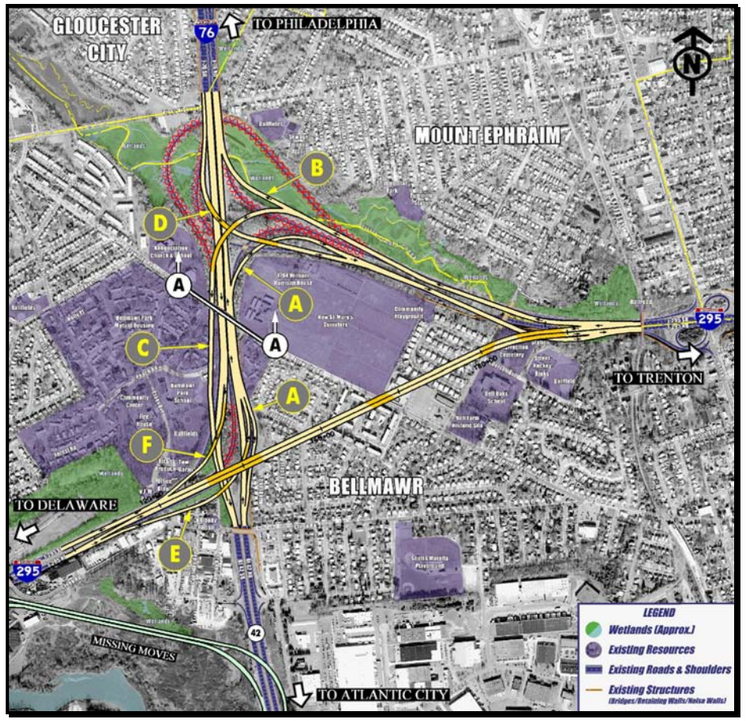


Figure 4.2-18: Alternative E

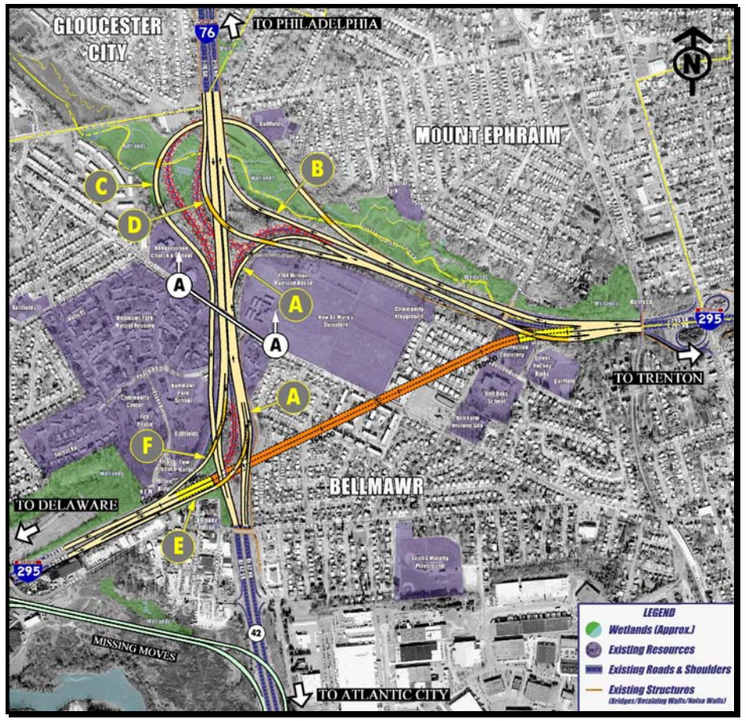


Figure 4.2-19: Alternative E2

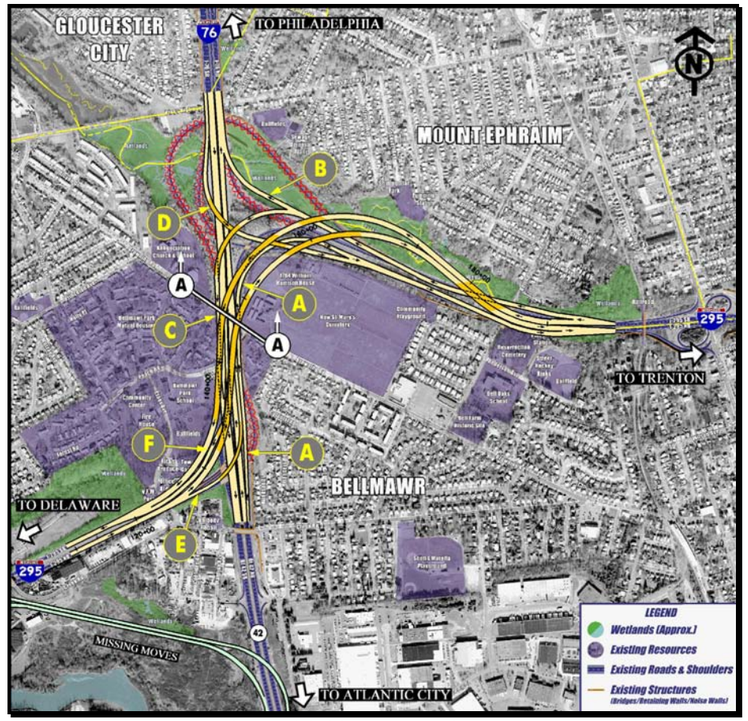


Figure 4.2-20: Alternative F

In the southbound direction Ramps B and C would be combined until they diverge before I-76. Ramp B curves to the right with a radius of 700 feet to meet I-76 northbound near Kings Highway. Ramp C curves to the left using a 700-foot radius curve which crosses over Ramp D and I-76 before a tangent section parallels I-76/Route 42. Ramp C would pass over Browning Road and under Ramp F, I-295, and Ramp E.

Ramp D is the move for I-76 southbound to I-295 northbound. Ramp D would begin and end in locations similar to its existing termini. The Ramp D alignment would have a radius of 700 feet and would cross over I-76, under Ramp C and over Ramp A. Both Ramps A and D merge before connecting with I-295 between Bell Road and the interchange with Route 168.

Northbound I-295 traffic heading north on I-76 will utilize Ramp E, which follows essentially the same alignment as it does now.

The I-76 southbound to I-295 southbound move is Ramp F. Ramp F follows close to its existing alignment and elevates over Ramp C before connecting to I-295 southbound north of the Creek Road Bridge.

4.2.13 Alternative E2

Alternative E2 is almost identical to Alternative E. The primary difference is the configuration of Ramps B and C, and the use of a tunnel for I-295 (see **Figure 4.2-19**). From southbound I-295 the exits for Route 42 south and I-76 north use the existing alignment of I-295. In the southbound direction, Ramps B and C would be combined until they diverge before I-76. Ramp B splits to the left and then curves right with a radius of 700 feet to meet I-76 northbound near Kings Highway. Ramp C splits to the right and would follow the existing Ramp C configuration underneath I-76 and then merge with Route 42 southbound. The substandard radius on the existing Ramp C is replaced with a 700-foot radius.

4.2.14 Alternative F

Alternative F begins between Bell Road and the interchange with Route 168 (see **Figures 4.2-20 and 4.2-21**). The northbound and southbound lanes of I-295 adjoin and shift north using a curve with a radius of 1,400 feet. This curve is followed by a 920-foot-long tangent after which the alignment diverges for the northbound and southbound lanes. The northbound and southbound alignments curve to the left using a radius of 1,400 feet. The roadway is elevated throughout this section to cross over various ramp moves as well as I-76/Route 42 and Browning Road. The I-295 northbound and southbound alignments continue with tangent lengths of 812 feet and 760 feet, respectively. This alternative allows the northbound roadway to align along the east side of Route 42 and the southbound roadway to align along the west side of Route 42. The alignment then continues with a curve to the right using a 1,400-foot radius to meet existing I-295 north of the Creek Road Bridge. I-295 southbound and, to a lesser degree northbound, will be a third-level viaduct over Browning Road and Ramps A and D.

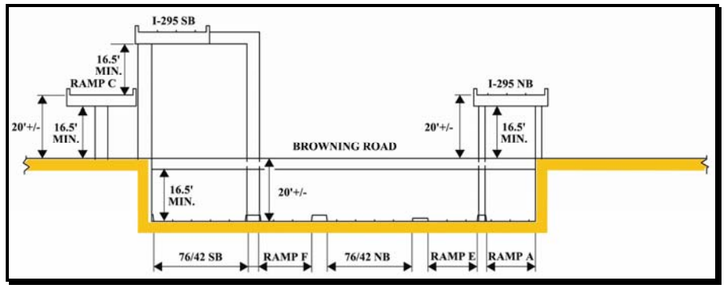


Figure 4.2-21: Section A-A at Browning Road (Alternative F)

Vehicles on Route 42 whose destination is I-295 northbound, would exit on Ramp A which will be separated from, but parallel with, Route 42. Ramp A would cross under northbound and southbound I-295, Browning Road, and Ramp D before joining the Ramp D alignment. Curves on Ramp A have a 700-foot radius.

From southbound I-295, the exits for Route 42 south and I-76 north use the existing alignment of I-295. In the southbound direction, Ramps B and C would be combined until they diverge before I-76. Ramp B curves to the right with a radius of 700 feet to meet I-76 northbound near its current location. Ramp C curves to the left using a 700-foot radius curve which crosses over Ramp D and I-76 before a tangent section parallels I-76/Route 42. Ramp C would pass under Browning Road and under Ramp F, northbound and southbound I-295, and Ramp E.

Ramp D is the move for I-76 southbound to I-295 northbound. Ramp D would begin and end in locations similar to its existing termini. The Ramp D alignment would have a radius of 700 feet and would cross over I-76, under Ramp C, over Ramp A and under I-295 northbound and southbound. Both Ramps A and D merge together before connecting with I-295 north of Bell Road.

Northbound I-295 traffic heading north on I-76 will utilize Ramp E which follows essentially the same alignment as it does now.

The I-76 southbound to I-295 southbound move is Ramp F. Ramp F follows close to its existing alignment and elevates over Ramp C before connecting to I-295 southbound north of the Creek Road Bridge. Ramp F will utilize a left hand entrance onto I-295.

4.2.15 Alternative F1

Alternative F1 is almost identical to Alternative F. The primary difference is the configuration of Ramps B and C (see **Figures 4.2-22 and 4.2-23**). From southbound I-295 the exits for Route 42 south and I-76 north use the existing alignment of I-295. In the southbound direction Ramps B and C would be combined until they diverge before I-76. Ramp B splits to the left

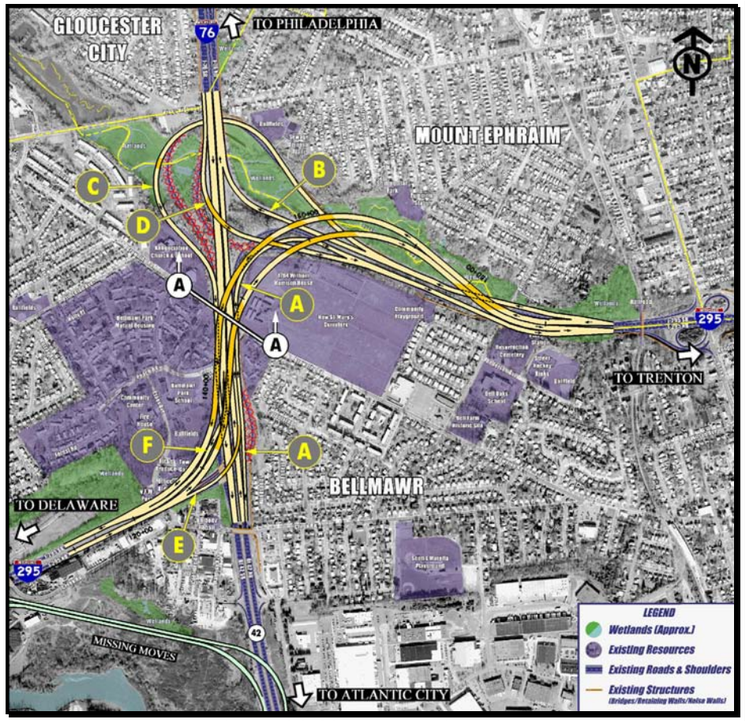


Figure 4.2-22: Alternative F1

and then curves right with a radius of 700 feet to meet I-76 northbound near Kings Highway. Ramp C splits to the right and would follow the existing Ramp C configuration underneath I-76 and then merge with Route 42 southbound. The substandard radius on the existing Ramp C is replaced with a 700-foot radius.

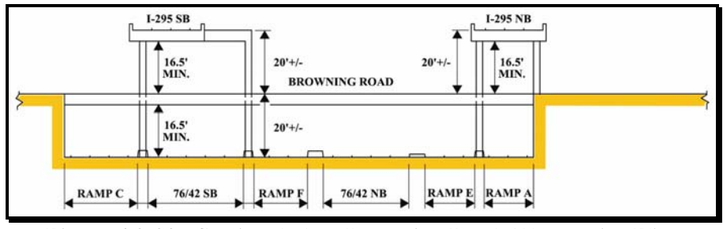


Figure 4.2-23: Section A-A at Browning Road (Alternative F1)

4.2.16 Alternative F2

Alternative F2 is almost identical to Alternative F. From southbound I-295 the exits for Route 42 south and I-76 north are to the right, north of Bell Road (see **Figure 4.2-24**). Ramps B and C would be combined until they diverge before I-76. Ramp B curves to the right with a radius of 700 feet to meet I-76 northbound near its current location. Ramp C curves to the left using a 700-foot radius curve which crosses over Ramp D and I-76 before a tangent section parallels I-76/Route 42. Ramp C would pass over Browning Road and under Ramp F, northbound and southbound I-295 and Ramp E.

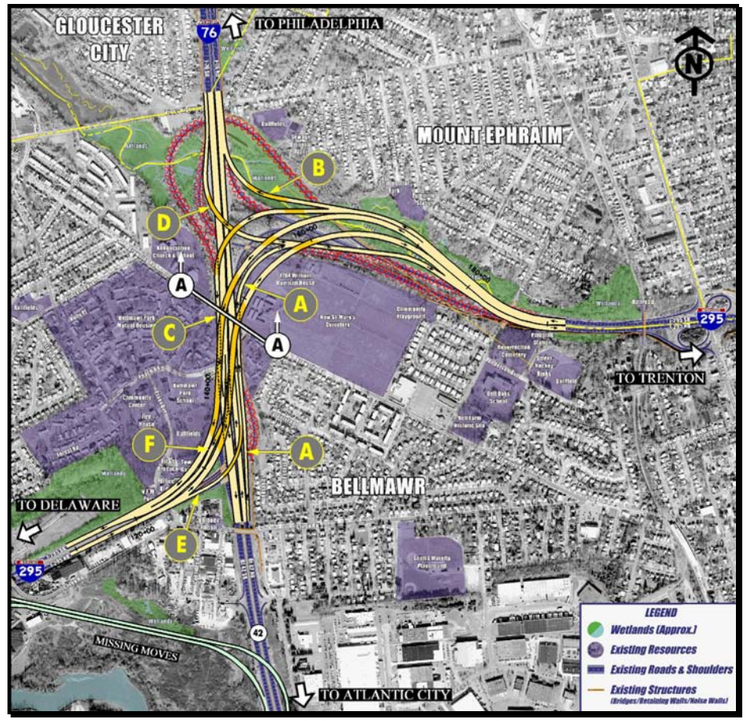


Figure 4.2-24: Alternative F2

In Alternative F2, Ramp A/D will follow the configuration of the proposed I-295 northbound alignment and merge with I-295 northbound north of Bell Road.

4.2.17 Alternative G

Alternative G begins between Bell Road and the interchange with Route 168 (see **Figures 4.2-25 and 26**). The northbound and southbound lanes of I-295 align over top of each other as an over and under viaduct and shift north using a curve to the right of radius 2,000 feet followed by a 670-foot-long tangent. The northbound and southbound alignments converge with the northbound over the southbound alignment. The I-295 viaduct alignment then curves to the left using a radius of 1,400 feet. The roadway is elevated throughout this section of alignment to cross over all of the ramps as well as I-76 and Browning Road. The I-295 alignment crosses over I-76 on a skewed alignment with a tangent length of 1,200 feet. The alignment then continues with a curve to the right using a 1,400-foot radius to diverge and lower in elevation to meet the existing I-295 pavement north of the Creek Road Bridge. I-295 northbound will be a fourth-level viaduct and southbound will be a third-level viaduct for the Route 42, Ramps A, E, F, and Browning Road crossings. Ramp A and Ramp D would be reconstructed to increase the curve radius to 700 feet. Vehicles on Route 42 whose destination is I-295 northbound, would exit on Ramp A which will be separated but parallel with Route 42.

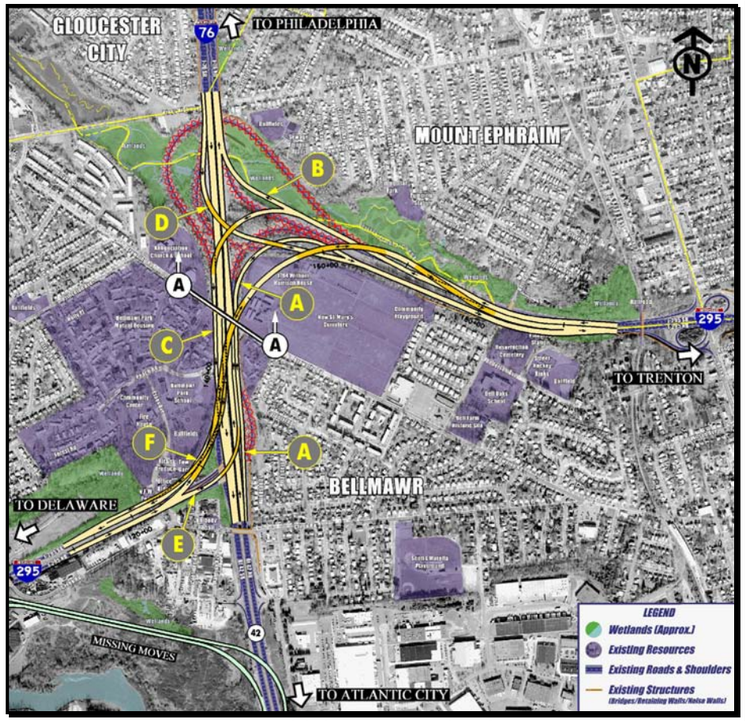


Figure 4.2-25: Alternative G

Ramp A would cross under northbound and southbound I-295, Browning Road and Ramp D before joining the Ramp D alignment.

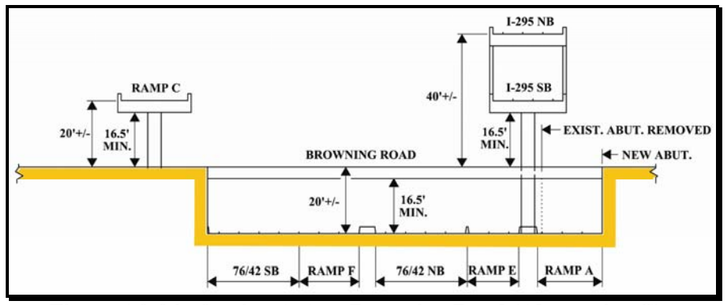


Figure 4.2-26: Section A-A at Browning Road (Alternative G)

From southbound I-295, the exits for Route 42 south and I-76 north use the existing alignment of I-295. In the southbound direction Ramps B and C would be combined until they diverge before I-76. Ramp B curves to the right with a radius of 700 feet to meet I-76 northbound near its current location. Ramp C curves to the left using a 700-foot radius curve which crosses over Ramp D and I-76 before a tangent section parallels I-76/Route 42. Ramp C would pass under Browning Road and under Ramp F, northbound and southbound I-295, and Ramp E.

Ramp D is the move for I-76 southbound to I-295 northbound. Ramp D would follow an alignment similar to its current alignment. The Ramp D alignment would cross over I-76, under Ramp C, over Ramp A and under I-295 northbound and southbound. Both Ramps A and D merge together before connecting with I-295 south of Bell Road.

Northbound I-295 traffic heading north on I-76 will utilize Ramp E which follows essentially the same alignment as it does now. Ramp E would have a curve with a 700-foot radius.

The I-76 southbound to I-295 southbound move is Ramp F. Ramp F follows close to its existing alignment and elevates over Ramp C before connecting to I-295 southbound north of the Creek Road Bridge.

4.2.18 Alternative G1

Alternative G1 is almost identical to Alternative G. The primary difference is the configuration of Ramps B and C (see **Figure 4.2-27**). From southbound I-295 the exits for Route 42 south and I-76 north use the existing alignment of I-295. In the southbound direction Ramps B and C would be combined until they diverge before I-76. Ramp B splits to the left and then curves right with a radius of 700 feet to meet I-76 northbound near Kings Highway. Ramp C splits to the right and would follow the existing Ramp C configuration underneath I-76 and then merge with Route 42 southbound. The substandard radius on the existing Ramp C is replaced with a 700-foot radius.

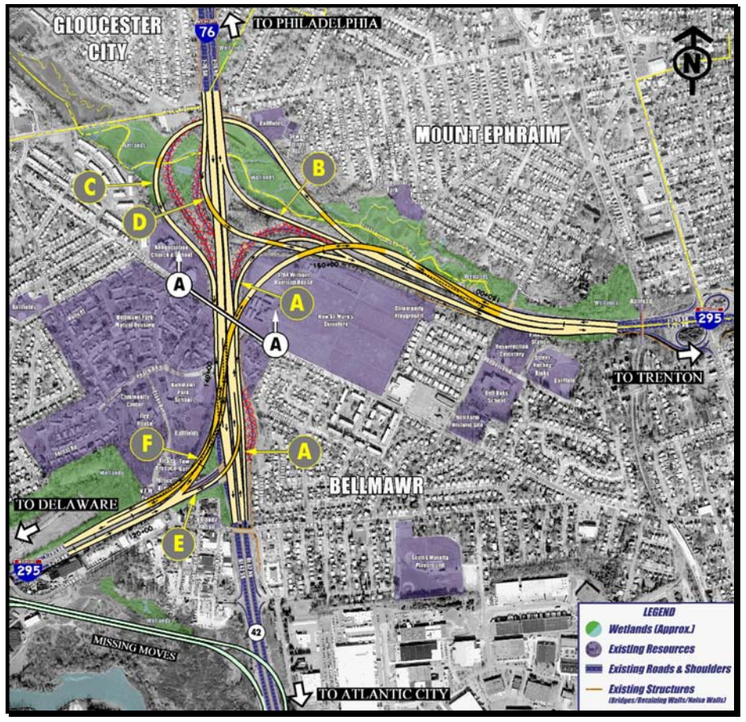


Figure 4.2-27: Alternative G1

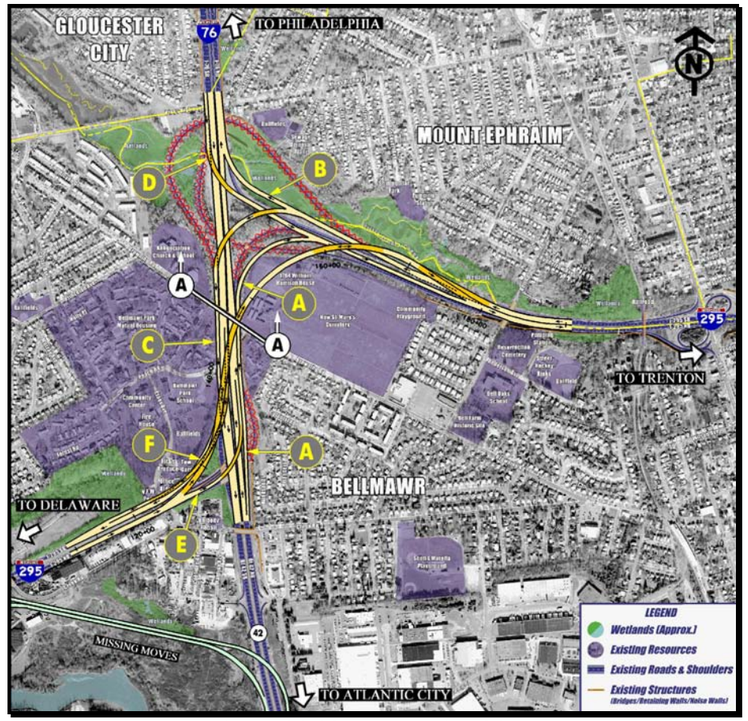


Figure 4.2-28: Alternative G2

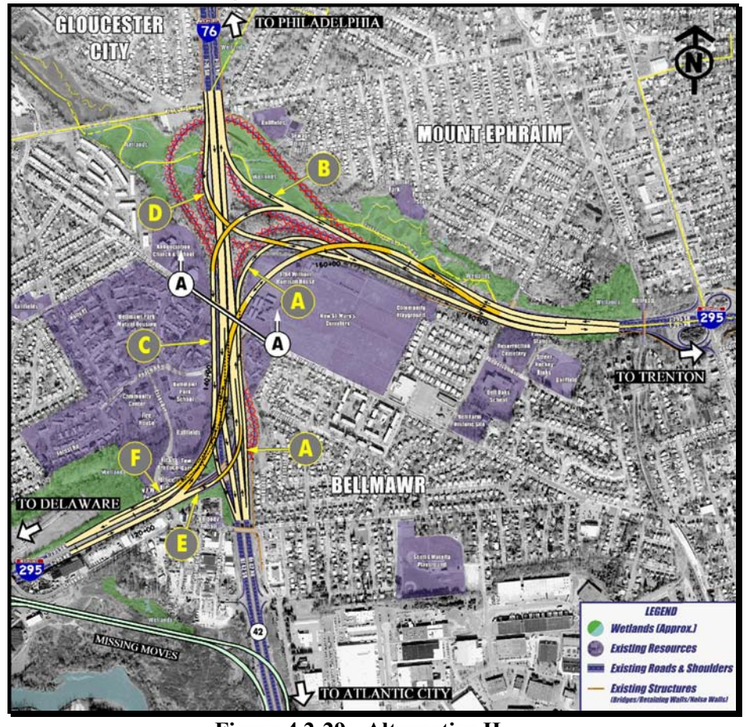


Figure 4.2-29: Alternative H

4.2.19 Alternative G2

Alternative G2 is almost identical to Alternative G. The primary difference is the configuration of Ramps A and D (see **Figure 4.2-28**). Vehicles on Route 42 whose destination is I-295 northbound, would exit on Ramp A which will be separated from, but parallel to Route 42. Ramp A would cross under northbound and southbound I-295, Browning Road, and the Ramp D alignment. Ramp D would follow an alignment similar to its current alignment. The Ramp D alignment would cross over I-76, under Ramp C, and under I-295 northbound and southbound. Both Ramps A and D merge before connecting with I-295 north of Bell Road.

4.2.20 Alternative H

Alternative H is almost identical to Alternative G. The primary difference between the alternatives is the configuration of Ramps B and C (see **Figure 4.2-29**). Traffic to these ramps would follow the existing southbound I-295 alignment. Ramp B would be essentially identical to its current configuration except that a 700-foot radius curve would be used to improve geometrics. Instead of the diverge proposed in Alternative G, a right hand exit would be utilized for Ramp C. Ramp C elevates over Ramp B, Ramp D, I-76 and Browning Road. Ramp C crosses under I-295 northbound and southbound and under Ramp E before connecting with Route 42.

In general, other mainline and ramp configurations remain the same as in Alternative G.

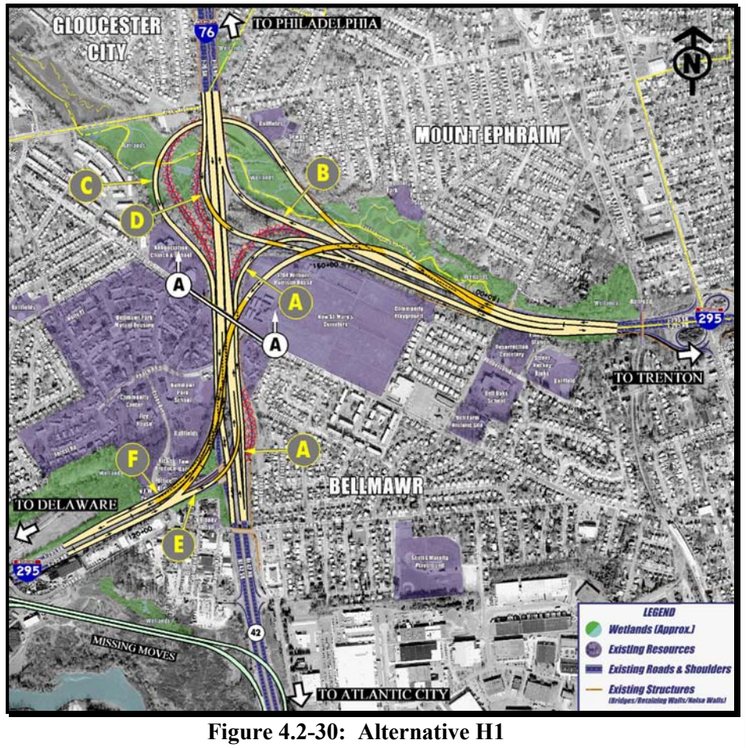


Figure 4.2-30: Alternative H1

4.2.21 Alternative H1

Alternative H1 is almost identical to Alternative H. The primary difference is the configuration of Ramps B and C (see **Figures 4.2-30 and 4.2-31**). From southbound I-295 the exits for Route 42 south and I-76 north use the existing alignment of I-295. In the southbound direction Ramps B and C would be combined until they diverge before I-76. Ramp B splits to the left and then curves right with a radius of 700 feet to meet I-76 northbound near Kings Highway. Ramp C splits to the right and would follow the existing Ramp C configuration underneath I-76 and then merge with Route 42 southbound. The substandard radius on the existing Ramp C is replaced with a 700-foot radius.

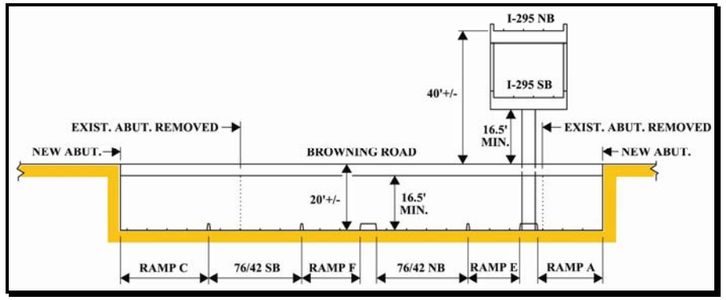


Figure 4.2-31: Section A-A at Browning Road (Alternative H1)

4.2.22 Alternative I

Alternative I is a modified form of Alternative E. This alternative primarily provides I-295 as a continuous direct-through alignment which crosses the New St. Mary's Cemetery (see **Figures 4.2-32 and 4.2-33**).

Alternative I begins just south of Bell Road. Northbound and southbound lanes of I-295 adjoin and curve to the left using a radius of 1,400 feet traversing the cemetery. This curve is followed by a tangent length of 1,100 feet followed by a 1,450-foot radius curve that extends directly from I-295 just north of the Creek Road Bridge.

Vehicles on Route 42 whose destination is I-295 northbound, would exit on Ramp A which will be separated but parallel with Route 42. Ramp A would cross under I-295, Browning Road and Ramp D before joining the Ramp D alignment. Curve radii on Ramp A are 700 feet.

From southbound I-295 the exits for Route 42 south and I-76 north use the existing alignment of I-295. In the southbound direction Ramps B and C would be combined until they diverge before I-76. Ramp B curves to the right with a radius of 700 feet to meet I-76 northbound near Kings Highway. Ramp C curves to the left using a 700-foot radius curve which crosses over Ramp D and I-76 before a tangent section parallels I-76/Route42. Ramp C would pass under Browning Road, Ramp F, I-295, and Ramp E.

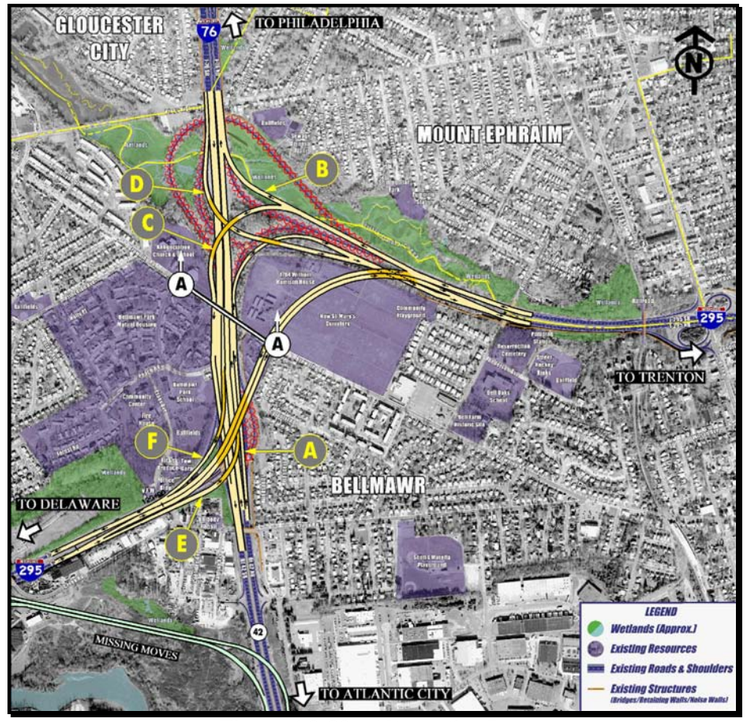


Figure 4.2-32: Alternative I

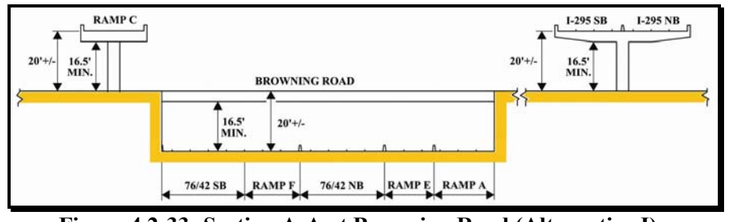


Figure 4.2-33: Section A-A at Browning Road (Alternative I)

Ramp D is the move for I-76 southbound to I-295 northbound. Ramp D would begin and end in locations similar to its existing termini. The Ramp D alignment would have a radius of 700 feet and would cross over I-76, under Ramp C and over Ramp A. Ramps A and D merge before connecting with I-295 north of Bell Road.

Northbound I-295 traffic heading north on I-76 will utilize Ramp E which follows essentially the same alignment as it does now. The I-76 southbound to I-295 southbound move is Ramp F. Ramp F follows close to its existing alignment and elevates over Ramp C before connecting to I-295 southbound north of the Creek Road Bridge.

4.2.23 Alternative I1

Alternative I1 is almost identical to Alternative I. The primary difference is the configuration of Ramps B and C (see **Figure 4.2-34**). From southbound I-295 the exits for Route 42 south and I-76 north use the existing alignment of I-295. In the southbound direction Ramps B and C would be combined

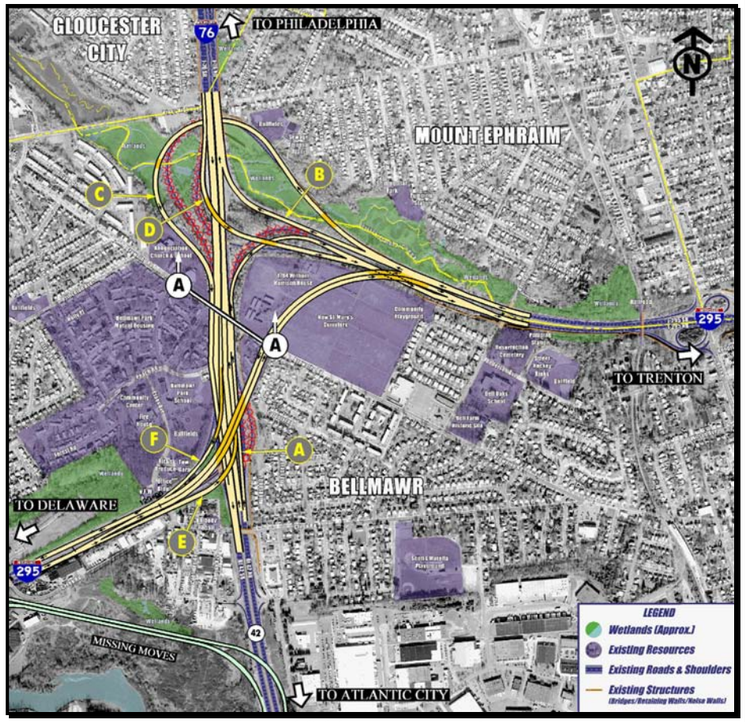


Figure 4.2-34: Alternative I1

until they diverge before I-76. Ramp B splits to the left and then curves right with a radius of 700 feet to meet I-76 northbound near Kings Highway. Ramp C splits to the right and would follow the existing Ramp C configuration underneath I-76 and then merge with Route 42 southbound. The substandard radius on the existing Ramp C is replaced with a 700-foot radius.

4.2.24 Alternative J

Alternative J is a modified form of Alternative A. This alternative provides I-295 as a continuous direct-through alignment in the form of a tunnel beneath I-76/Route 42 (see **Figures 4.2-35 and 4.2-36**).

Alternative J begins south of the existing interchange with Route 168. Northbound and southbound I-295 are shifted north using a curve to the right with a radius of 1,400 feet. This curve is followed by a 1,200-foot-long tangent after which, the northbound and southbound roadways adjoin and curve to the left using a 1,400-foot radius. A 600-foot tangent along the western or southbound side of I-76/Route 42 then follows. The alignment curves to the right with a 1,400-foot radius curve to meet the existing I-295 pavement north of the Creek Road overpass.

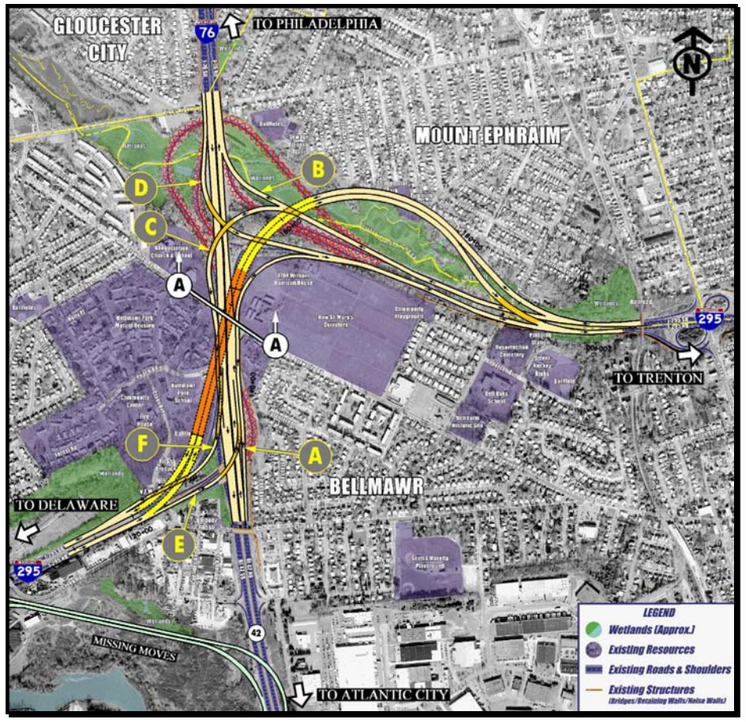


Figure 4.2-35: Alternative J

As for its vertical components, heading southbound, the I-295 mainline begins to descend at a 3% grade right around the wetlands region of Mount Ephraim. The road transitions vertically for about 925 feet and reaches a full depth of 35.5 feet around the northern boundary of the cemetery. The roadway continues at full depth, passing under I-76/Route 42, and begins to ascend at a 3% grade just under the baseball fields. At this point, the roadway transitions vertically for about 1,185 feet and is at grade again by station 120+00.

Vehicles on Route 42 whose destination is I-295 northbound, would exit on Ramp A, and be separated from, but parallel to Route 42. This ramp configuration, in conjunction with the new I-295 mainline alignment, eliminates the current substandard weaving condition at this location. Ramp A would cross under Browning Road and join the Ramp D alignment. Ramp D is the move for I-76 southbound to I-295 northbound. Ramp A would have a radius of 700 feet. The new Ramp D alignment would also have a radius of 700 feet.

Southbound I-295 traffic heading to I-76/Route 42 would exit left from I-295 near Bell Road. This ramp, after passing under I-295 northbound would split with Ramp C to the left for Route 42 southbound and Ramp B on the right for I-76 northbound.

Ramp E would merge onto I-76 from I-295 northbound in a configuration similar to the existing except that the weaving traffic from Ramp A has been removed as explained above. For I-76 southbound traffic wishing to proceed north on I-295, Ramp D would exit to the right much the same as it currently does. This ramp would cross over I-76 and under Ramp C before passing under I-295 to join Ramp A.

I-76 southbound traffic could utilize Ramp F to exit to I-295 southbound. This Ramp would cross over Ramp C and the I-295 mainline. The existing Ramp H would be eliminated.

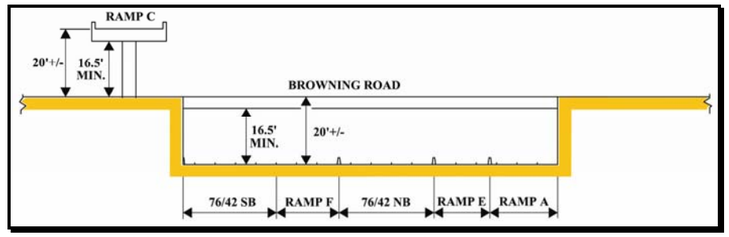


Figure 4.2-36: Section A-A at Browning Road (Alternative J)

4.2.25 Alternative K

Alternative K is a modified form of Alternative D. This alternative provides I-295 as a continuous direct-through alignment in the form of a tunnel beneath I-76/Route 42 (see **Figures 4.2-37 and 4.2-38**).

Alternative K begins between Bell Road and the interchange with Route 168. Mainline I-295 shift slightly north using a curve to the right of radius 2,000 feet. This curve is followed by a 630-foot-long tangent. The roadway then curves to the left with a 1,400-foot radius. A tangent length of 770 feet follows before the alignment curves to the right again with a 1,400-foot radius to meet the I-295 pavement north of the Creek Road overpass.

As for its vertical components, heading southbound, the I-295 mainline begins to descend at a 3% grade close to the cemetery. The road transitions vertically for about 225 feet and reaches a full depth of 35.5 feet in the northwestern corner of the cemetery. The roadway continues at full depth, passing under I-76/Route 42, and begins to ascend at a 3% grade beside the baseball fields. At this point, the roadway transitions vertically for about 1,185 feet and is at grade again by station 120+00.

Vehicles on northbound Route 42 whose destination is I-295 northbound, would exit on Ramp A which will be separated from, but parallel with, Route 42. This ramp configuration, in conjunction with the new I-295 mainline alignment, eliminates the current substandard weaving condition with Ramp E at this location. Ramp A would cross over I-295, under Browning Road and Ramp D, before joining the Ramp D alignment.

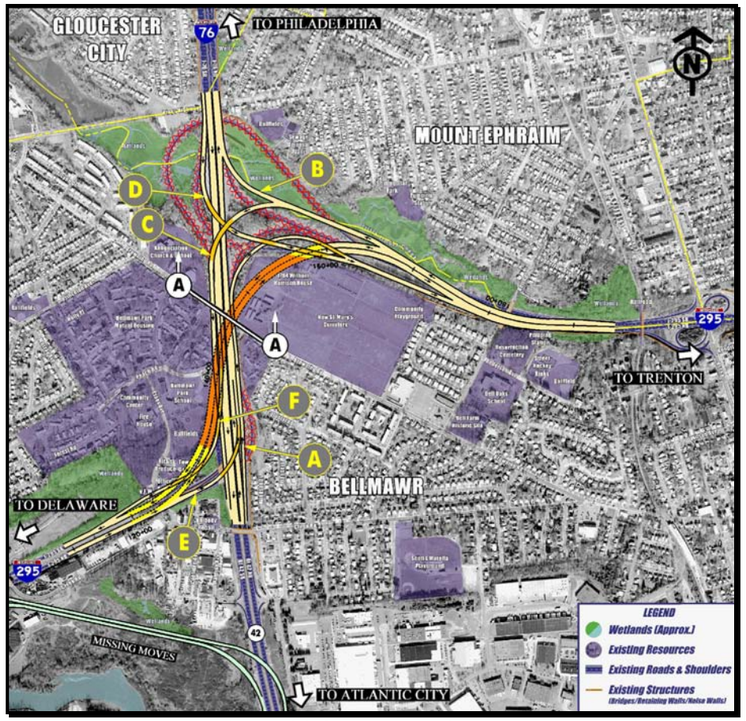


Figure 4.2-37: Alternative K

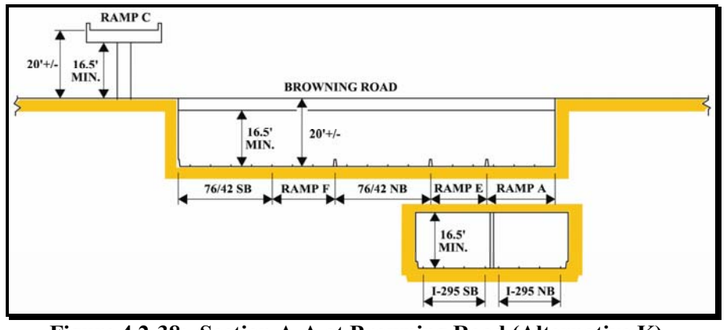


Figure 4.2-38: Section A-A at Browning Road (Alternative K)

Ramp B will provide the movement from southbound I-295 to northbound I-76. Ramp C will provide the movement from southbound I-295 to southbound I-76/Route 42. Ramp B and Ramp C will exit from I-295 from the right at about the point that mainline I-295 curves to the left. Ramp B will then diverge to the right and follow its existing alignment to meet I-76 northbound. Ramp C will split to the left and cross over Ramp D and I-76 with a 700-foot radius curve to the left. Then Ramp C will pass over I-295 and under Ramp E to connect with Route 42 just north of the Creek Road Bridge.

Ramp D is the move for I-76 southbound to I-295 northbound. Ramp D would exit I-76 in much the same way that it does now. The Ramp D alignment would have a radius of 700 feet and would cross over I-76, under Ramp C, over Ramp A and over I-295 before merging with Ramp A. Ramps A and D would then follow the existing alignment of I-295 to merge with the I-295 mainline north of Bell Road. Northbound I-295 traffic heading north on I-76 will utilize Ramp E which follows essentially the same alignment as it does now. I-76 southbound traffic could utilize Ramp F to exit to I-295 southbound. This ramp would cross over Ramp C and the I-295 mainline. The existing Ramp H would be eliminated.

4.2.26 Alternative L

Alternative L provides I-295 as a continuous direct-through alignment in the form of a tunnel beneath I-76/Route 42 (see **Figures 4.2-39 and 4.2-40**).

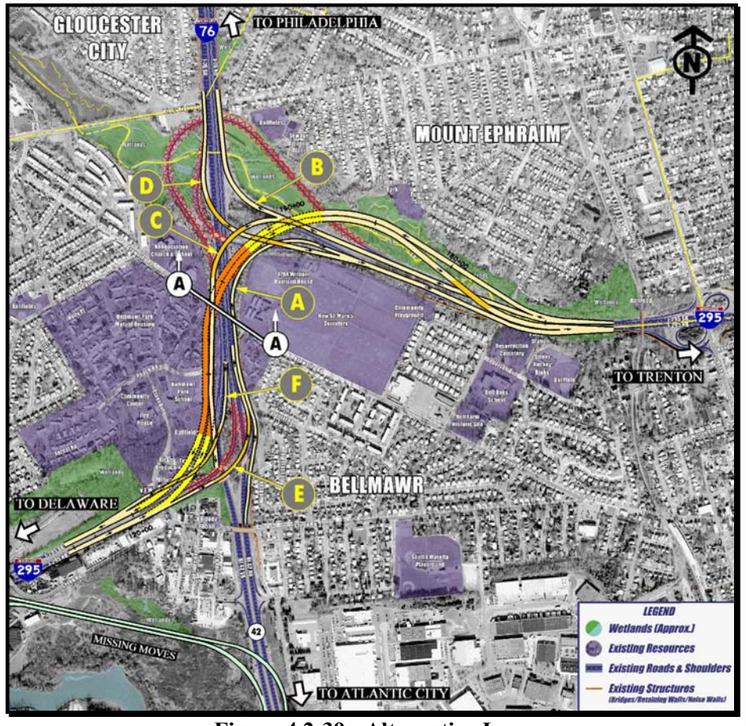


Figure 4.2-39: Alternative L

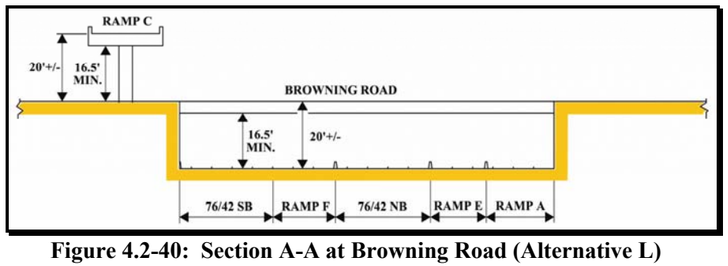


Figure 4.2-40: Section A-A at Browning Road (Alternative L)

4.3 ALTERNATIVES SCREENING PROCESS

The alternatives screening process employed an informed qualitative decision-making approach that involved consensus building amongst all stakeholders with respect to the alternatives recommended for further consideration. The project team prepared the necessary documentation and guided the process that began in the fall of 2003 and concluded in March 2004. Summaries of the pertinent workshops that led to the selection of the alternatives recommended for further study can be found in Chapter 11.

An Alternatives Screening Matrix was assembled to evaluate the potential impacts of each conceptual alternative on the many resources located in the study area. The matrix criteria, as well as the screening methodology, were developed in consultation with the agencies and other stakeholder groups. Meetings and workshops were conducted with the project team, NJDOT subject matter experts (known as the NJDOT Core Group), and stakeholders to evaluate each alternative with respect to the rating criteria, complete the matrix, and then compare the alternatives to determine the list of alternatives recommended for further study.

4.4 ALTERNATIVES SCREENING CRITERIA

Table 4.4-1 describes the criteria developed to assess potential impacts resulting from the conceptual project alternatives. These individual screening criteria address impacts to the natural environment, disruption to the community and motoring public during construction, and overall improvement of safety and traffic flow. The ratings were either qualitative, such as high, moderate, or low, or, if applicable, quantitative, consisting of an actual numerical value of acres, or number of resources impacted (such as wetlands, cultural resources or potentially contaminated sites). The evaluation criteria established the basis for the alternatives screening and the selection of those alternatives that were recommended for further study. Each alternative was scored on the Alternatives Screening Matrix by the project team and the stakeholder groups. The impact quantities were estimated based on preliminary highway alignment designs, prior to the TES preparation.

Input from all stakeholder groups was essential to this process because the screening scores could not simply be added up to determine the alternative with the highest or lowest impacts, as all impacts were not equally weighted, and many were subjective. The Alternative Screening Matrix is shown in **Table 4.4-2.**

CRITERIA	CRITERIA DEFINITION
Constructability	Constructability is a time efficient tool that aids in providing useful design documents to the bidders and to the field oversight team. Constructability, if done properly, can point out sometimes obvious oversights from the perspective of a field person. Each alternative was rated for constructability as Highly Difficult, Moderately Difficult, or Low Difficulty.
Maintainability	Evaluation factors for this criterion included anticipated ease of routine maintenance or the need for expensive or labor intensive maintenance for the alternatives under development to ensure that the project does not have extensive hidden high life cycle costs or flaws. Each alternative was rated for maintainability as Highly Difficult, Moderately Difficult, or Low Difficulty.
Comparison of Estimated Construction Cost	The relative relationship of Construction Costs for each alternative was developed utilizing a comparison of roadway and bridge lengths for each alternative. The equivalent lane length shown on the completed matrix is the sum of the actual lane length of roadway in feet plus the equivalent lane length of bridges, plus the equivalent lane length of tunnel.
Compliance with Design Criteria	This criterion shows the number of undesirable design features as well as the number of proposed conflict points.
Right-of-Way	For right-of-way, impacts were measured either as the number of residential or commercial structures affected (a number), cemetery plots disturbed (a number), or the impact to community facilities and schools (High-Moderate-Low).
Wetlands	Each alternative was evaluated on the basis of total wetland acreage impacted for each category of wetland – tidal and non-tidal.
Floodplains	Each alternative was evaluated on the basis of total acreage impact to the 100-year floodplain.
Noise	Each alternative was evaluated for its probable noise impact without mitigation. Factors considered were proximity to and type of receptors and the height of the new facility over the existing ground. The increase in noise is rated as High, Moderate, or Low.
Air Quality	Each alternative was evaluated for its probable impact on air quality. The effects to air quality are rated as High, Moderate, or Low.
Socioeconomics	Socioeconomics were evaluated qualitatively: • High Impact – Alternative divides or isolates an existing residential community, or disrupts major pedestrian or vehicular routes resulting in significant detours. Substantially alters character of community. • Moderate Impact – Alternative impacts the edge of an existing residential community, or disrupts pedestrian or vehicular routes resulting in minor detours. • Low Impact – Alternative avoids or has minimal impacts to existing residential communities, and results in little, if any, disruption of pedestrian or vehicular routes.
Environmental Justice	Based on the preliminary evaluation conducted, there were no significant differences between alternatives; therefore, EJ was not used as a screening criterion.
Archaeological Resources	Within the project study area there are current areas of archeological resources that have not yet been evaluated for significance. The potential level of sensitivity of the sites has been determined and mapped as High, Moderate, or Low.
Historic Architectural Resources	Within the project study area there are resources of varying historic significance. The number of cultural resources potentially impacted physically, visually, or audibly for each degree of impact – High, Moderate, or Low – were identified.
Potential Hazardous / Contaminated Sites	Based upon the preliminary review conducted, there are no significant differences between alternatives; therefore, Potential Hazardous/Contaminated Sites was not used as a screening criterion.
Visual / Contextual Impacts	Under this criterion, an evaluation was made as to whether an alternative introduces a visual intrusion that does not fit into the context of the project area. Impacts are qualified as High, Moderate, or Low.

Table 4.4-1: Alternatives Screening Criteria

4.4.1 Alternatives Screening Methodology

The methodology that was developed to determine the alternatives screening criteria is explained in the following sections.

4.4.1.1 Constructability

Constructability evaluated the relative impact between the alternatives reviewed, with some having advantages over the others. Generally, all alternatives were evaluated in terms of impacts resulting from construction staging, local traffic patterns, conflicts with utilities, conflicts with tools and machinery, overhead obstructions, underground hazards, safety hazards, and the practicality of the design in terms of time, cost, and scope. Other factors considered included the impact to local residents and the motoring public (dust, noise, detours and diversions, etc.).

Two specific design types, tunnels and stacked alternatives, required additional consideration under this criterion. Tunnels are always long-term, costly projects that are very difficult to construct in a timely, safe manner even if they are cut and cover. With cut and cover operations there is always the problem of proper shoring. This would be a design issue that would have to be examined. Drilling, boring, or jacking operations are very difficult to perform because of confined space issues as well as shoring and lighting.

The stacked alternatives present safety and logistical problems because operations would have to be performed near and over live traffic. The stacked alternatives will most likely push construction operations to night which provide for increased contract lengths, difficult working conditions, and difficult conditions for the traveling public due to limited sight lines and restricted lane widths. Night operations, although reducing traffic impacts and delays during the times of peak volumes, would have an obvious high impact to the adjoining communities.

As a result, tunnels and stacked alternatives are considered highly difficult designs. The determination of low and moderate difficulty is based on contextual elements related to the design of the non-tunnel/stacked alternatives. For example, alternatives that require construction near an existing overpass or intensive construction in a known dangerous weave area would be considered moderately difficult. Alternatives that present mostly typical construction hazards are considered to be low difficulty alternatives.

4.4.1.2 Maintainability

This evaluation considered whether the proposed facility could be properly maintained utilizing standard equipment/methods with acceptable labor demands. Examples of elements requiring high future maintenance include tunnels or multi-level structures. Impacts of numerous structures and single-lane ramps, with their inherent maintenance issues of salt usage and snow removal problems during the winter, were also considered.

The National Cooperative Highway Research Program Report #349 *Maintenance Considerations in Highway Design* provided information on current practices by transportation agencies to incorporate maintenance considerations in design. The FHWA and the Federal Transit Administration's *Highway and Rail Transit Tunnel Maintenance and Rehabilitation Manual* was reviewed in the evaluation of the tunnel alternatives.

Maintenance requirements of a tunnel include washing the tunnel interior, flushing the tunnel drainage system, tile/tunnel interior surfacing repairs, and maintenance of the various electrical, ventilation, lighting, and control systems used in the tunnel. Although lighting is normally present on a roadway or bridge structure, the other tunnel-related systems listed are not. Additionally, while it may be acceptable to wait to replace a luminaire along a roadway until it burns out or to clean an inlet once a puddle is reported, with the tunnel systems, regular, preventative, checks and maintenance of these systems are required. In light of the extensive maintenance requirements of a tunnel, any alternative which utilized a tunnel for mainline I-295 was rated as highly difficult.

Maintenance considerations for bridge structures include accessibility for inspection, maintenance, and repairs, corrosion protection, ease of rehabilitation, and maintenance of traffic during rehabilitation. Bridge components including railings, deck joints, bearings, foundations and drainage systems are vulnerable to deterioration. Alternatives which have large structures or a large amount of bridge deck were considered moderately difficult to maintain. The alternatives with a double-deck configuration and the alternatives which utilize a split alignment for I-295 were considered moderately difficult to maintain since U-turns would be impossible within those structures.

4.4.1.3 Comparison of Estimated Construction Cost

As part of the alternative evaluation and selection process, the relative relationship of construction costs for each alternative was developed utilizing a comparison of roadway, bridge and tunnel lengths for each alternative. Information that was available on the construction cost of the Route 29 and Atlantic City – Brigantine Tunnel was utilized as well as the Initial Design Cost Estimating worksheets developed by NJDOT to derive factors for bridge and tunnel construction. The length of new bridge lane construction required by an alternative was multiplied by a factor of 35 and added to the length of new roadway lanes to determine the relative cost required to construct each alternative. In a similar fashion, the length of new tunnel lane construction will be multiplied by a factor of 90. The equivalent lane length shown on the matrix is the sum of the actual lane length of roadway in feet plus the equivalent lane length of bridges, plus the equivalent lane length of tunnel.

4.4.1.4 Compliance with Design Criteria

As part of the alternative evaluation and selection process, the initial conceptual alternatives were evaluated to determine the number of conflict points present in each alternative. In more common intersection applications, conflict points arise as a result of vehicles and/or pedestrian travel paths crossing each other. For purposes of this freeway analysis, conflict points are associated with weaving movements. That is, those movements involving two vehicles having two different origins matched with two different destinations and whose respective travel paths cross one another. In contrast, locations where queuing, diverging, or merging actions

IMPACTS	A	A1	A2	B	B1	B2	C	C1	C2	D	D1	E	E2	F	F1	F2	G	G1	G2	H	H1	I	I1	J	K	L
Constructability	M	M	M	H	H	M	H	H	H	H	H	L	H	H	H	H	H	H	H	M	M	M	M	H	H	H
Maintain and Operate	L	L	L	L	L	L	M	M	M	M	M	L	H	M	M	M	M	M	M	M	M	L	L	H	H	H
Comparison of Estimated Construction Cost (x$100,000)	8.4	7.9	5.9	9.6	9.6	7.1	10.1	9.8	10.5	8.2	8	6.6	24.1	9.9	9.7	7.6	12.6	12.5	12.5	13	12.8	6.2	6.1	14.6	17.4	16.5
Compliance with Design Criteria																										
Undesirable design features	1	1	0	2	2	1	1	1	0	0	0	1	2*	2	2	2	2	2	2	2	2	1	1	1	1*	3*
Number of conflict points	2	2	1	2	2	1	2	2	1	2	2	2	2	2	2	1	2	2	1	2	2	2	2	2	2	2
Right-of-Way																										
Residential	49	49	49	56	58	73	34	36	33	22	24	189	190	24	26	22	22	24	22	26	32	53	55	54	30	32
Commercial	9	9	9	10	10	10	8	8	9	8	9	11	12	9	9	9	10	10	10	10	10	11	11	10	10	10
Community Facilities																										
- Cemetery Plots	0	0	0	0	0	0	0	0	0	0	0	124	124	0	0	0	0	0	0	0	0	3800	3800	0	0	0
- Church	M	M	M	M	M	M	M	M	M	L	L	M	M	L	L	L	L	L	L	M	H	M	M	M	M	M
- School	M	M	M	L	L	L	L	L	L	M	M	M	M	M	M	M	L	L	L	M	M	M	M	H	M	H
- Parks																										
H-	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1
M-	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
L-	0	1	0	0	1	0	1	1	1	0	1	1	2	0	1	0	1	2	1	1	2	1	2	0	0	0
Wetlands																										
Tidal	11.5	15	17	6.5	7	12	7.5	11.5	13	5	8.5	1	5	11	15	17.5	7	7.5	7	5	7.5	1	5.5	10	9	11.5
Non-Tidal	5.5	6	3.5	6	6.5	4.5	4	4.5	2	3	3	3.5	3.5	5	5.5	3	3	3.5	2	3.5	4	1.5	1.5	5.5	3	5.5
Total	17	21	20.5	12.5	13.5	16.5	11.5	16	15	8	11.5	4.5	8.5	16	20.5	20.5	10	11	9	8.5	11.5	2.5	7	15.5	12	17
Floodplains	16.5	23.5	20.5	20	22	29	21	28	27.5	6	13.5	3.5	11	16	23	21	5	12.5	7	6.5	12.5	2	10	24	9.5	16.5
Noise	H	H	M	H	H	M	H	H	H	M	M	M	L	H	H	M	H	H	H	H	H	L	M	L	L	L
Air	L	L	L	L	L	L	H	H	H	L	L	L	L	L	L	L	H	H	H	H	H	L	L	L	L	L
Socioeconomics	M	M	M	M	M	M	L	L	L	L	L	H	H	L	L	L	L	L	L	M	L	H	H	M	L	L
Visual/Contextual Impacts	H	M	H	M	M	M	H	M	H	M	M	L	H	M	H	H	H	H	H	H	H	H	H	L	L	L
Archaeological Resources																										
Prehistoric Resources																										
H-	26	30	20	24	23	21	24	29	22	14	19	13	18	24	29	21	16	20	10	16	20	8	14	25	16	26
M-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	-	-
L-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Historic Resources																										
H-	4	4	4	4	4	4	3	2	1	5	5	2	2	4	4	4	4	4	4	5	5	2	2	4	5	4
M-	2	2	2	6	5	7	5	5	4	2	2	4	4	2	2	2	2	2	2	2	2	9	9	7	2	2
L-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Historic Architecture																										
Harrison-Glover House	H,V	H,V	H,V	H,D,V,A	H,D,V,A	H,D,V,A	H,V	H,V	H,V	H,D,V,A	H,D,V,A	M,V	H,V	H,D,V,A	H,D,V,A	H,D,V,A	H,D,V,A	H,D,V,A	H,D,V,A	H,D,V,A	H,D,V,A	H,D,V,A	H,D,V,A	H,D,V,A	H,D,V	M,V
Camden County Railroad	L	L	L	L	L	L	L	L	L	L	L	M,D	M,D	L	L	L	L	L	L	L	L	L	L	M,D	L	L

NOTES:
1. H - High Sensitivity, M - Moderate Sensitivity, L - Low Sensitivity, A – Audio, V – Visual, D – Direct.
2. The terms High, Moderate, and Low Sensitivity are used relative to the sensitivities of the other alternatives under consideration. An item labeled 'L' means only that the potential impacts are lower than those of alternatives labeled 'M' or 'H'.
3. Alternative K is assumed to be a bored tunnel underneath the cemetery.
4. Alternatives E and E2 impact both the New St. Mary's Cemetery and the Resurrection Cemetery.
*5. *Although all alternatives meet current geometric design standards, certain design features applicable to open roadways may not be applicable in a tunnel (e.g., shoulders).*

Table 4.4-2: Alternatives Screening Matrix

occur are not considered conflict points, although they have the potential of disrupting the free flow of through-traffic under congested conditions.

The provision of acceleration and deceleration lanes of sufficient length and proper design allows vehicles to safely and efficiently enter or leave the roadway without disrupting through-traffic flow. Accordingly, since the alternatives being considered utilize such auxiliary lanes and direct-connect ramps for entering and exiting vehicles, there are no conflict points associated with them.

One area of concern with regard to freeway conflict points is locations where traffic leaving the roadway must weave with traffic entering the roadway. In these locations, the impact of a conflict point from a safety and efficiency perspective can be moderated, if not eliminated, if sufficient distance is provided between the exit and entrance ramps.

Under this condition, the drivers involved in the weaving maneuver are able to complete the weave without feeling forced or rushed. Within the main interchange area and under all of the alternatives, no weaving problem will exist. Beyond the limits of the alternatives, there are locations where vehicles utilizing existing interchange ramps (that are not being considered for improvement at this time) have to weave with other vehicles. Although the extent of this difficulty cannot be determined without more detailed traffic analyses, a preliminary determination can be made at this time.

The exit ramp from northbound I-76 to Market Street may conflict with traffic entering I-76 from southbound I-295. This configuration is present in all of the alternatives being considered. The location of ramps entering southbound I-295 from Route 168 and exiting northbound I-295 to Route 168 is also an area that may not provide the necessary weaving distance. This configuration is present in all of the alternatives except the "2" series of alternatives (A2, B2, etc.).

Accordingly, the "2" series of alternatives offer the most improvement in this regard and may be considered to have one conflict point each (ramp from I-76 northbound to Market Street). The remaining alternatives are considered to have three conflict points (ramp from I-76 northbound to Market Street, ramp from Route 168 to southbound I-295, and the ramp from northbound I-295 to Route 168). More detailed traffic operational analyses were conducted under subsequent phases of the EIS process.

4.4.1.5 Right-of-Way

The right-of-way criterion identified four categories of properties that could be affected by the proposed alternatives and assessed the impacts as follows.

Residential Property Impacts

Impacts to residents were evaluated for each of the alternatives by counting the number of discrete residential structures that would require taking and therefore would be considered a relocation. Residential structures that are located within 50 feet of the alignment are less likely to incur relocation but have proximity impacts and were also counted. For the Bellmawr Park area and other multi-family structures, each individual residential unit was counted separately.

Commercial Property Impacts

Impacts to commercial properties were evaluated for the alternatives in the same manner as the residential properties.

Institutional Properties

There are several institutional properties such as churches, schools, and cemeteries that may potentially be impacted. The impacts to these facilities were shown in the same manner as residential impacts except that the categories were the number of facilities impacted severely, moderately, or only slightly.

Recreational Properties

There are several recreational properties that may be potentially impacted. The evaluation of the impacts was performed in the same manner as the institutional properties. A probable relocation, and therefore a severe impact, existed where the impacts were extensive enough to make the facility nonfunctional. An example of a moderate property impact is the rearrangement of the layout of some ballfields. No differentiation was made for recreational properties having or lacking protected Section 4(f) status.

4.4.1.6 Wetlands

Both tidal and non-tidal wetlands are present in the study area. For this evaluation each type of wetland was evaluated separately. The total wetland acres impacted for each alternative was determined from existing published wetland mapping confirmed by limited field observations. The wetlands were identified through the use of NJDEP and USACE maps.

4.4.1.7 Floodplains

The extent of floodplains was identified through the use of Federal Emergency Management Agency (FEMA) maps. The total acreage of 100-year floodplain impact was calculated for each alternative evaluated.

4.4.1.8 Noise

The impact on noise receptors in the project area was quantified through a point system. Points were assigned based on the positive and negative effects that a particular alternative may produce in that area. These points were established based on the vertical and horizontal alignments which may affect the noise. Points were calculated and then averaged over all areas to achieve an overall value for the alternative. Based upon the overall average, alternatives were ranked low, moderate or high relative to the level of noise impact.

The horizontal rating criterion differentiated between a ramp and a mainline since there was a different level of impact associated. For this analysis, it was assumed that I-295 was the mainline. A ranging degree of points were assigned for a mainline shift due to higher associated volume and speeds. This range was based on the magnitude and the presence of ramps included in the encroachment. A varying range of points was deducted in areas that would benefit from a horizontal shift or elimination of the mainline or ramp, as follows:

- Ramps encroaching into a neighborhood: 1 point.
- Mainline encroaching into a neighborhood: 2 points.
- Ramps and mainline encroaching into a neighborhood: 3 points.
- Mainline encroaching significantly into a neighborhood: 4 points.
- Ramps and mainline encroaching significantly into a neighborhood: 4.5 points.
- Existing ramps being eliminated/moved away from a neighborhood: -1 point.
- Elimination of Al Jo's Curve: -2 points.
- Existing mainline being eliminated/moved away from a neighborhood: -4 points.

Noise levels within sensitive areas can be affected by vertical changes in the roadway. As roadways are lifted on structures, the level of noise impacts greatly increases. Points were assigned for each vertical level within the potentially affected noise sensitive areas. Structures carrying a mainline were assigned higher points than the same level structure carrying a ramp, as follows:

- Level-1 ramp: 1.5 points
- Level-2 ramp: 2.5 points
- Level-2 mainline: 3 points
- Level-3 ramp: 3.5 points
- Level-3 mainline: 4 points
- Level-4 ramp: 4.5 points
- Level-4 mainline: 5 points

Some alternatives propose tunneling the mainline, which can have a positive effect on noise levels in areas above the tunnel. However, tunnels produce a negative effect in the areas adjacent to the openings. Therefore, appropriate points were assigned to sensitive areas near the tunnel openings and were deducted from areas above the tunnel. The method of ventilation is not known. Therefore, any negative effects from stationary noise sources caused by the ventilation method were not evaluated.

- Opening of tunnel in the vicinity of a neighborhood: 4 points.
- Opening of tunnel in the vicinity of a commercial area: 0 points.
- Tunnel replacing existing mainline in the vicinity of a neighborhood: -4 points.

In some alternatives, building acquisitions are necessary to allow for the required right-of-way. These residential buildings currently serve as a "natural barrier," protecting second and third-row homes from the roadway noise. Therefore, points were assigned to areas which would have an increase in noise levels due to building acquisitions, as follows:

- Building acquisitions, which act as natural barriers: 1 point.

After each alternative was ranked, the minimum and maximum values were established to determine the ranges. Alternative values between 0.00 and 1.50 are ranked low, between 1.51 and 2.37 are ranked moderate and 2.38 or above are ranked high.

4.4.1.9 Air Quality

The impact of air quality on each area was quantified through a point system. Points were assigned based on the positive and negative effects that a particular alternative may produce in that area. These points were established based on the vertical and horizontal alignments which may affect the air quality. Points were calculated and then averaged over all areas to achieve an overall value for the alternative.

The horizontal rating criterion did not differentiate between a ramp and a mainline since it was assumed there is no difference in the level of impact associated. This was based on the assumption that the mainline will carry a large amount of vehicles traveling at 55 mph, while the ramps will carry less vehicles at lower speeds (40 mph). It is important to note that carbon monoxide emissions are generally higher at lower speeds. For this analysis, it was assumed that I-295 was the mainline. A range of points was assigned for a mainline or ramp shift as well as magnitude of encroachment. A varying range of points was deducted in areas that would benefit from a horizontal shift or elimination of the mainline or ramp, as follows:

- Ramps encroaching into a neighborhood: 2 points.
- Mainline encroaching into a neighborhood: 2 points.
- Ramps and mainline encroaching into a neighborhood: 4 points.
- Mainline encroaching significantly into a neighborhood: 4 points.
- Ramps and mainline encroaching significantly into a neighborhood: 6 points.
- Existing ramps being eliminated/moved away from a neighborhood: -2 points.
- Elimination of Al Jo's Curve: -3 points.
- Existing mainline being eliminated/moved away from a neighborhood: -2 points.

Air quality levels within sensitive areas can be affected by vertical changes in the roadway. As roadways are lifted on structures, air pollutant levels can build in underlying roadways without sufficient ventilation. Alternatives that propose structure placements that could potentially prohibit air emission dispersion were given points accordingly. Points were assigned for each vertical level within the potentially affected air quality sensitive areas, as follows:

- Level-1 ramp: 2.5 points.
- Level-2 ramp: 2 points.
- Level-2 mainline: 2 points.
- Level-3 ramp: 3 points.
- Level-3 mainline: 3 points.
- Level-4 ramp: 4 points.
- Level-4 mainline: 4 points.
- Caps a depressed roadway: 4 points.

Some alternatives propose tunneling the mainline, which can have a positive effect on air quality levels in areas above the tunnel. However, tunnels produce a negative effect in the areas adjacent to the openings. Carbon-monoxide concentrated air will be released from tunnel openings which can potentially raise air quality levels in adjacent areas. Therefore, appropriate points were assigned to sensitive areas near the tunnel openings and were deducted from areas above the tunnel.

- Opening of tunnel in the vicinity of a neighborhood/commercial area: 4 points.
- Tunnel replacing existing mainline in the vicinity of a neighborhood: -4 points.

After each alternative was ranked, the minimum and maximum values were established to determine the ranges. It was determined that all alternatives that have the potential of producing areas of high air quality levels would be ranked high. All other alternatives would be classified as low. Alternative values between 0 and 3.28 are ranked low and 3.29 and above are high.

4.4.1.10 Socioeconomics

A preliminary assessment of the potential impact of each alternative on community cohesion was performed by an overlay analysis. The first step was to overlay each alternative onto an aerial photograph of the project area. A visual assessment was performed of the extent to which each alternative would adversely affect residential communities in Bellmawr, Gloucester City, and Mount Ephraim. Each location impacted by the proposed project was ranked and then an overall rank was assigned to each alternative.

4.4.1.11 Environmental Justice

Preliminary data regarding environmental justice (EJ) populations had been gathered through census data and initial public outreach in the study area. Since impacts to EJ populations may include impacts resulting from displacement of residences or community facilities, disruption of community cohesion, air quality impacts, noise impacts, etc., data evaluated included census blocks or census block groups located within 100 feet of the alignment for each alternative. Based on the preliminary evaluation conducted, there were no significant differences between alternatives; therefore, EJ was not used as a screening criterion.

4.4.1.12 Archaeological Resources

Criteria used to determine the level of sensitivity of the impact include: the level of current disturbance, the degree of the slope of the land, the site's proximity to water, the soil type, the level to which the sites are disturbed under current conditions and artifacts found during excavations. This level of sensitivity is used to determine the probability level of the existence of an archaeological site. The total impact acreage to either the low, moderate, or high sensitivity sites was calculated for each alternative evaluated.

4.4.1.13 Historic Architectural Resources

Historic architecture analysis typically requires field surveys because as a result of the voluntary nature of listing a property on the National Register of Historic Places, many potentially important resources may not be identified in existing records. Field surveys associated with the 26 alternatives, many of which would be dismissed, would have been an inefficient use of man-hours at this stage of the project. As a result, the historic architecture methodology relied on mapping provided to date, as well as a Geographic Information Systems (GIS) map of identified historic architectural resources. The historic architecture evaluation makes certain assumptions regarding the potential for undocumented resources based on the occurrence of documented resources.

Additionally, the potential for physical impacts to resources is only one element of the historic architecture review. The significance of historic resources may be affected by noise impacts and visual impacts that alter the setting of the resource. The combination of these potential impacts results in the high, moderate, or low rating applied to the evaluation of the alternatives.

4.4.1.14 Potential Hazardous/Contaminated Sites

Several sites have been identified as potentially hazardous/contaminated sites in the project area. Information regarding potential hazardous waste sites was obtained from available NJDEP databases and a site reconnaissance of the study area. The data for sites within 250 feet of the alignment for each alternative was evaluated in the screening process. Based upon the preliminary review conducted, there are no significant differences between alternatives; therefore, a screening criterion for potential Hazardous/Contaminated Sites was not used.

4.4.1.15 Visual/Contextual Impacts

The evaluation was qualitative and based on a review of each alternative and an understanding of the proposed construction and the potential visual impacts on the surrounding communities.

4.5 ALTERNATIVES ADVANCED FOR FURTHER STUDY

NJDOT evaluated the comments and recommendations gathered from the various public and agency meetings to compile the final list of alternatives that were recommended for further study. The five build alternatives that were selected for advancement are Alternatives D, D1, G2, H1, and K. These alternatives generally resulted in fewer impacts to the community as well as to natural resources. **Table 4.5-1** summarizes the rationale that was used to select these five alternatives.

Alternative D was recommended for further study by the NJDOT Core Group, ACM, Project Partnering Session, and CAC because it:

- eliminates Al Jo's Curve;
- is cost effective to construct;
- reduces impact to wetlands/floodplains;
- minimizes community and right-of-way impacts; and
- allows for mixed-use development.

Alternative D1 was recommended for further study by the ACM and Project Partnering Session because it:

ALTERNATIVE	IMPACT SUMMARY											
	Constructability	Maintain and Operate	Estimated Construction Cost (x$100,000)	Right-of-Way-Residential	Right-of-Way-Cemetery Plots	Right-of-Way-School	Wetlands (acres)	Floodplains (acres)	Noise	Air	Socioeconomics	Visual/Contextual
A	M	L	8.4	49	0	M	17	16.5	H	L	M	H
A1	M	L	7.9	49	0	M	21	23.5	H	L	M	M
A2	M	L	5.9	49	0	M	20.5	20.5	M	L	M	H
B	H	L	9.6	56	0	L	12.5	20	H	L	M	M
B1	H	L	9.6	58	0	L	13.5	22	H	L	M	M
B2	M	L	7.1	73	0	L	16.5	29	M	L	M	M
C	H	M	10.1	34	0	L	11.5	21	H	H	L	H
C1	H	M	9.8	36	0	L	16	28	H	H	L	M
C2	H	M	10.5	33	0	L	15	27.5	H	H	L	H
D	H	M	8.2	22	0	M	8	6	M	L	L	M
D1	H	M	8	24	0	M	11.5	13.5	M	L	L	M
E	L	L	6.6	189	124	M	4.5	3.5	M	L	H	L
E2	H	H	24.1	190	124	M	8.5	11	L	L	H	H
F	H	M	9.9	24	0	M	16	16	H	L	L	M
F1	H	M	9.7	26	0	M	20.5	23	H	L	L	H
F2	H	M	7.6	22	0	M	20.5	21	M	L	L	H
G	H	M	12.6	22	0	L	10	5	H	H	L	H
G1	H	M	12.5	24	0	L	11	12.5	H	H	L	H
G2	H	M	12.5	22	0	L	9	7	H	H	L	H
H	M	M	13	26	0	M	8.5	6.5	H	H	M	H
H1	M	M	12.8	32	0	M	11.5	12.5	H	H	L	H
I	M	L	6.2	53	3800	M	2.5	2	L	L	H	H
I1	M	L	6.1	55	3800	M	7	10	M	L	H	H
J	H	H	14.6	54	0	H	15.5	24	L	L	M	L
K	H	H	17.4	30	0	M	12	9.5	L	L	L	L
L	H	H	16.5	32	0	H	17	16.5	L	L	L	L

Green shading indicates rationale for advancement; pink shading indicates rationale for dismissal.

H - High Sensitivity, M - Moderate Sensitivity, L - Low Sensitivity

The terms High, Moderate, and Low Sensitivity are used relative to the sensitivities of the other alternatives under consideration. An item labeled 'L' means only that the potential impacts are lower than those of alternatives labeled 'M' or 'H'.

Table 4.5-1: Dismissed and Advanced Alternatives

- reduces impact to wetlands/floodplains;
- reduces right-of-way impacts;
- reduces speeds on Al Jo's Curve as a ramp;
- provides an increased weave distance; and
- has less visual impact than Alternative D.

Alternative G2 was recommended for further study by the ACM and Project Partnering Session because it:

- eliminates traffic weaving;
- minimizes wetlands impacts;
- minimizes community and right-of-way impacts; and
- eliminates Al Jo's Curve.

Alternative H1 was recommended for further study by the ACM because it:

- eliminates traffic weaving; and
- minimizes wetlands impacts.

Alternative K was recommended for further study by the NJDOT Core Group, ACM, Project Partnering Session, and CAC because it:

- eliminates Al Jo's Curve;
- results in moderate impacts to the community and the environment;
- minimizes residential and wetlands impacts in the tunnel/underpass group;
- reduces noise;
- reduces impacts to Route 42;
- reduces housing impacts; and
- has a relatively short tunnel length.

Generally, the 21 alternatives that were not selected for advancement were dismissed due to higher impacts on one or more of the following impact criteria: residential right-of-way, wetlands/floodplain, noise, and visual/contextual impacts. In addition, the degree to which community and natural resource impacts were avoided and/or minimized by the five build alternatives, rendered the 21 dismissed alternatives impractical and less desirable as a result of the alternative screening workshops and meetings conducted with the NJDOT Core Group, ACM, Project Partnering Session, and CAC.

4.5.1 Common Design Features

Based upon comments received during the alternatives screening process, these five build alternatives were refined and minor alignment adjustments were incorporated into their conceptual design in order to minimize environmental impacts and to improve traffic operations. The basis for the engineering design of the build alternatives is provided in the *Feasibility Assessment Report*. The engineering aspects discussed below are design features that are common to all of the build alternatives.



Photograph 4.4-1: Typical Existing Section of I-295

4.5.1.1 Highway Geometry

The build alternatives have been designed to address the substandard geometry that presently exists at the interchange including horizontal curvature, sight distance, superelevation, shoulder widths, and acceleration and deceleration lane lengths (see **Photograph 4.4-1**). Prior to the development of the build alternatives, NJDOT and FHWA established the design speeds of 60 mph for I-295 and 45 mph for the ramps. In addition, each alternative would meet the current design standards with design exceptions kept to a minimum. Substandard design elements would remain along I-76 north of King's Highway where the improvements are limited to removing the median separating the I-76 local and express roadways. The designs for the build alternatives conform to AASHTO 2001 and the NJDOT Roadway and Bridge Design Manuals. The typical section for I-295 consists of three 12-foot lanes with a 10-foot inner shoulder and a 12-foot outer shoulder in each direction. Ramp widths have been set to provide required sight distance and allow for maintenance of traffic under future redeckings. I-76/Route 42 will maintain the existing number of through lanes and provide for 10-foot inner and 12-foot outer shoulders. All new bridges will provide a vertical clearance of 16.5 feet.

4.5.1.2 Structural Design

There are a total of 14 existing bridges and four existing culverts within the project limits originally constructed between 1956 and 1960. Although the five build alternatives selected for advancement generally will result in fewer environmental impacts, 12 of the bridges (including three local bridges) and all four of the culverts will be impacted by each of the five alternatives.

The existing structures carrying Ramps D, E, and G traffic would be demolished and replaced with new structures along the proposed alignments. The existing I-295 structures over Essex Avenue will require replacement to accommodate the proposed mainline profile. Alternative K may require Essex Avenue to be lowered by approximately two feet. Widening of the existing I-76 mainline bridges over Ramp C and Kings

Highway are required to accommodate the proposed Ramp D alignment. The existing Ramp C roadway will be abandoned under all build alternatives. To improve the vertical underclearance at the I-76 bridge over Kings Highway, it is proposed to locally lower Kings Highway by approximately one foot (see **Photograph 4.5-1**).



Photograph 4.5-1: Existing I-76 over Kings Highway

The existing bridges at Bell Road, Browning Road, and Creek Road will be raised to provide proper vertical clearance and lengthened to accommodate the wider typical section of I-295 or I-76/Route 42. The Borough of Bellmawr has requested that these roadways remain operational with one lane of traffic in each direction at all times and one sidewalk for pedestrians.



Photograph 4.5-2: Culvert of I-295 over Little Timber Creek

The existing culverts will either require extension or will be demolished under the proposed alternatives (see **Photograph 4.5-2**).

Retaining walls are specified to protect wetlands, state open waters, residential and commercial properties, Annunciation Church and School, New St. Mary's Cemetery, and existing local roads, along with proposed roadways and ramps. The limited subsurface investigation revealed poor soils in the vicinity of the wetlands along Little Timber Creek, such that over-excavation and replacement with borrow excavation bridge foundation material may be required.

Boat sections (consisting of a pair of opposing retaining walls with a structural invert slab constructed between them) are required where the proposed roadway is located below the groundwater table and the weight of the pavement structure is not sufficient to counteract the buoyancy effect. Extremely tall retaining walls up to 50 feet or more are required along the depressed roadways adjacent to the Annunciation Church, New St. Mary's Cemetery and Fir Place residential properties.

4.5.1.3 Tunnel Design

Each of the build alternatives have a depressed roadway or "tunnel" section crossing under I-76/Route 42 requiring cut and cover construction in three or four steps in order to maintain four operational lanes of traffic in each direction on I-76/Route 42. Alternative K is the only build alternative that proposes the construction of a mainline I-295 tunnel. Hazardous cargo would be allowed through the tunnel sections. Provisions for ventilation, lighting, signing, monitoring, and security within the structure limits will be necessary.

Requirements for mechanical and electrical systems for tunnels are derived from the National Fire Protection Association's *Standard for Road Tunnels, Bridges and Other Limited Access Highways* 2004 Edition (NFPA 502). NFPA 502 mandates emergency tunnel ventilation requirements as a function of tunnel length. Emergency ventilation is not required by NFPA 502 for tunnel lengths less than 800 feet, though ventilation may be installed at the owner's discretion. Ramp A for Alternative K is the only tunnel section greater than 800 feet for which a detailed engineering analysis would be required.

Fire suppression systems required by NFPA 502 also vary according to tunnel length. In all alternatives, a Class I fire standpipe system is required with a minimum of two remotely located fire department connections and hose connections located such that no part of the roadway is more than 150 feet from the hose connection. Tunnel lighting is needed as a life safety system during normal tunnel operation as per the Illuminating Engineers Society (IES) RP-22 which stipulates tunnel lighting levels. A Supervisory Control and Data Acquisition (SCADA) system would monitor conditions in the tunnel and provide information to a control room. This information would include emergency pull box alarms, ventilation monitoring, and contaminant concentrations exceeding criteria.

4.5.1.4 Facility Maintenance and Operation

The construction of large complex structures, tunnels, stormwater facilities, etc., create maintenance and operational issues that are more significant or are not presently required at the existing interchange. The pumping stations, bioretention basins, and stormwater chambers included in the build alternatives require regular maintenance. Tunnel sections require operation and maintenance of ventilation, lighting, drainage, security, facility monitoring, and emergency response. The increased surface area of bridges and retaining walls will result in additional effort for inspection and testing (i.e., steel cap box girders), deck joint maintenance, painting, and future deck slab replacement.

4.5.1.5 Security

FHWA and NJDOT have both instituted programs to evaluate Homeland Security issues on their facilities. Tunnels and multi-span bridges are much more susceptible to a breach of security than a normal highway, since an incident in a tunnel or an incident that impacts the pier of a bridge can result in a potential catastrophic event. Such an incident could cause serious injuries and require a significant rebuilding effort which could close the facility for a number of years and have secondary effects. In addition, bridges that are elevated next to residential areas, schools, churches or other areas where a large number of people may congregate need special consideration since a breach of security would cause injuries by falling or exploding structural members. An event causing catastrophic infrastructure impacts is less likely to occur on a normal highway section, where typical damage would be the development of a crater and subsequent damage to the pavement, for which repair could be completed in a relatively short time frame.

4.5.2 Description of Build Alternatives

The sections below expand upon the descriptions provided in Section 4.2 in order to explain the detailed engineering that was incorporated into the refined conceptual design for each alternative. Illustrations showing the refined conceptual designs for each alternative are shown on **Figures 4.5-1** through **4.5-5.**

4.5.2.1 Alternative D

The design features of the Alternative D alignment include:

- Northbound and southbound I-295 are side-by-side.
- Removes express/local lanes on I-76 northbound.
- I-295 Posted Speed Limit: 55 mph (Design Speed: 60 mph).
- Ramp Speed Limits: 40 mph (Design Speed: 45 mph).
- Ramps are two lanes except for Ramp F.
- Beginning in the vicinity of the Grenloch Secondary Railroad, mainline I-295 shifts slightly south then north and elevates to cross over Ramp A. The alignment crosses I-76/Route 42 as a third-level viaduct at a skew through an unused area of New St. Mary's Cemetery. The roadway crosses over Ramp C as a second-level viaduct, before meeting the I-295 pavement north of the Creek Road overpass.
- Mainline I-295 bridge will be approximately 1,400-feet-long with multiple spans and will be approximately 55-feet-high over I-76/Route 42.
- Ramp A (northbound Route 42 to I-295 northbound) crosses under Ramp E and then over Route 42 northbound before joining the elevated I-295 northbound alignment just north of Browning Road. This ramp configuration, in conjunction with the new I-295 mainline alignment, eliminates the current substandard weaving condition with Ramp E at this location.
- Ramp B (southbound I-295 to northbound I-76) follows an alignment similar to its existing one to meet I-76 northbound.
- Ramp C (southbound I-295 to southbound I-76/Route 42) splits from Ramp B and crosses under Ramp D, I-76, Browning Road, and I-295 to connect with Route 42 north of the Creek Road Bridge. The Ramp C two lane tunnel section just north of Browning Road will be approximately 400-feet-long and 48-feet-wide. I-76 over existing Ramp C will be a 60-foot single span bridge. Retaining walls/boat section heights will be up to 50 feet. Existing Ramp C under I-76 will be abandoned and replaced with a foot trail (Al Jo's Curve).
- Ramp D (I-76 southbound to I-295 northbound) crosses over I-76, over Ramp C, and under I-295 before merging with I-295 northbound south of Bell Road.
- Ramp E (I-295 northbound to I-76 northbound) follows essentially the same alignment as it does now.
- Ramp F (I-76 southbound to I-295 southbound) diverts from I-76 from the right and passes under Browning Road, running parallel to Ramp C and then adjacent to I-295 southbound. Ramp F rises from a depressed section at Browning Road to an elevated section as it ties into I-295 southbound prior to Essex Avenue.
- Cost to build - $608 million.
- Construction duration - 64 months.

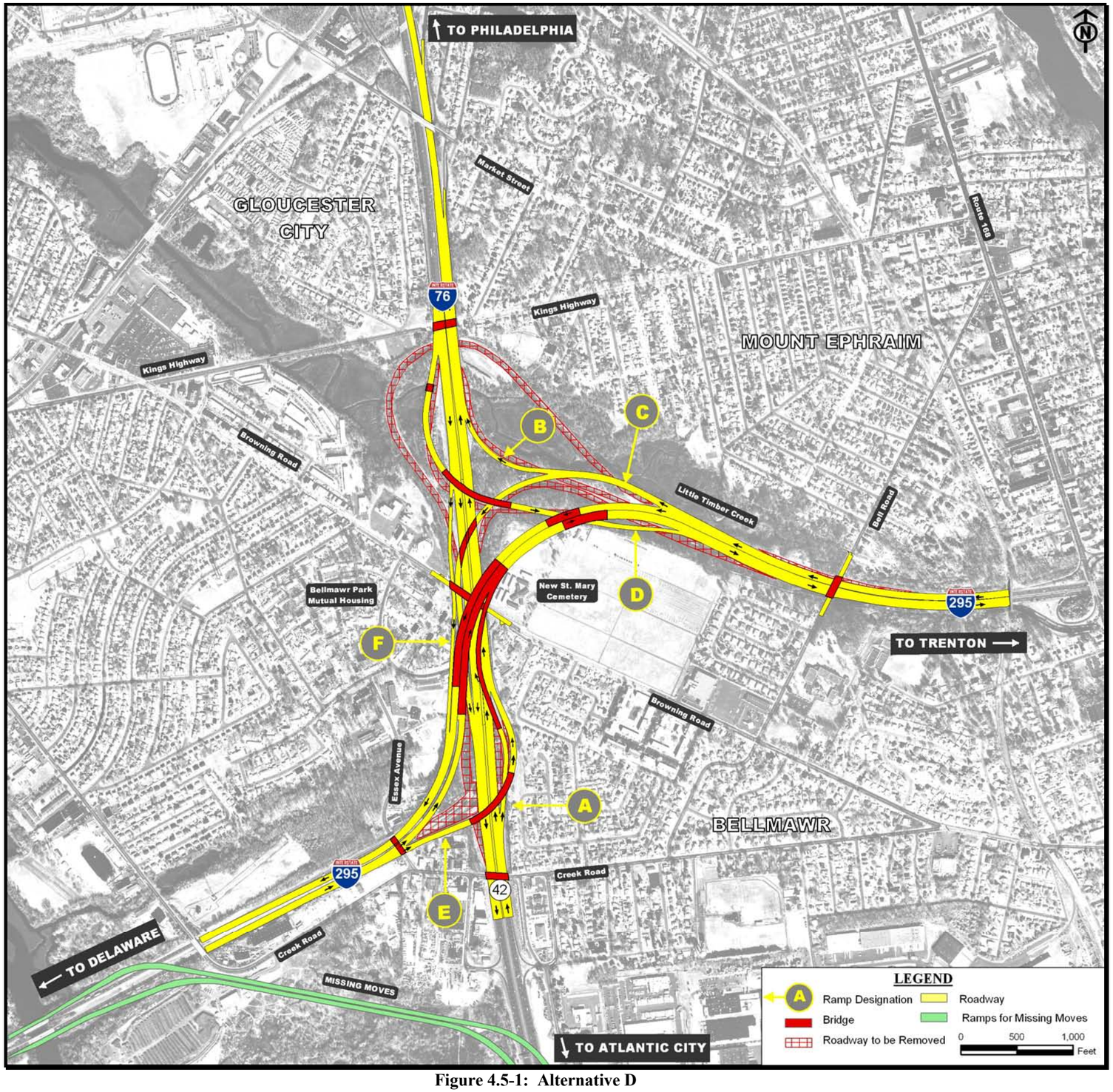


Figure 4.5-1: Alternative D

4.5.2.2 Alternative D1

Alternative D1 is almost identical to Alternative D. The primary difference is the configuration of Ramps B and C. The design features of the Alternative D1 alignment include:

- Northbound and southbound I-295 are side-by-side.
- Removes express/local lanes on I-76 northbound.
- I-295 Posted Speed Limit: 55 mph (Design Speed: 60 mph).
- Ramp Speed Limits: 40 mph (Design Speed: 45 mph).
- Ramps are two lanes except for Ramp F.
- Beginning in the vicinity of the Grenloch Secondary Railroad, mainline I-295 shifts slightly south then north and elevates to cross over Ramp A. The alignment crosses I-76/Route 42 as a third-level viaduct at a skew through an unused area of New St. Mary's Cemetery. The roadway crosses over Ramp C as a second-level viaduct, before meeting the I-295 pavement north of the Creek Road overpass.
- Mainline I-295 bridge will be approximately 1,400-feet-long with multiple spans and will be approximately 55-feet-high over I-76/Route 42.
- Ramp A (northbound Route 42 to I-295 northbound) crosses under Ramp E and then over Route 42 northbound before joining the elevated I-295 northbound alignment just north of Browning Road. This ramp configuration, in conjunction with the new I-295 mainline alignment, eliminates the current substandard weaving condition with Ramp E at this location.
- Ramp B (southbound I-295 to northbound I-76) is on a new alignment south of its present location, but ties into I-76 at a similar location.
- Ramp C (southbound I-295 to southbound I-76/Route 42) generally follows the existing Ramp C alignment (Al Jo's Curve) and passes under I-76 and Ramp F before merging with Route 42 southbound. The substandard radius on the existing Ramp C is replaced with a larger radius. The Ramp C two-lane tunnel section will be approximately 300-feet-long and 48-feet-wide. I-76 over Ramp C will be a 60-foot single span bridge just south of the existing Ramp C (Al Jo's Curve). Existing Ramp C under I-76 will be abandoned. Retaining walls/boat section heights will be up to 50 feet.
- Ramp D (I-76 southbound to I-295 northbound) crosses over I-76, over Ramp C, and under I-295 before merging with I-295 northbound south of Bell Road.
- Ramp E (I-295 northbound to I-76 northbound) follows essentially the same alignment as it does now.
- Ramp F (I-76 southbound to I-295 southbound) diverts from I-76 from the right and passes under Browning Road, running parallel to Ramp C and then adjacent to I-295 southbound. Ramp F rises from a depressed section at Browning Road to an elevated section as it ties into I-295 southbound prior to Essex Avenue.
- Cost to build - $642 million.
- Construction duration - 63 months.

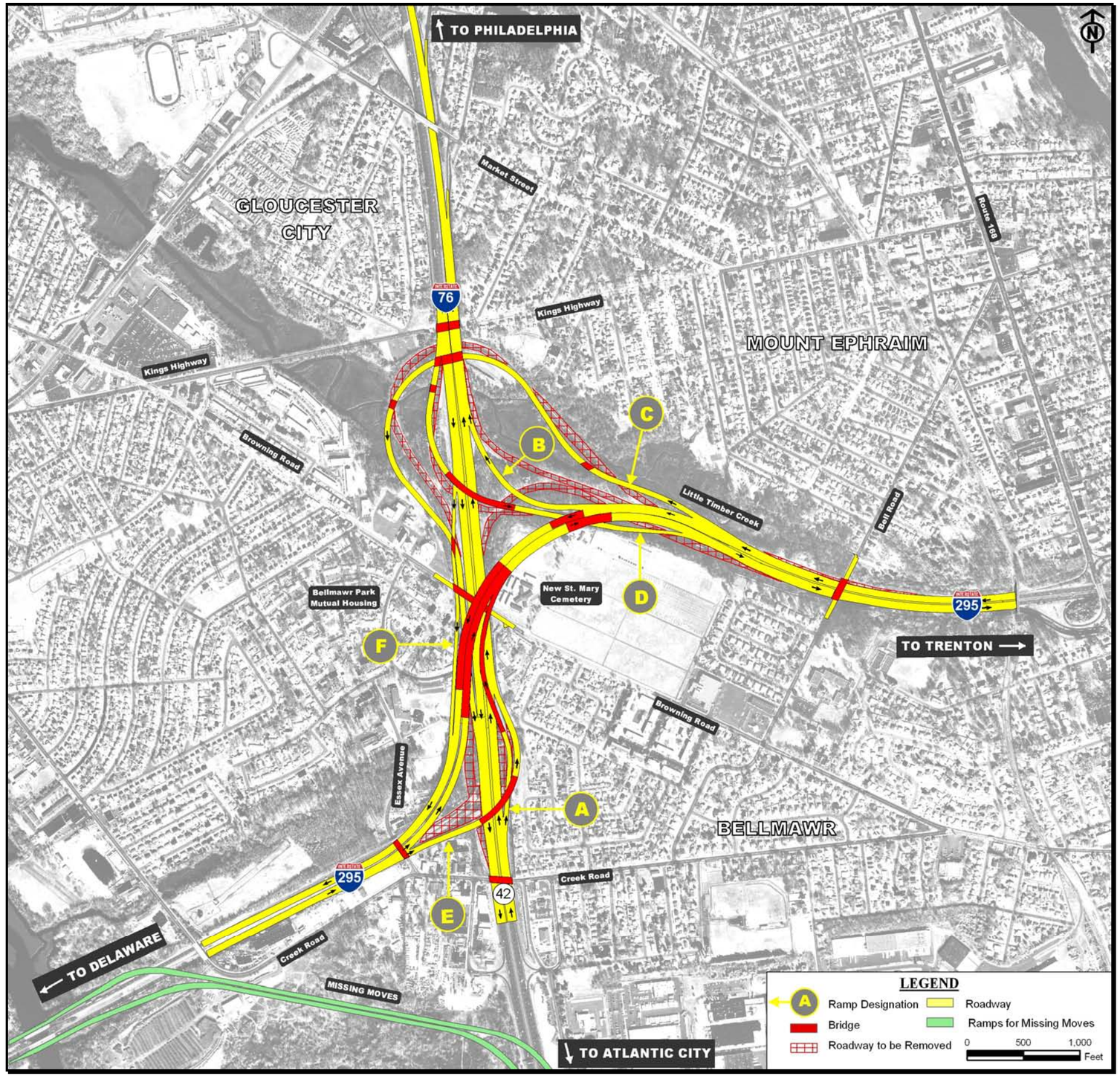


Figure 4.5-2: Alternative D1

4.5.2.3 Alternative G2

The design features of the Alternative G2 alignment include:

- Southbound I-295 is placed above northbound I-295 using a double-decker configuration.
- Removes express/local lanes on I-76 northbound.
- I-295 Posted Speed Limit: 55 mph (Design Speed: 60 mph).
- Ramp Speed Limits: 40 mph (Design Speed: 45 mph).
- Ramps are two lanes except for Ramp F.
- Beginning in the vicinity of the Grenloch Secondary Railroad Bridge, mainline I-295 is elevated to cross over all of the ramps as well as I-76 and Browning Road. I-295 crosses over I-76 on a skewed alignment. The alignment then diverges and lowers in elevation to meet the existing I-295 pavement north of the Creek Road Bridge.
- I-295 southbound is a fourth-level viaduct and northbound is a third-level viaduct at the Route 42 and Browning Road crossings. A double-stacked structure supported by common piers will carry the I-295 southbound and northbound roadways over Route 42 and Ramp D. Straddle bents will support the viaduct structure where I-295 northbound is not on structure but still directly below I-295 southbound. I-295 southbound passes over Bell Road, whereas I-295 northbound passes under Bell Road.
- I-295 northbound bridge will be about 1,400-feet-long with multiple spans and will be approximately 55-feet-high over I-76/Route 42.
- I-295 southbound bridge will be an approximately 6,800-foot long viaduct, 30-feet-high over I-295 northbound and approximately 85-feet-high over I-76/Route 42.
- Ramp A (northbound Route 42 to I-295 northbound) crosses under Ramp E and then crosses over Route 42 northbound before joining the elevated I-295 northbound alignment just north of Browning Road, similar to Alternative D.
- Ramps B exits I-295 from the right with Ramp C. Ramp B curves to the right following similar alignment to its existing alignment to meet I-76 northbound.
- Ramp C splits from Ramp B and crosses under Ramp D, I-76, Browning Road and I-295 to connect with Route 42 north of Creek Road Bridge. The Ramp C two-lane tunnel section north of Browning Road will be roughly 400-feet-long and 48-feet-wide.
- I-76 over existing Ramp C will be a 60-foot single span bridge. Retaining walls/boat section heights will be up to 50-feet. Existing Ramp C under I-76 will be abandoned and replaced with a foot trail (Al Jo's Curve).
- Ramp D (I-76 southbound to I-295 northbound) crosses over I-76, over Ramp C, and under I-295 before merging with I-295 northbound south of Bell Road.
- Ramp E (I-295 northbound to I-76 northbound) follows essentially the same alignment as it does now.
- Ramp F (I-76 southbound to I-295 southbound) diverts from I-76 from the right (existing exit is from the left), and then passes under Browning Road. Ramp F rises from a depressed section at Browning Road parallel to Ramp C to an elevated structure as it ties into I-295 southbound prior to Essex Avenue.
- Cost to build - $833 million.
- Construction duration - 70 months.

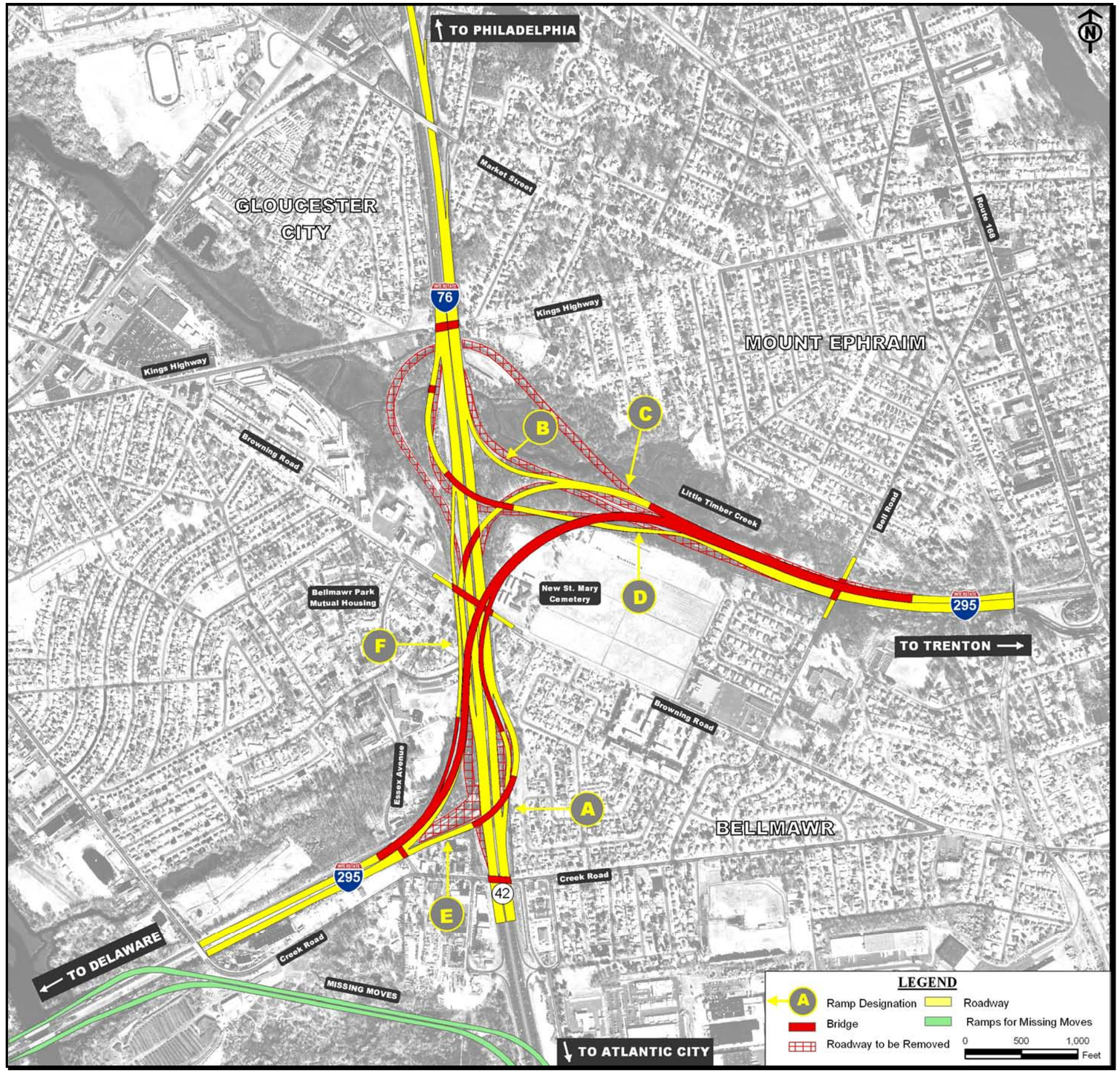


Figure 4.5-3: Alternative G2

4.5.2.4 Alternative H1

Alternative H1 is almost identical to Alternative G2. The primary difference is the configuration of Ramps B and C. The design features of the Alternative H1 alignment include:

- Southbound I-295 is placed above northbound I-295 using a double-decker configuration.
- Removes express/local lanes on I-76 northbound.
- I-295 Posted Speed Limit: 55 mph (Design Speed: 60 mph).
- Ramp Speed Limits: 40 mph (Design Speed: 45 mph).
- Ramps are two lanes except for Ramp F.
- Beginning in the vicinity of the Grenloch Secondary Railroad Bridge, mainline I-295 is elevated to cross over all of the ramps as well as I-76 and Browning Road. I-295 crosses over I-76 on a skewed alignment. The alignment then diverges and lowers in elevation to meet the existing I-295 pavement north of Creek Road Bridge.
- I-295 southbound is a fourth-level viaduct and northbound is a third-level viaduct at the Route 42 and Browning Road crossings. A double-stacked structure supported by common piers will carry the I-295 southbound and northbound roadways over Route 42 and Ramp D. Straddle bents will support the viaduct structure where I-295 northbound is not on structure but still directly below I-295 southbound.
- I-295 southbound passes over Bell Road, whereas northbound passes under Bell Road.
- I-295 northbound bridge will be approximately 1,400-feet-long with multiple spans, and will be approximately 55-feet-high over I-76/Route 42.
- I-295 southbound bridge will be an approximately 6,800-foot-long viaduct, 30-feet-high over I-295 northbound and approximately 85-feet-high over I-76/Route 42.
- Ramp A (northbound Route 42 to I-295 northbound) crosses under Ramp E and then crosses over Route 42 northbound before joining the elevated I-295 northbound alignment just north of Browning Road, similar to Alternative D.
- Ramp B exits I-295 from the right with Ramp C. Ramp B follows a similar alignment to its existing alignment to meet I-76 northbound.
- Ramp C splits from Ramp B and generally follows the existing Ramp C alignment (Al Jo's Curve) and passes under I-76 and Ramp F before merging with Route 42 southbound. The substandard radius on the existing Ramp C is replaced with a larger radius. The Ramp C two lane tunnel section will be 350-feet-long and 48-feet-wide. I-76 over Ramp C will be a 60-foot single span bridge just south of the existing Ramp C (Al Jo's Curve). Existing Ramp C under I-76 will be abandoned. Retaining walls/boat section heights will be up to 50 feet.
- Ramp D (I-76 southbound to I-295 northbound) crosses over I-76, over Ramp C, and under I-295 before merging with I-295 northbound south of Bell Road.
- Ramp E (I-295 northbound to I-76 northbound) follows essentially the same alignment as it does now.
- Ramp F (I-76 southbound to I-295 southbound) diverts from I-76 from the right (existing exit is from the left), and then passes under Browning Road. Ramp F rises from a depressed section at Browning Road parallel to Ramp C to an elevated structure as it ties into I-295 southbound prior to Essex Avenue.
- Cost to build - $893 million.
- Construction duration - 73 months.

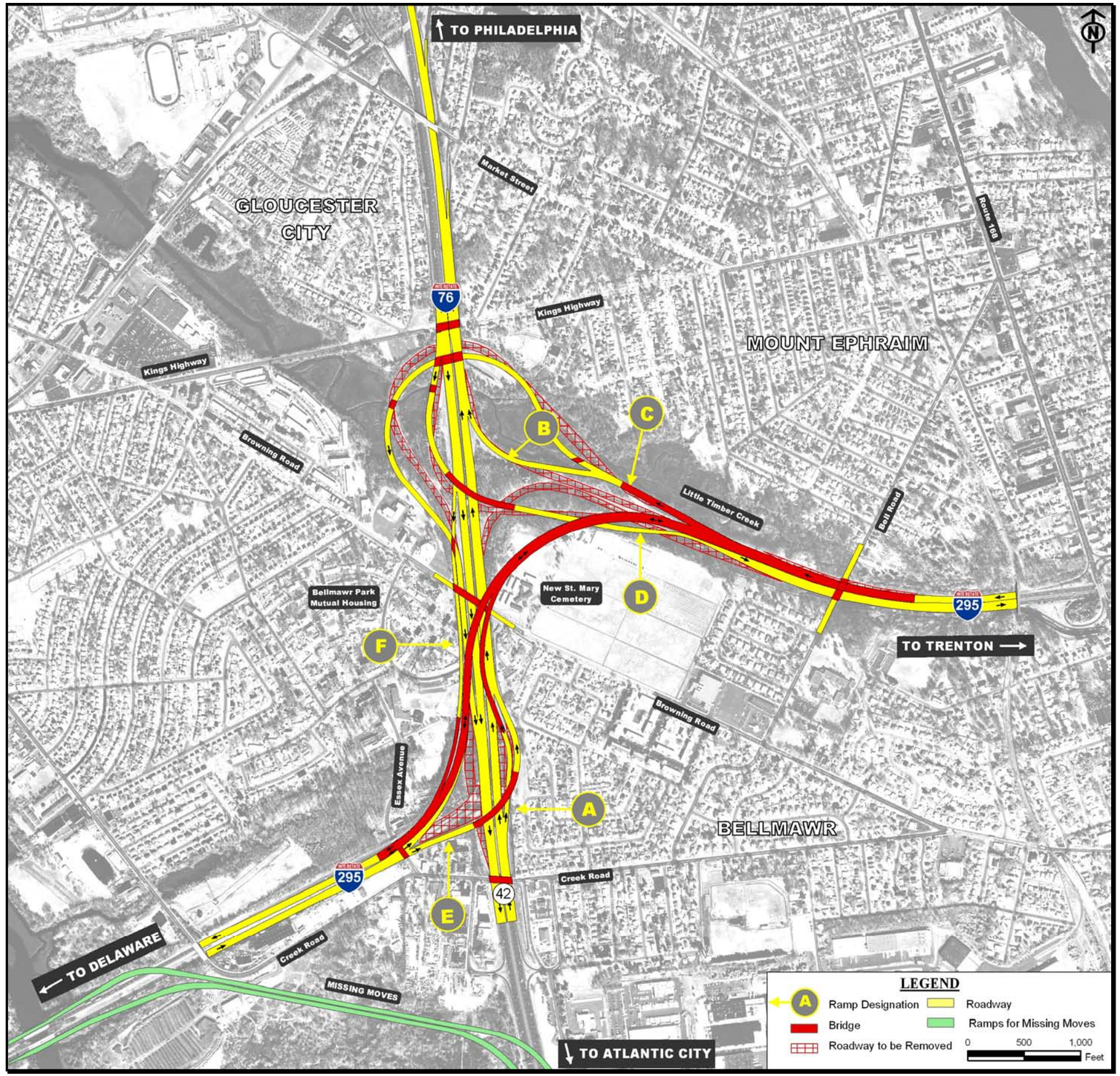


Figure 4.5-4: Alternative H1

4.5.2.5 Alternative K

The design features of the Alternative K alignment include:

- I-295 is a continuous direct-through alignment in the form of a tunnel beneath I-76/Route 42.
- Northbound and southbound I-295 are side-by-side.
- Removes express/local lanes on I-76 northbound.
- I-295 Posted Speed Limit: 55 mph (Design Speed: 60 mph).
- Ramp Speed Limits: 40 mph (Design Speed: 45 mph).
- Two lane ramps except Ramp F.
- Beginning in the vicinity of the Grenloch Secondary Railroad Bridge, mainline I-295 shifts slightly south and begins to descend at approximately 3.5% grade close to New St. Mary's Cemetery. The road reaches a depth of 60 feet in the northwestern corner of New St. Mary's Cemetery, and a depth of 35 feet below the I-76/Route 42 pavement. The roadway begins to ascend at a 4% grade beside the baseball fields and is at grade to meet the I-295 pavement north of the Creek Road overpass.
- The mainline I-295 tunnel will be approximately 660-feet-long with two tubes, approximately 60-feet-wide, passing under I-76/Route 42. The center pier for the Browning Road Bridge may be integrated with the tunnel structure.
- I-295 mainline tunnel section consists of three 12-foot travel lanes with inner and outer shoulders in both directions separated by a median wall. Northbound outer shoulder and southbound inner shoulder both widen for stopping sight distance.
- I-295 mainline tunnel has maximum span parallel to the I-76 roadway of 220 feet. Portals set parallel to I-76 minimize overall length.
- Ramp A (northbound Route 42 to I-295 northbound) crosses under Ramp E before joining the depressed I-295 alignment north of Browning Road. This ramp configuration, in conjunction with the new I-295 mainline alignment, eliminates the current substandard weaving condition with Ramp E at this location. Ramp A will be immediately below Ramp E for approximately 900 feet, abutting the proposed retaining wall adjacent to Fir Place. For a tunnel length greater than 800 feet, ventilation issues become more of a concern requiring detailed engineering analysis.
- Ramp B (southbound I-295 to northbound I-76) follows a similar alignment to its existing one to meet I-76 northbound.
- Ramp C crosses over Ramps B and D, I-76, Browning Road, and I-295 to connect with Route 42 north of the Creek Road Bridge. Ramp C over I-295 will be an approximately 2,200-foot viaduct, and will be approximately 55-feet-high over I-76/Route 42.
- Ramp D (I-76 southbound to I-295 northbound) crosses over I-76, under Ramp C, over Ramp A and over I-295 before merging with Ramp A.
- Ramp E (I-295 northbound to I-76 northbound) follows essentially the same alignment as it does now.
- Ramp F (I-76 southbound to I-295 southbound) diverts from I-76 from the right (existing exit is from the left), and then passes under Browning Road. Ramp F rises from a depressed section at Browning Road parallel to Ramp C to an elevated structure as it ties into I-295 southbound prior to Essex Avenue.
- I-76 over existing Ramp C is a 60-foot single span bridge whose roadway below will be abandoned and replaced with a foot trail.
- Retaining walls/boat section heights will be up to 67 feet.
- Cost to build - $822 million.
- Construction duration – 88 months.

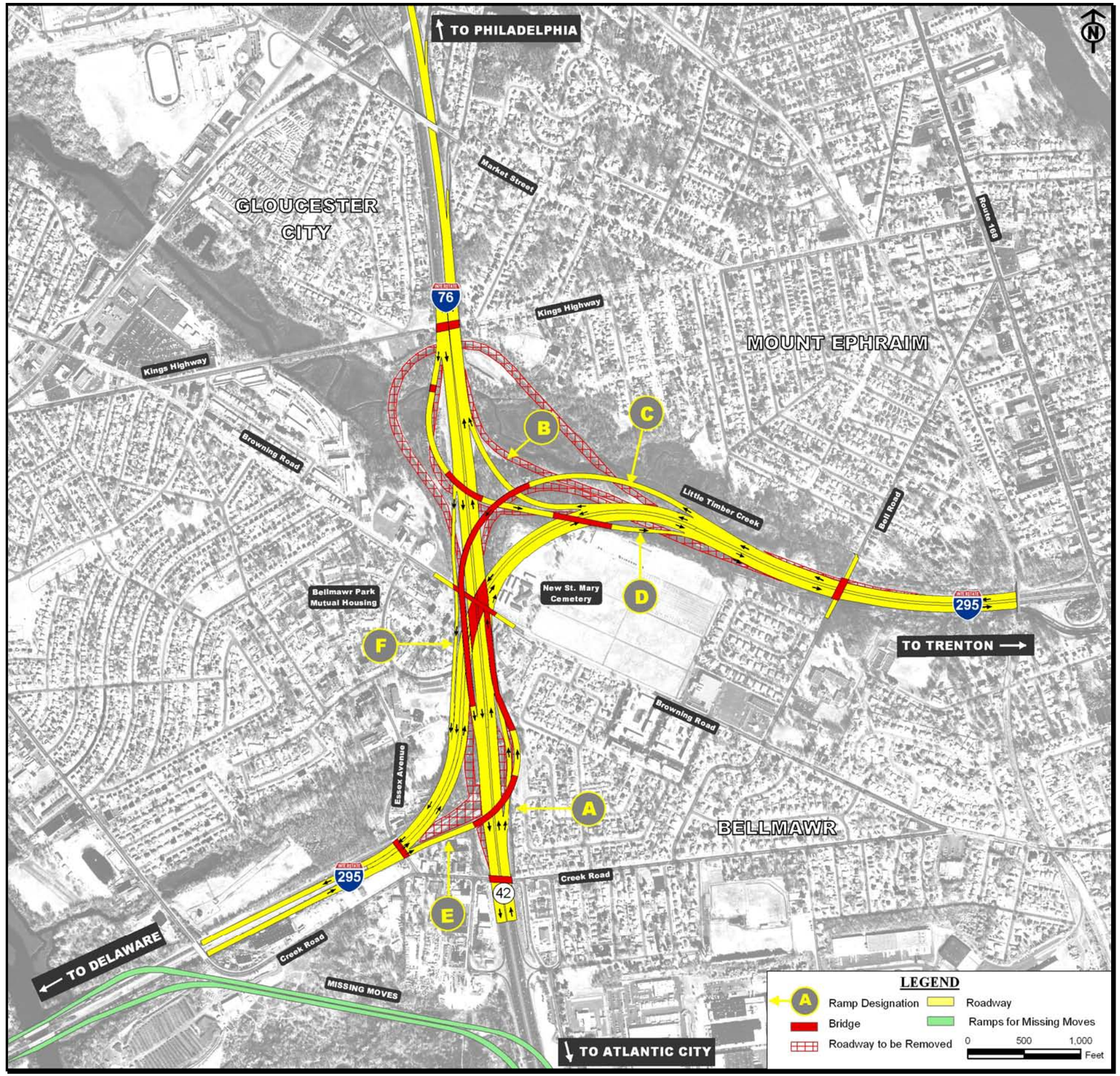
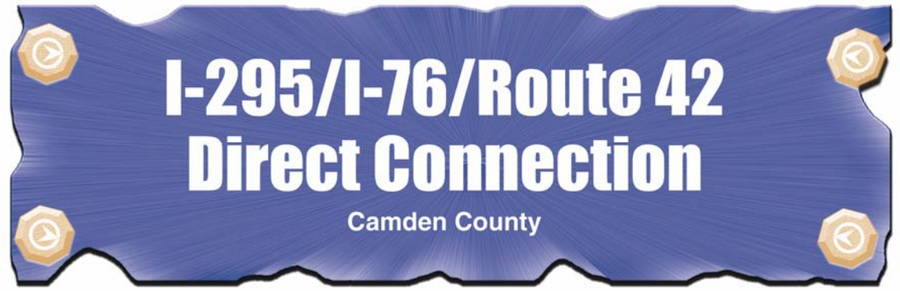


Figure 4.5-5: Alternative K



CHAPTER 5:
AFFECTED ENVIRONMENT AND ENVIRONMENTAL CONSEQUENCES

This chapter provides a description of existing conditions, as well as potential impacts and mitigation for the following environmental disciplines: traffic and transportation; noise; air quality; socioeconomics, land use, and environmental justice; natural ecosystems; archaeological resources; historic architectural resources; and hazardous materials. The evaluations provided in this chapter serve as summaries of the *Traffic Report* and TES reports that were prepared for the proposed project. For more detailed information regarding existing conditions and potential impacts, refer to the *Traffic Report* and TES reports included as attachments to this DEIS.

5.1 TRAFFIC AND TRANSPORTATION

Highway designs are typically developed from forecasts of travel patterns and corresponding traffic volumes for a future design year. While separating the traffic flows between I-295 and the I-76/Route 42 tandem roadways is an obvious reason for undertaking this project to improve safety and efficiency, the proper design details for this freeway system must be shaped by what future needs it is required to accommodate. This section summarizes the results of a *Traffic Report* and analyzes potential impacts to traffic and transportation that could result from the proposed project. For more detailed information, refer to the *Traffic Report* which is included in Attachment 1.

5.1.1 Methodology

This traffic analysis follows the operational analysis procedures required for preparing FHWA Interstate Access Modification/Revision Reports. Consistent with FHWA guidance, the analysis year for this traffic study is 2030, which represents the estimated year of project completion (2010) plus 20 years. The study area boundary for this traffic analysis is the project limits for the proposed project, as defined in Chapter 2.

Year 2030 traffic projections were based on demographic and land use data from the DVRPC *Destination 2030*, the long-range regional plan for nine counties in both New Jersey and Pennsylvania. It was formally adopted in June 2005. Trips generated using the DVRPC database were then assigned to the project-specific travel demand model network, which itself was built upon the DVRPC's highway network. After proper calibration, the project travel demand model was used to evaluate the impacts and effectiveness of various freeway design alternatives. All of the build alternatives meet the project objectives for improving safety and efficiency, while the No Build Alternative does not.

Within New Jersey's Burlington, Camden, and Gloucester Counties, the new DVRPC population and employment projections show high growth within the I-295 corridor (both north and south of I-76/Route 42). From 2000 to 2030, population and employment are forecasted to increase significantly in Burlington, Gloucester and Mercer Counties. In contrast, forecasts for Camden County in these categories are minimal (see **Tables 5.1-1** and **5.1-2**). These trends are typical of all metropolitan areas around the country. Since the first suburban development was completed in Levittown, Pennsylvania in 1958, most of the growth in population and employment anywhere in the United States has largely occurred in suburban areas surrounding the older, central cities. Although this trend is expected to continue into the future, newer regional plans (such as *Destination 2030*) that are being developed include combinations of various strategies to help curb sprawl and preserve natural resources.

POPULATION	2000	2030 FORECAST	% CHANGE (2000 TO 2030)
Burlington	202,535	249,653	23.2%
Camden	216,931	235,453	8.5%
Gloucester	99,467	135,627	36.4%
Mercer	209,758	258,818	23.4%
Total (4 NJ Counties)	728,691	879,551	20.7%
Source: DVRPC *Destination 2030* (June 2005)			

Table 5.1-1: DVRPC Population Projections

EMPLOYMENT	2000	2030 FORECAST	% CHANGE (2000 TO 2030)
Burlington	423,394	532,850	25.9%
Camden	508,932	515,425	1.3%
Gloucester	254,673	337,090	32.4%
Mercer	350,761	398,389	13.6%
Total (4 NJ Counties)	1,537,760	1,783,754	16.0%
Source: DVRPC *Destination 2030* (June 2005)			

Table 5.1-2: DVRPC Employment Projections

5.1.2 Existing Conditions

In October 2000, an extensive traffic data collection effort was undertaken to record prevailing traffic flows in the interchange area. These field studies included automatic traffic counts that recorded one-week's worth of hourly data, manual turning movement counts at local intersections, and travel time and delay studies on freeways within the project area. The resulting year 2000 traffic flows, which are rounded to the nearest 10 vehicles, are shown for existing conditions and the 2030 No Build Alternative on **Figure 5.1-1.** Both AM and PM peak hours are shown.

Traffic in the study area flows primarily toward Philadelphia during the AM peak and away from Philadelphia during the PM peak. Heavy trucks comprised 1%-5% of the total vehicles during any hour of the day. It should be noted that Route 42 connects with the Atlantic City Expressway; as a result, traffic volumes through the I-295/76/42 interchange are significantly higher during the summer-to-early fall months when the New Jersey shore communities are in full operation. In general, freeway sections that serve the peak travel direction operate at capacity even absent any operational complexity or roadway deficiency. Sections where major movements weave across each other (such as the weave between I-295 northbound and Route 42 northbound vehicles, as shown in **Photograph 5.1-1**) turn into bottlenecks during peak travel periods and generate back-ups that propagate onto upstream sections of roadways. Origin-and-Destination (O&D) data for drivers on I-295, I-76/Route 42 and various ramps were compiled using an aerial survey and a license plate survey. Data from sections where weaving volumes occurred were analyzed in great detail. The O&D data—i.e., where drivers enter and exit the interchange area, respectively—are useful for the design, alignment and spacing of various ramps as well as for the configuration of mainline lanes. A sampling of significant observations from these studies is provided below:



Photograph 5.1-1: View of Existing Traffic Flow Looking South

- Regardless of which freeway drivers use to enter the interchange area, over 80% of them stayed on the same freeway to leave the interchange.
- Approximately 50% of drivers who enter I-295 southbound from Route 168 northbound travel to destinations that can be reached via I-76 northbound (involving a weave movement). The other 50% have destinations that are reached by using I-295 southbound or Route 42 southbound (via Al Jo's Curve). By comparison, only 16% of drivers entering I-295 southbound from Route 168 southbound travel to destinations that can be reached via I-76 northbound.
- Approximately 50% of drivers who exit I-295 northbound at the Route 168 interchange originate from Ramp D, the ramp that exits I-76 southbound and connects with I-295 northbound. The other 50% originate from south of the interchange on either I-295 northbound or Route 42 northbound.
- Approximately 65% of drivers exiting Route 42 southbound for Leaf Avenue (involving a weave movement) originate from I-76 southbound. The remaining 35% come from I-295 southbound.
- Approximately 50% of drivers exiting I-76 northbound for Market Street originate from the I-76 northbound, local lanes. The other 50% originate from I-295 southbound.
- Approximately 90% of drivers exiting I-76 northbound for Route 130 northbound originate from either I-295 northbound or Route 42 northbound. The rest originate from I-295 southbound
- Approximately 80% of drivers entering I-76 southbound from Route 130 and Market Street have destinations that are reached via Route 42 southbound or I-295 southbound. The remaining 20% have destinations that are reached via I-295 northbound.
- Data on bus volumes were collected for Route 42/I-76 in order to analyze the need for dedicated bus lanes within the interchange. NJ Transit data included northbound I-76 bus volumes bound for the Walt Whitman and Ben Franklin Bridges. While the AM weekday data showed a relatively low volume of buses (18-21) using the Walt Whitman and Ben Franklin Bridges and traveling on Route 42/I-76 freeways, the PM data showed a range from 36 buses for a typical weekday to 61 buses for a Saturday evening, which is likely related to activities in Atlantic City.

5.1.3 Potential Impacts and Mitigation

Considerable details were added to the DVRPC highway network within the project area in order to better reflect capacity limitations imposed by individual ramps and intersections in this area. The year 2030 traffic volume projections were constrained as needed to ensure that the projected peak hour volumes on the highway sections leading to and from the interchange did not exceed the maximum hourly capacities of these highway sections. No constraints were applied to exit ramp capacities that might exist due to conditions at local road intersections. Consequently, the constrained volumes may be somewhat conservative because the actual maximum volumes that can pass through the interchange could potentially be lower. The resulting traffic volumes are shown in **Figure 5.1-2** for the 2030 build scenario. Both AM and PM peak hours are shown.

5.1.3.1 Impact Evaluation Criteria

To determine the traffic impacts of the No Build Alternative and each of the build alternatives, five quantitative performance measures were evaluated. These performance measures are discussed below and each section evaluates potential benefits and impacts that could result under each alternative.

5.1.3.2 No Build Alternative

Under the No Build Alternative, only routine maintenance would take place and no improvements would be made to study area roadways. The existing interchange would continue to be insufficient to accommodate current traffic volumes and travel speeds safely. Failing levels of service on the interchange ramps, combined with congestion of local streets, would continue to adversely affect the quality of life in the surrounding communities.

5.1.3.3 Build Alternatives

Traffic Operations Benefits

The traffic analysis indicates that overall traffic flow conditions under any of the five build alternatives will be relatively similar. Against the No Build Alternative, any of the build alternatives will deliver better overall traffic operations because they will separate through-traffic on I-295 from that on I-76/Route 42. Average speeds will be higher and average delay per vehicle will be lower on the I-295 mainline and the I-76/Route 42 mainline for all build alternatives compared to the No Build Alternative. The overall interchange average speed predicted under the build alternatives is 32 mph (AM/PM peak) versus 25/26 mph (AM/PM peak) under the No Build Alternative.

On a section-by-section basis, however, there are instances where sections of freeway in the No Build Alternative would operate at relatively better levels of service because they are located downstream of sections that are congested (bottleneck). As a result, the bottleneck section is regulating or metering the volume that gets through it and arrives at the downstream section. If these bottlenecks were in fact addressed by the build alternatives, it is possible that the section(s) of freeway downstream of the previously bottlenecked section would operate at a lower level of service under the build alternatives compared to the No Build Alternative.

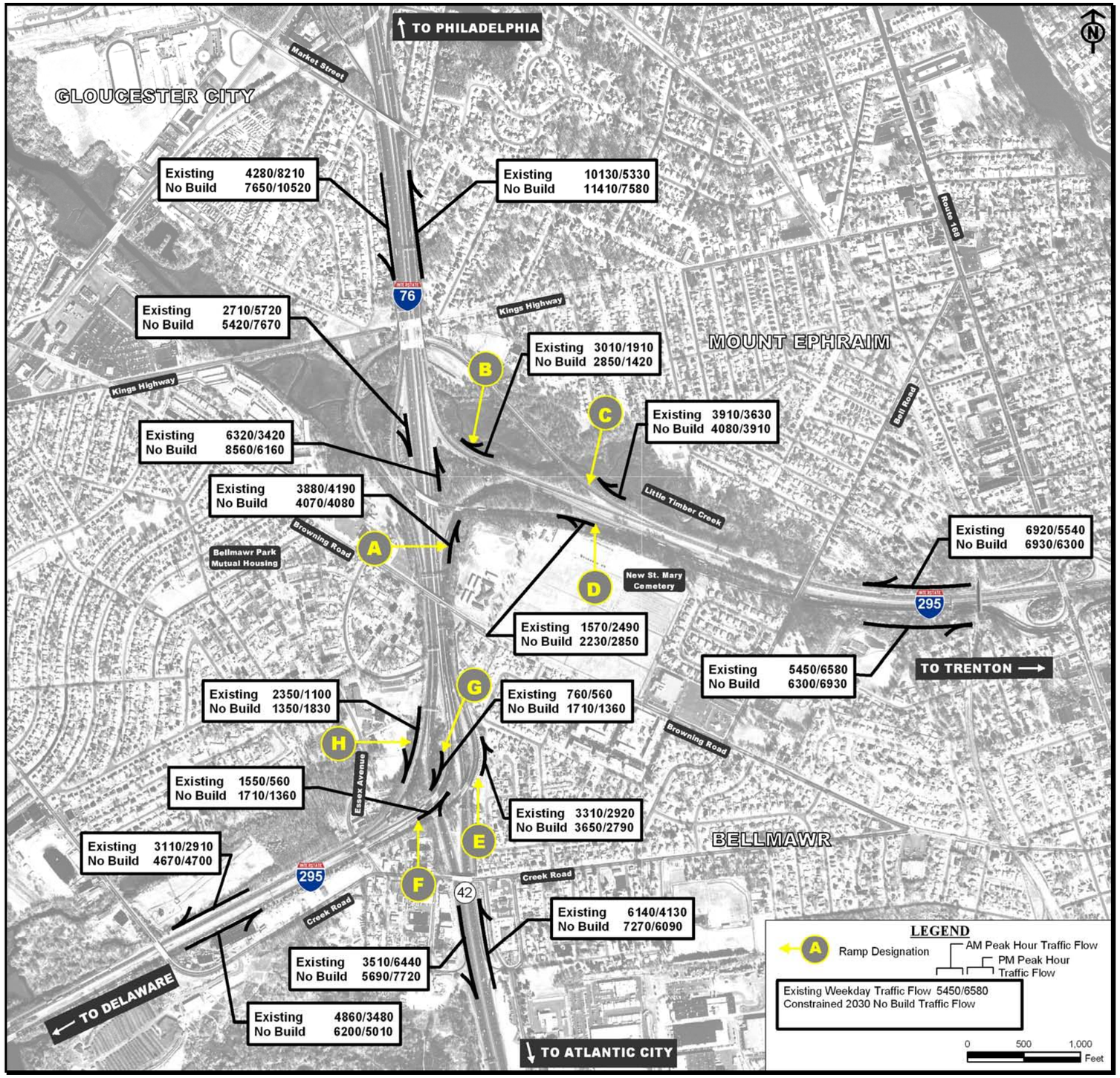


Figure 5.1-1: Weekday (AM and PM) Peak Hour Traffic Flow

One such section is I-76 northbound (or Route 42 northbound) where it intersects with Ramp B (I-295 southbound to I-76 northbound). During the AM peak hour, the section of I-76 northbound can be expected to operate at an average speed of 47 mph under the No Build Alternative. But the section of I-76 northbound upstream of this junction with Ramp B is the section where I-295 northbound and I-76 northbound (i.e., on the I-76 local roadway only, not the I-76 expressway) come together and their respective heavy traffic volumes have to weave against one another to get to their destinations. This is a bottleneck where the expected average speeds of I-76 northbound vehicles will be about 10 mph. By comparison, under the build alternatives, the section of I-76 northbound where Ramp B joins with it is expected to operate at an average speed of about 20 mph. This low speed results from the need to accommodate 9,240 vehicles per hour (VPH) on a four-lane I-76 northbound mainline at a point where Ramp B, with its 1,540 VPH, is coming onto I-76 northbound. It is important to note that the 9,240 VPH on I-76 will arrive at the Ramp B junction without encountering any bottleneck at an upstream section. One of the sections upstream of Ramp B is where Ramp E comes onto I-76 northbound. At that location, the I-76 mainline is expected to operate at an average speed of 42 mph. (As mentioned above, this same section will operate with an average speed of only 10 mph under the No Build Alternative.)

At the I-295/Route 168 interchange, traffic operations on I-295 southbound will be similar between the No Build Alternative and any of the build alternatives. This common condition is expected because traffic volumes in the year 2030 under either the No Build Alternative or the build alternatives will have exceeded the capacity of I-295 in both directions. Further, no capacity improvement to I-295 is assumed under this project. For I-295 northbound however, traffic flow under the build scenarios will be slightly better than those under the No Build because traffic volumes from the two Route 168 on-ramps to I-295 northbound will be lower in 2030 under the build conditions.

Travel Time Savings

Comparisons of the total Vehicle-Hours Traveled (VHT) that the highway assignment model estimates for the AM and PM peak periods under both the build alternatives and No Build Alternative were completed. The following area-wide reductions in delay will be realized as a result of building the proposed project—i.e., any of the build alternatives—compared to the No Build Alternative:

- Approximately 4,570 vehicle-hours during the two-hour AM peak period, and
- Approximately 7,120 vehicle-hours during the three-hour PM peak period.

The project travel demand model does not provide estimates for other time periods, but it is reasonable to assume that the vast majority of travel time savings occur during regular weekday, peak commuting periods. Most of these savings will be realized on roads within the towns of Mount Ephraim and Bellmawr, along with the adjacent towns such as Brooklawn and Runnemede, because the project will reduce overall traffic volumes on their local roads. Although the build scenarios deliver significantly higher average travel speeds than those in the No Build Alternative, more traffic

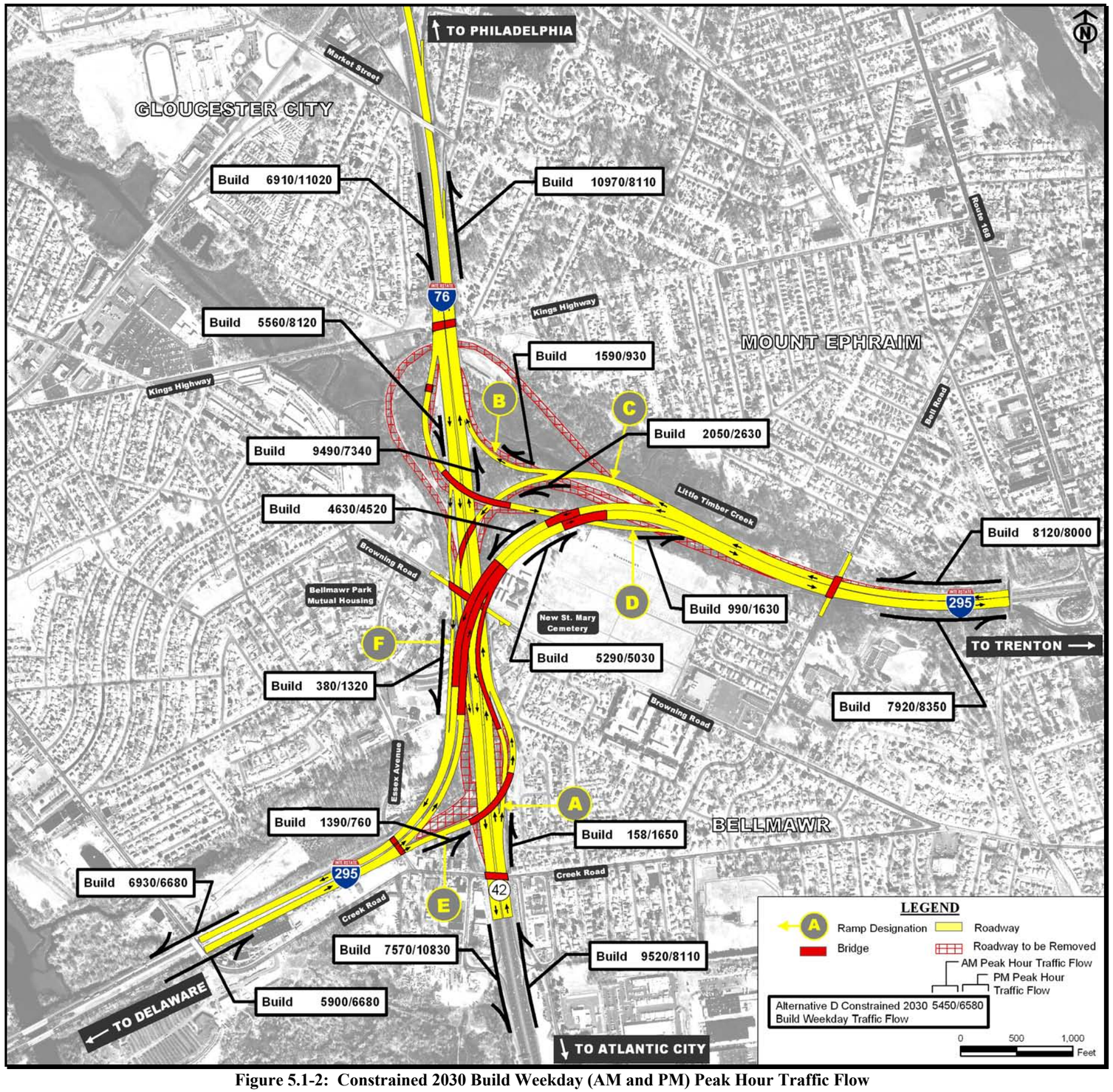


Figure 5.1-2: Constrained 2030 Build Weekday (AM and PM) Peak Hour Traffic Flow

volumes are being accommodated under the build scenarios than the No Build Alternative. As a result, the travel time savings are not as pronounced on mainline freeway sections between No Build Alternative and build scenarios. Overall, traffic flow under the build scenario will be much better (and with higher throughput efficiency) than the No Build Alternative.

Congestion Relief on Local Arterials

Consistent with the travel time savings cited above, considerable reductions in traffic volumes on the local arterial system within the project area can also be anticipated for the build scenarios because regional traffic will choose to remain on the highway. The magnitudes of these reductions are presented in **Figures 5.1-3 and 5.1-4.**

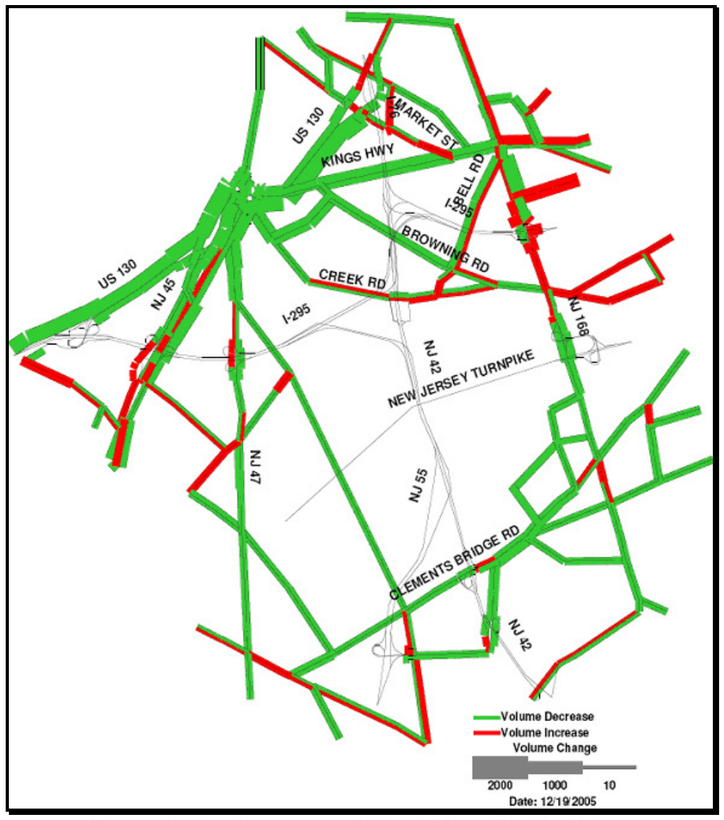


Figure 5.1-3: Change in AM Peak Hour Traffic Volume Build vs. No Build

Construction Impacts

Throughout construction of the proposed project, the same number of lanes available today will be maintained during peak hours. Traffic diversions to the local arterial system will be planned in such a manner so as to minimize the chance of overwhelming any specific location.

A temporary weaving condition on I-76 southbound (a.k.a. Route 42 southbound) will exist after the closure of existing Ramp G and prior to the closure of existing Ramp C. PM peak period diversions in 2010 due to the temporary southbound weaving section will be much more dispersed. Most roadways, with the exception of I-295 southbound, will generally not be impacted by this temporary weave condition. Average back-ups on I-295 southbound will be approximately seven miles long with the weave condition compared to four miles long without it. This longer back-up will add about 17 minutes of travel time through the interchange.

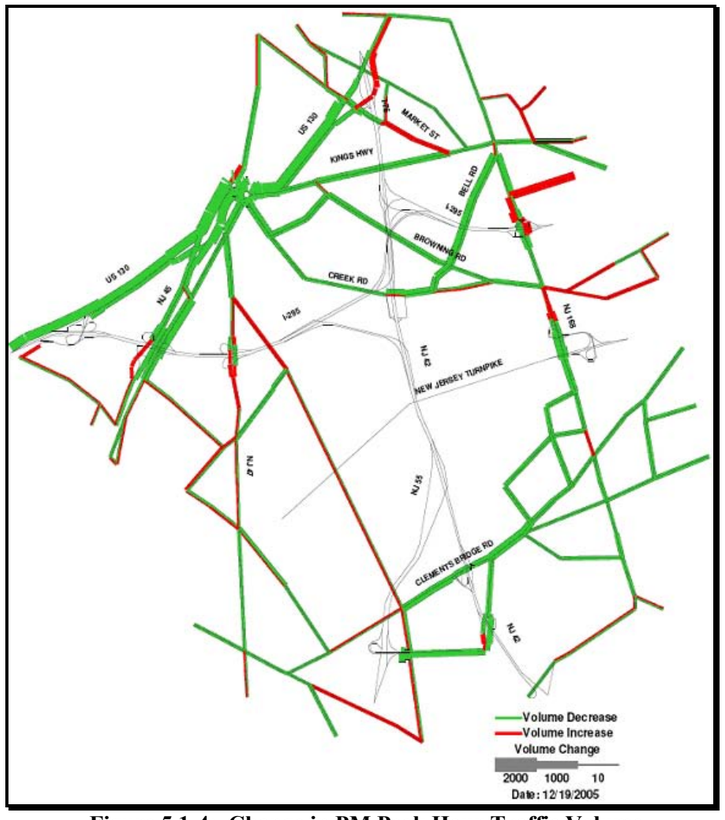


Figure 5.1-4: Change in PM Peak Hour Traffic Volume Build vs. No Build

The weave condition would take place for Alternatives D, D1, G2, and H1 for the durations listed below:

- Alternative D—8 months;
- Alternative D1—18 months;
- Alternative G2—30 months; and
- Alternative H1—12 months.

During final design, opportunities to shorten these durations will be investigated with the addition of temporary pavement and use of a temporary bridge. Southbound through-traffic on I-295 and traffic from southbound I-295 to southbound Route 42 will share a three-lane, 900-foot section of roadway with traffic from southbound I-76 to southbound I-295. The travel demand model estimates some diversions of I-76 southbound mainline traffic to southbound Route 130. An illustration of such diversions (for Alternative D) is shown in **Figure 5.1-5** for the year 2010. More traffic is expected to divert during the AM peak because I-295 southbound through-traffic is projected to be high. As southbound Route 130 is not congested in the morning, it is expected that this roadway should be able to absorb the added load. By comparison, Alternative K can be constructed without using the temporary weave condition. However, due to the complexities of tunnel construction, it will require a minimum of 24 additional months of construction time compared to the construction schedule of other build alternatives.

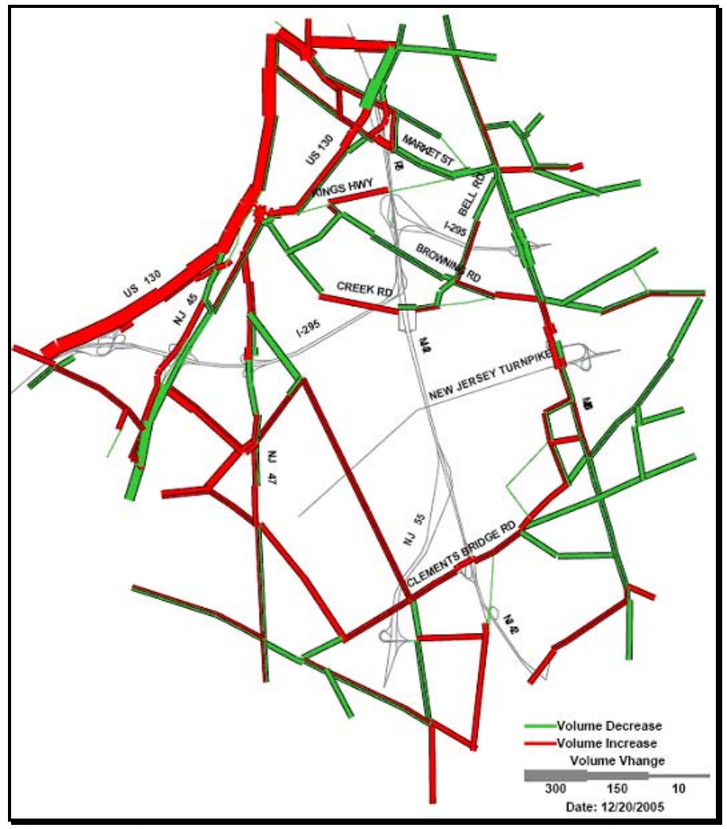


Figure 5.1-5: Construction Impacts—Change in 2010 AM Peak Hour Traffic Volume Alternative D vs. No Build

Accident Reduction Benefits

All of the build alternatives will reduce the number of annual crashes that result in injuries and fatalities at the interchange by approximately 70%, even if no growth in traffic occurs between the No Build Alternative and the build alternatives. The annual economic benefit of such reductions is about $11 million in 2005 terms, based on approximate average costs provided by NJDOT. Most of these crash reductions will be realized because all build alternatives will physically separate the major traffic flows on I-295 from those on I-76/Route 42, as well as from the construction of highway facilities that meet current design standards.

5.2 NOISE

The proposed project involves reconstruction of a busy roadway interchange, which may result in noise level increases due to alignment alternations and construction activities. This section summarizes results of the *Noise TES* and analyzes potential noise impacts that could result from the proposed project. For more information, refer to the *Noise TES* included in Attachment 2.

5.2.1 Methodology

A noise analysis was performed to predict the existing noise levels (Year 2000) and future noise levels (Year 2030) under the No Build Alternative and the build alternatives. In order to predict future noise levels, an accurate understanding of the existing noise environment was necessary. Therefore, short and long-term noise monitoring was performed by NJDOT during summer (August 2000) and non-summer periods (March through April 2001). The noise monitoring data as well as existing traffic volumes, speeds, existing noise wall heights and other site-specific information were utilized to validate the approved FHWA Traffic Noise Model, Version 2.5 (TNM2.5). Additional receptors representing sensitive land-use were placed within the validated model.

To ensure the most conservative noise condition was predicted, future (Year 2030) conditions were modeled utilizing Level of Service C (LOS C) traffic volumes and speeds along each roadway within the study area. During LOS C traffic conditions, roadways experience a maximum number of vehicles traveling at the speed limit, which generally yields peak noise levels.

In order to accurately predict future interior noise levels at specific sensitive sites, a building attenuation study was performed at the Annunciation Regional School and Bellmawr Park Elementary School in several first and second floor classrooms. A combination of measured and standard FHWA building attenuation values were utilized when predicting interior noise levels.

5.2.1.1 Regulatory Context

To evaluate the impact of the proposed project, a noise analysis was performed in accordance with the provisions set forth in 23 CFR 772. For purposes of this project, highway traffic noise was measured and modeled based on approved methods.

5.2.1.2 Criteria for Determining Impacts

Noise levels are quantified in units of decibels (dB) for which several scales have been developed. The A-weighted scale (units expressed as dBA) relates to human frequency sensitivity and therefore compares well with human reaction. Since very few noise sources are constant, an equivalent steady-state sound level (units expressed as L_{eq}) is utilized to represent average noise levels over a period of time. Therefore, highway traffic noise is measured and modeled based on A-weighted, one-hour equivalent sound level, which is denoted as dBA L_{eq}.

FHWA has established Noise Abatement Criteria (NAC) for several land-use activities, as shown in **Table 5.2-1**. The study area for this noise analysis includes three NAC land-use categories: Category B (exterior), Category C (exterior), and Category E (interior). Within the study area, the Category B land-use includes residential dwellings (single, dual, and multi-family) and special-use properties (school fields, recreational areas, and cemeteries). Category E (interior) land-use, such as schools and churches, was also investigated. In addition, there were several commercial/industrial sites or Category C land-use investigated throughout the study area. According to FHWA guidance and current NJDOT policy, a project-related noise impact occurs if either of the following conditions is met:

- Predicted noise levels (dBA L_{eq}) approach or exceed the NAC. Noise levels that approach the criteria are defined as occurring one dBA L_{eq} less than the NAC. As a result, impacts are quantified based on the following noise levels: Category B—66 dBA L_{eq}, Category C—71 dBA L_{eq} and Category E—51 dBA L_{eq}.

- A substantial increase (10 dBA L_{eq}) in predicted project-related noise levels over existing conditions, even though the impact criterion level above is not reached. This increase is roughly a doubling of the perceived noise levels.

ACTIVITY CATEGORY	NOISE LEVEL (dBA L_{eq})	DESCRIPTION OF ACTIVITY CATEGORY
A	57	Lands on which serenity and quiet are of extraordinary significance and serve an important public need where the preservation of those qualities is essential if the area is to continue to serve its intended purpose.
B	67	Picnic areas, recreation areas, playgrounds, active sports areas, parks, residences, motels, hotels, schools, churches, libraries, and hospitals.
C	72	Developed lands, properties or activities not included in Categories A or B above.
D	—	Undeveloped lands.
E	52 (interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Table 5.2-1: Threshold for Noise Interference and Noise Abatement Criteria (dBA L_{eq})

Under existing and future conditions, residential Category B impacts are quantified based upon the number of structures as well as the total number of residential units (single, dual, and multi-family). Total multi-family residential units were calculated based on 75 residential units within the Mount Ephraim Senior Housing building and four residential units within each Bellmawr Park Mutual Housing Corporation quad. In addition, there is one row of housing along Browning Road that consists of 23 individual residential units.

For simplicity, a reference to the Bellmawr Baseball League Fields includes two baseball fields, while a reference to the Bellmawr Park Elementary School includes the playground and baseball field. Any reference to the Scott E. Mueller Park includes three hockey rinks and one baseball field. The Annunciation B.V.M. Church grounds include the Annunciation B.V.M. Church and Church Hall, the Annunciation Regional School, a convent, rectory, and playground. The Church, Church Hall and School are classified as Category E land-use, while the rectory, convent and playground are Category B.

In accordance with 23 CFR 772, noise levels were calculated for existing and proposed land-use that are planned, designed and programmed. Therefore, future 2030 sensitive receptors include a proposed softball field associated with Mount Ephraim Girls Softball and a 24-lot residential development (Bell Court) since both have been approved by Mount Ephraim. Construction of the NJDOT Missing Moves project was also assumed throughout all future 2030 noise analyses.

FHWA LAND-USE ACTIVITY	IMPACT CRITERION	NUMBER OF IMPACTS						
		2000 EXISTING	2030 NO BUILD	2030 BUILD ALTERNATIVES				
				D	D1	G2	H1	K
B-Residential (Single-family)	NAC	52	101	145	147	151	153	147
	10 dBA Above "Existing"	—	—	1	1	4	4	0
B-Residential (Dual-family)	NAC	22	42	48	48	72	72	38
	10 dBA Above "Existing"	—	—	0	0	1	1	0
B-Residential (Multi-family)	NAC	103	126	146	146	150	150	142
B-Cemetery	NAC	1	1	2	2	2	2	2
B-Recreational Area	NAC	2	2	3	5	3	5	3
E-School	NAC	2	2	3	3	3	3	3
E-Church	NAC	2	2	2	2	2	2	2
C-Commercial/ Industrial	NAC	7	11	11	11	15	15	10
Percentage Increase over No Build		N/A	N/A	26%	27%	40%	42%	21%
TOTAL		191	287	361	365	403	407	347

Table 5.2-2: Summary of Impacts without Mitigation 2000 Existing, 2030 No Build, and 2030 Build Alternatives D, D1, G2, H1 and K

5.2.2 Existing Conditions

Under the 2000 existing analysis, noise walls were modeled based on their current location and height. A total of 177 residential units, including the Mount Ephraim Senior Housing Building, possess noise levels that approach or exceed the Category B NAC. In addition, three Category B special-use properties, including one cemetery (New St. Mary's) and two recreational areas (Bellmawr Park Elementary School and the Bellmawr Baseball League Fields), incur noise levels that approach or exceed the NAC. Interior noise levels approach or exceed the Category E NAC within two schools (Annunciation Regional and Bellmawr Park Elementary) and two public-use buildings (Church and Church Hall), associated with the Annunciation B.V.M. Church. Results of the 2000 existing analysis are included within **Table 5.2-2.**

5.2.3 Potential Impacts and Mitigation

5.2.3.1 No Build Alternative

Under the 2030 No Build Alternative, a total of 269 residential units, including the Mount Ephraim Senior Housing building, are predicted to possess noise levels that approach or exceed the Category B NAC. Similar to existing conditions, three Category B special-use properties, including New St. Mary's Cemetery, Bellmawr Park Elementary School and Bellmawr Baseball League Fields, possess noise levels that approach or exceed the NAC. In addition, two schools (Annunciation Regional and Bellmawr Park Elementary) and two Annunciation B.V.M. Church buildings (Church and Church Hall) are predicted to possess noise levels that approach or exceed the Category E NAC under the 2030 No Build Alternative. Results of the analysis under the 2030 No Build Alternative are included within **Table 5.2-2**. Predicted impacts as well as the 66 dBA L_{eq} contour are detailed within **Figure 5.2-1**.

5.2.3.2 Build Alternatives

Under the 2030 build alternatives, eight structure acquisitions would be necessary under Alternatives D, D1, and K, and three would be necessary under Alternatives G2 and H1. In addition, several segments of existing noise walls would require removal to accommodate the designs. Therefore, the build alternatives were modeled with these acquisitions and noise wall removals taken into account to determine the true impact of each alternative. Thus, predicted impacts increase by 26%, 27%, 40%, 42% and 21% under Alternatives D, D1, G2, H1, and K, respectively, when compared to the No Build Alternative.

Under each build alternative, two cemeteries (New St. Mary's and Resurrection of Christ) are predicted to possess noise levels that approach or exceed the Category B NAC. In addition, three recreational areas (Bellmawr Park Elementary School, Bellmawr Baseball League Fields, and Scott E. Mueller Park) possess noise levels that approach or exceed the Category B NAC. Under Alternatives D1 and H1, the proposed Mount Ephraim Girls Softball Field and the Annunciation Regional School playground are predicted to be impacted. Three schools (Annunciation Regional, Bellmawr Park Elementary, and Bell Oaks) as well as two church buildings (Church and Church Hall) associated with the Annunciation B.V.M. Church, possess noise levels that approach or exceed the Category E NAC under each build alternative. **Table 5.2-2** includes results of the build alternatives. Note that the table details both impact criteria: noise levels that approach or exceed the NAC as well as noise levels that substantially increase from existing to build conditions. Receptors that are impacted based on the second criterion are located behind existing noise wall segments, which would be removed and subsequently replaced.

5.2.3.3 Mitigation

Noise mitigation measures must be considered when noise impacts are predicted. The FHWA recognizes five methods of mitigation: traffic management, roadway alignment alterations, property acquisition, sound proofing, and noise walls (see **Photograph 5.2-1**).. Traffic management strategies, such as prohibiting specific types of vehicles throughout the interchange, alternative traffic routing schemes, or reducing speeds, are contradictory to the purpose of the project. Due to the complexity of roadway geometry, roadway alignment alternations by either increasing or

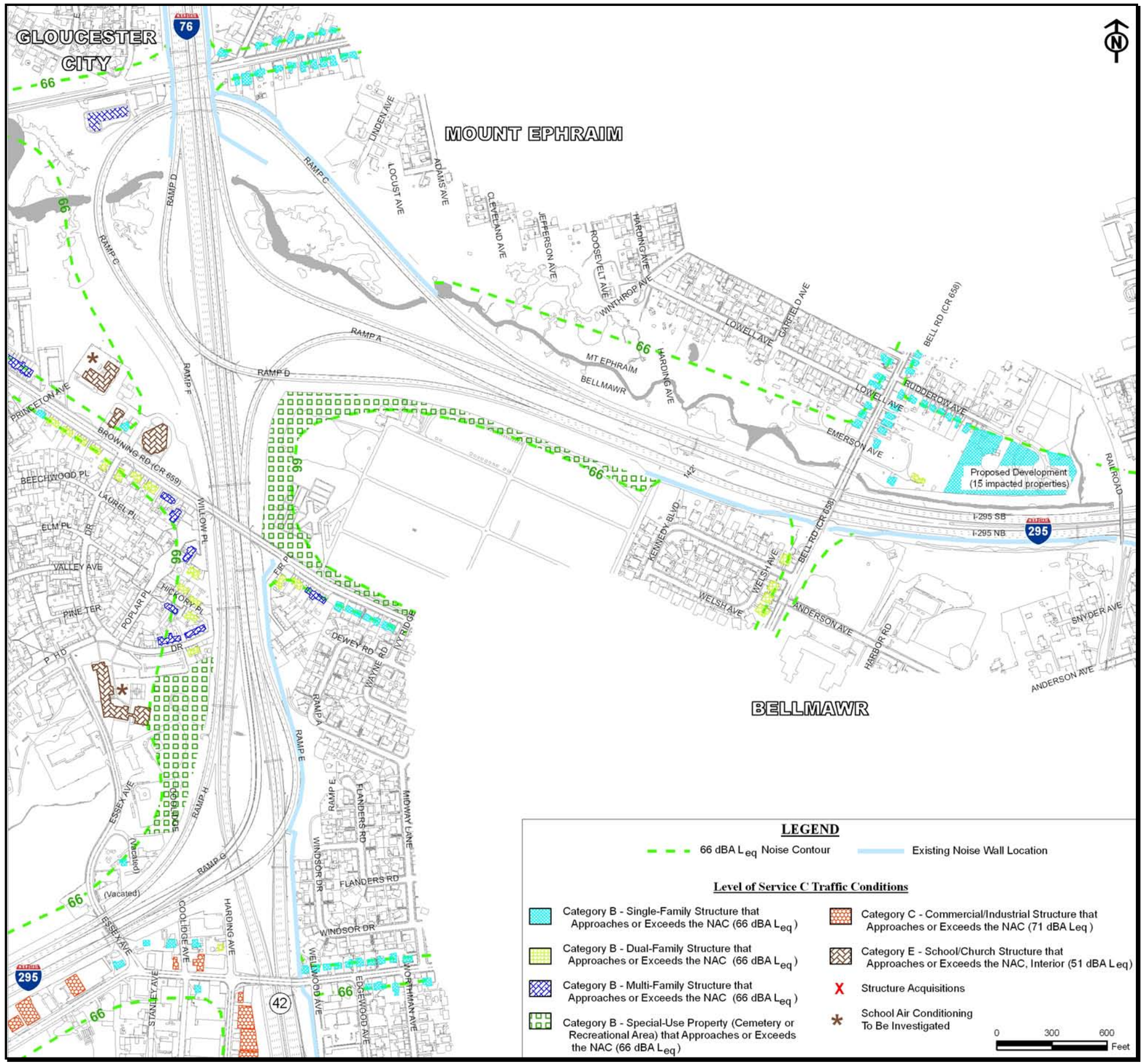


Figure 5.2-1: 2030 No Build Alternative 66 dBA Noise Contour

decreasing roadway or shifting the roadway horizontal geometry, specifically for mitigation purposes, is not feasible. Each build alternative requires property acquisitions due to the design; however, there are no buffer areas available in the project area. Although each strategy was investigated, sound proofing and noise walls were determined to be feasible mitigation methods for the proposed project.



Photograph 5.2-1: Existing Noise Wall Along I-76 Northbound

Regardless of the alternative selected, an area within the proposed project limits would experience an increase in noise levels during the construction phase. Equipment such as bulldozers, scrapers, backhoes, graders, loaders, cranes and trucks would be used during construction; however, the equipment is subject to construction noise specifications. Construction noise levels for residences and commercial/industrial establishments may reach 90 to 95 dBA L_{eq} during some phases of construction.

On-site construction noise mitigation options such as mufflers and portable noise walls, will be specified to minimize construction noise impacts. Whenever possible, the proposed noise walls will be constructed as early as feasible within the construction schedule of the project.

Sound Proofing

Sound proofing a public-use building is an effective means of mitigating a Category E NAC interior noise impact. There are five Category E land-use facility impacts within this study area: the Annunciation B.V.M. Church and Church Hall, the Annunciation Regional School, the Bellmawr Park Elementary School, and the Bell Oaks School. The Annunciation B.V.M Church and Church Hall are already air conditioned, thus sound proofing is not necessary.

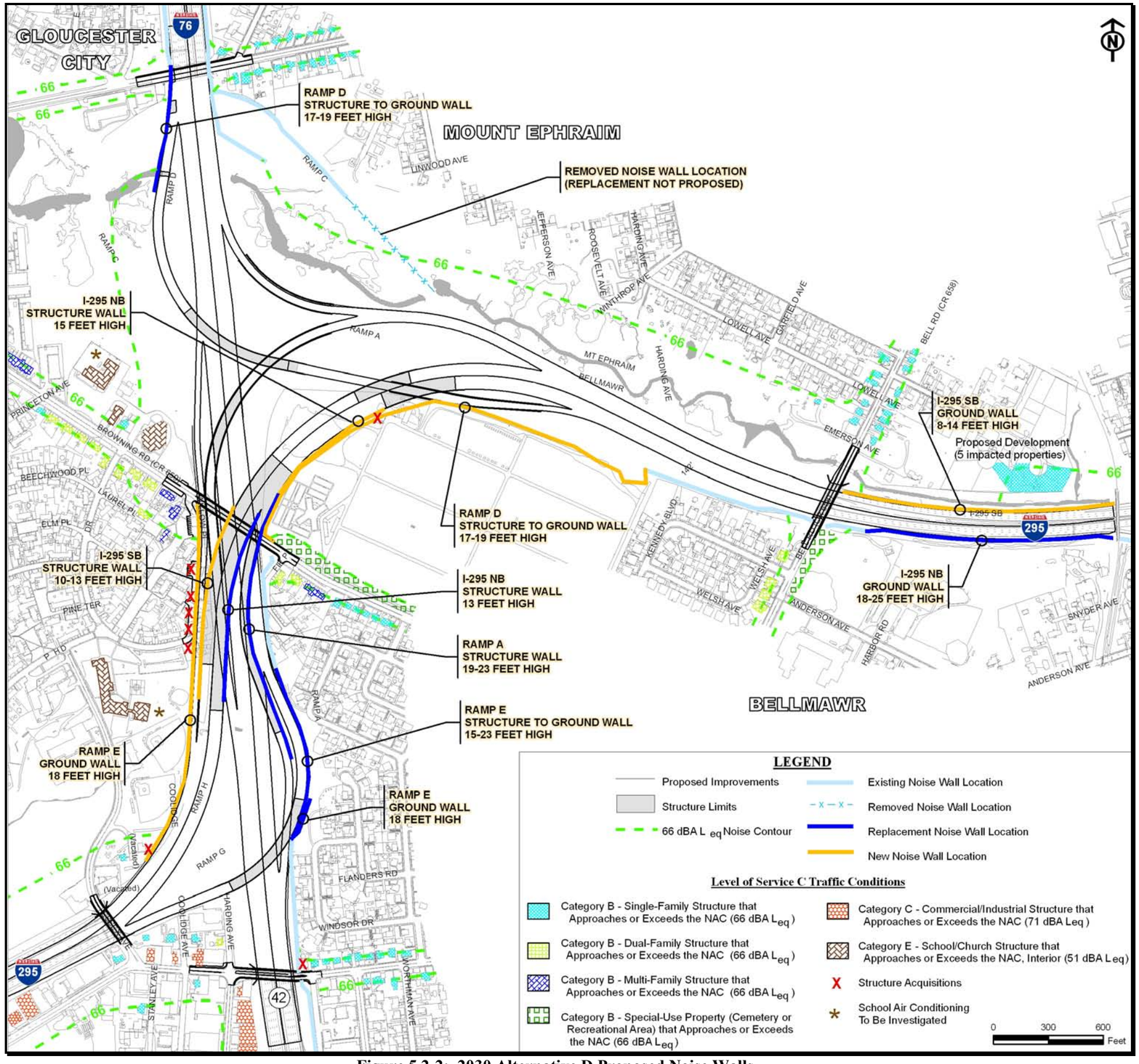


Figure 5.2-2: 2030 Alternative D Proposed Noise Walls



Photograph 5.2-2: Existing Noise Wall Along Al Jo's Curve

Under all build alternatives, air conditioning is recommended at the Annunciation Regional School and the Bellmawr Park Elementary School. Air conditioning is recommended at the Bell Oaks School under

Alternatives G2 and H1 only, since proposed noise walls within this area provide the required interior protection under Alternatives D, D1, and K.

Noise Walls

Noise walls are effective means of mitigating Category B NAC exterior noise impacts that are adjacent to roadways. Based on noise modeling for the 2030 build alternatives, new and replacement noise walls were investigated. New noise walls are those considered in areas not currently protected, while replacement noise walls are those requiring removal and reconstruction to accommodate the design.

New noise wall designs were subject to the current *NJDOT Noise Wall Policy* (2003), which allows $50,000 per "benefited residence" and a maximum noise wall height of 18 feet. A "benefited residence" is a dwelling for which noise levels will be reduced by at least 5 dBA L_{eq} with a noise wall, and resultant noise levels are predicted to be below the NAC after mitigation. When making recommendations for replacement noise walls, the current *NJDOT Noise Wall Policy* was followed, although several deviations were allowed since the existing noise walls were designed under an earlier Noise Wall Policy. In areas of displaced noise walls, "in-kind" replacement designs were proposed that exceed the current NJDOT Noise Wall Policy. Therefore, replacement noise barriers would provide for future 2030 noise levels under the build alternatives that are comparable to noise levels under the No Build Alternative. A cost per "benefited residence" for replacement noise wall segments was established at $100,000 for these special cases. In addition, NJDOT would allow replacement noise wall designs to exceed 18 feet when necessary, since many of the existing noise walls currently exceed 18 feet (see **Photograph 5.2-2**).

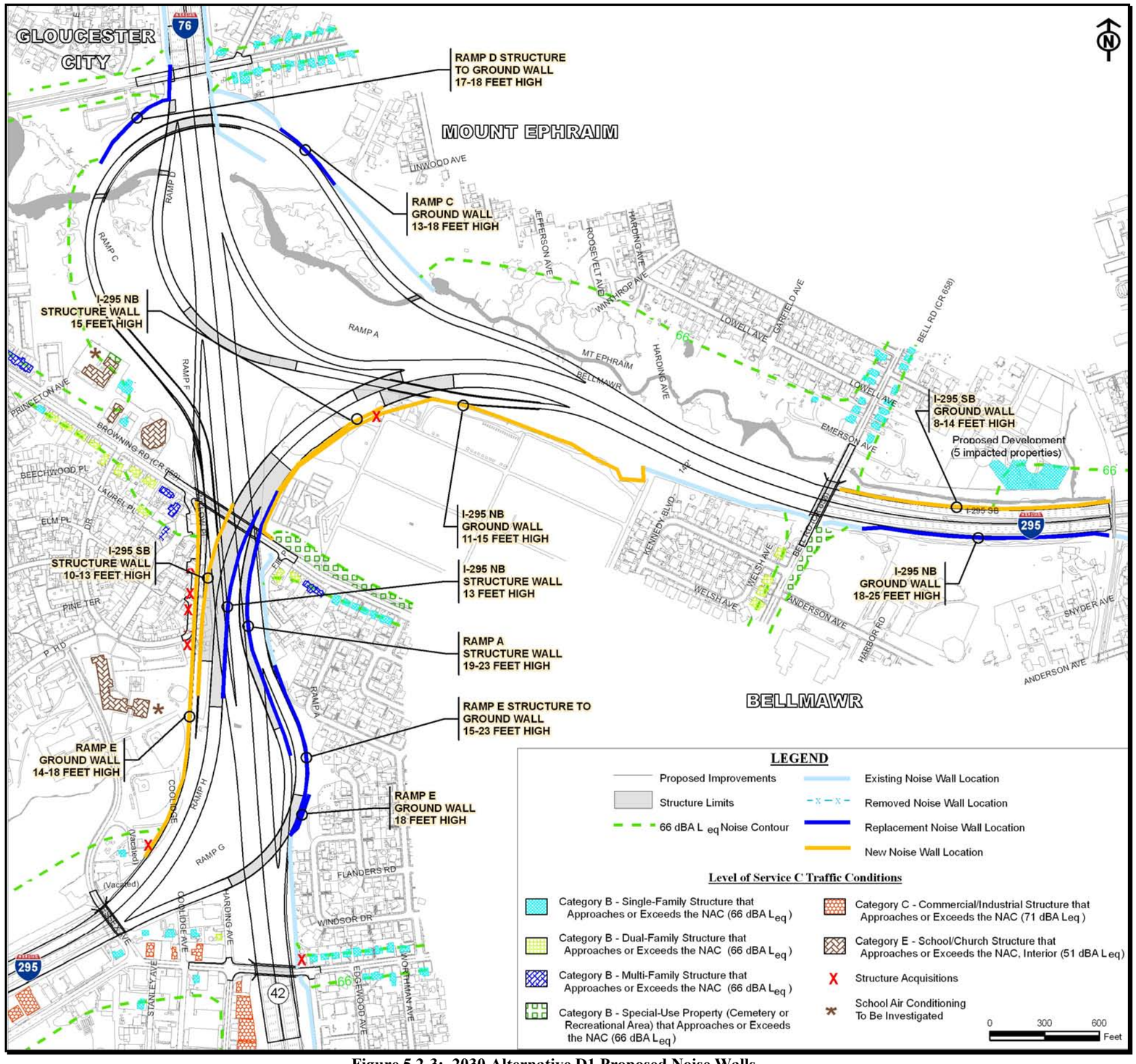


Figure 5.2-3: 2030 Alternative D1 Proposed Noise Walls

MITIGATED IMPACTS	D	D1	G2	H1	K
Residential (Single-family)	62	63	39	40	63
Residential (Dual-family)	16	16	22	22	12
Residential (Multi-family)	107	107	103	103	107
Special-Use (Cemeteries)	New St. Mary's Cemetery, Resurrection of Christ Cemetery				
Special-Use (Recreation)	Bellmawr Park Elementary School Bellmawr Baseball League Fields Scott E. Mueller Park	Bellmawr Park Elementary School Bellmawr Baseball League Fields Scott E. Mueller Park Mount Ephraim Girls Softball	Bellmawr Park Elementary School Bellmawr Baseball League Fields Scott E. Mueller Park	Bellmawr Park Elementary School Bellmawr Baseball League Fields Scott E. Mueller Park Mount Ephraim Girls Softball	Bellmawr Park Elementary School Bellmawr Baseball League Fields Scott E. Mueller Park
Total Costs	$11.2 million	$11.5 million	$12.7 million	$13.0 million	$8.0 million
Residential Noise Impact Reduction	109	109	91	91	113

Note: Residential Noise Impact Reduction—The number of impacts predicted under the No Build Alternative minus the number of impacts predicted under each build alternative, after construction of new and replacement noise walls.

Table 5.2-3: Remaining Residential Noise Impacts

When feasible, new and replacement noise walls are proposed in areas impacted by noise under each build alternative. **Table 5.2-3** provides the number of Category B NAC impacts that were mitigated by noise walls and the total cost of noise walls under each alternative, based on a construction cost of $50/ft^2. Construction of new and replacement noise walls for each build alternative will reduce the number of Category B NAC impacts, when compared to the No Build Alternative. These "residential noise impact reduction" sites are quantified and shown within **Table 5.2-3**. Future noise impacts, location and heights of each noise wall and the 66 dBA L_{eq} noise contour under the build alternatives (with existing and proposed noise walls) are shown within **Figures 5.2-2** through **5.2-6** for Alternatives D, D1, G2, H1 and K, respectively. Although proposed new and replacement noise walls under each build alternative eliminate a significant number of impacts, several residential noise impacts remain. Under Alternatives D, D1 and K, the remaining residential impacts are mainly along the local roadways where noise mitigation is not possible due to driveways and intersections (see **Photograph 5.2-3**). Under Alternatives G2 and H1, the remaining residential impacts are along local roadways as well as areas adjacent to the I-295 double-decker roadways where cost-effective mitigation is not feasible.

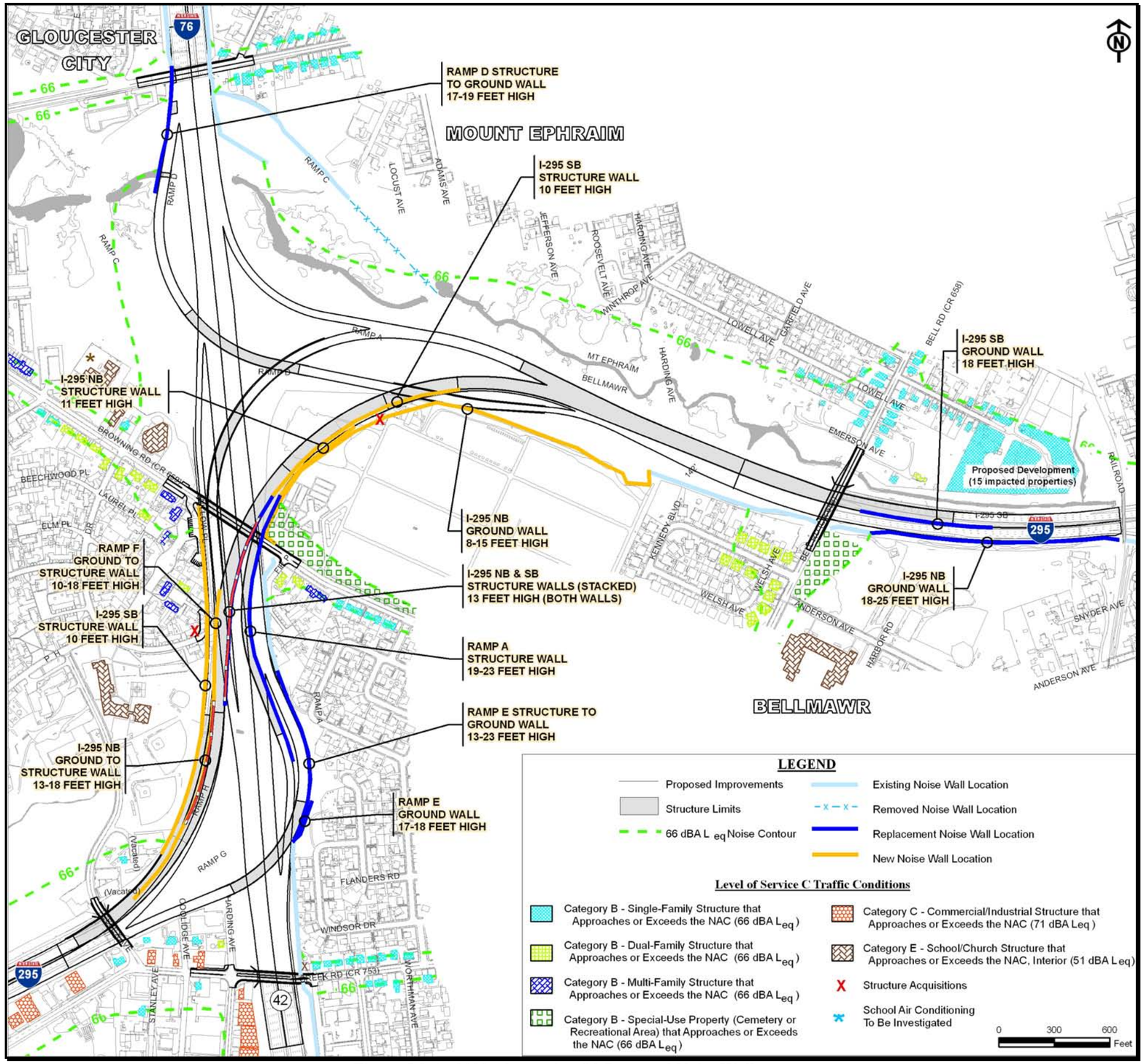


Figure 5.2-4: 2030 Alternative G2 Proposed Noise Walls

DEGREE OF IMPACT	NO BUILD	D	D1	G2	H2	K
Change Not Perceivable (<3 dBA L_{eq})	250	135	125	150	140	133
Change Perceivable (>=3 dBA L_{eq}; <7 dBA L_{eq})	4	15	26	35	46	7
Change Noticeable (>=7 dBA L_{eq})	0	0	0	12	12	0
Approved Future Residential Units	15	5	5	18	18	5
Total Remaining Impacts	269	155	156	215	216	145

Table 5.2-4: Residential Areas with Noise Level Increases from Existing Noise Levels for All Alternatives

The remaining impacts were assessed based on the change in noise levels over the existing condition. Increases of less than 3 dBA are considered "not perceivable," since the average human cannot detect an increase less than 3 dBA without the use of instruments. Approximate increases greater than 3 dBA but less than 7 dBA are considered "perceivable," while increases greater than 7 dBA are considered "noticeable." **Table 5.2-4** shows the degree of remaining impacts under the No Build Alternative and each build alternative, in comparison with the existing conditions.



Photograph 5.2-3: Existing Noise Wall Along Route 42 Northbound

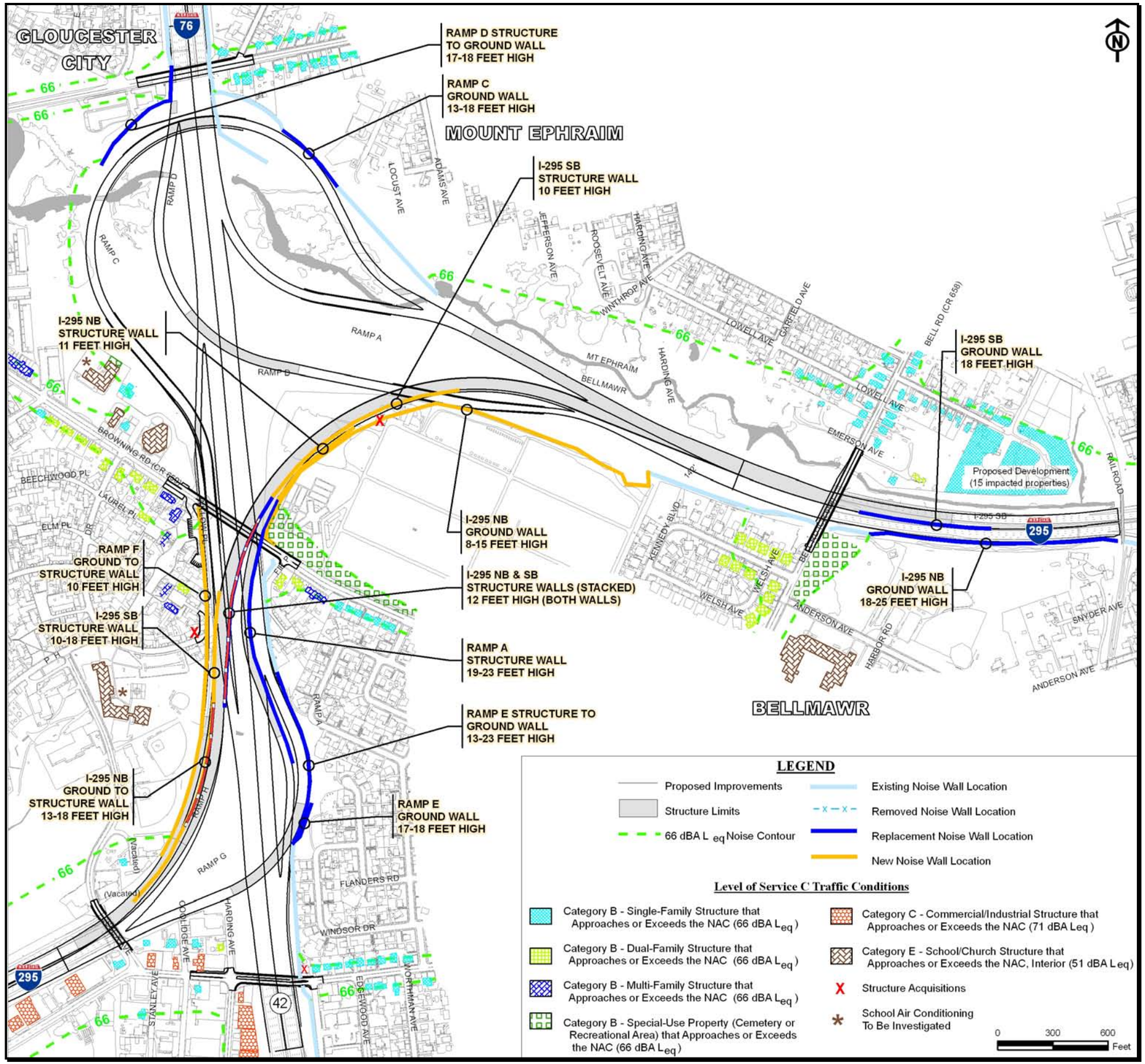


Figure 5.2-5: 2030 Alternative H1 Proposed Noise Walls

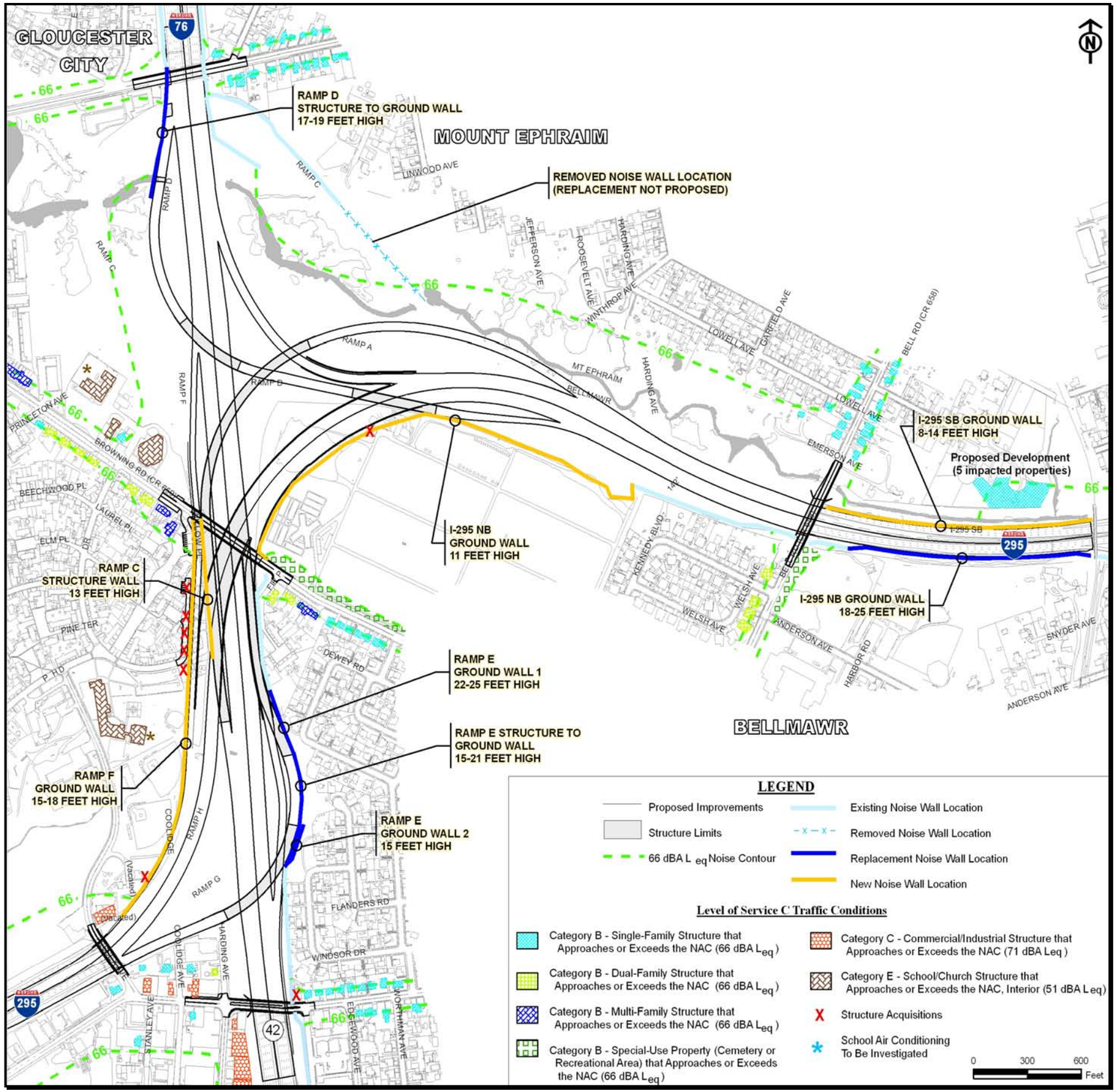


Figure 5.2-6: 2030 Alternative K Proposed Noise Walls

5.3 AIR QUALITY

The proposed project will introduce new traffic movements to the study area and construction activities would occur over several years. Such factors are potential sources of air pollution. This section summarizes the results of the *Air Quality TES* and analyzes potential air quality impacts that could result from the proposed project. For more detailed information, refer to the *Air Quality TES* included in Attachment 3.

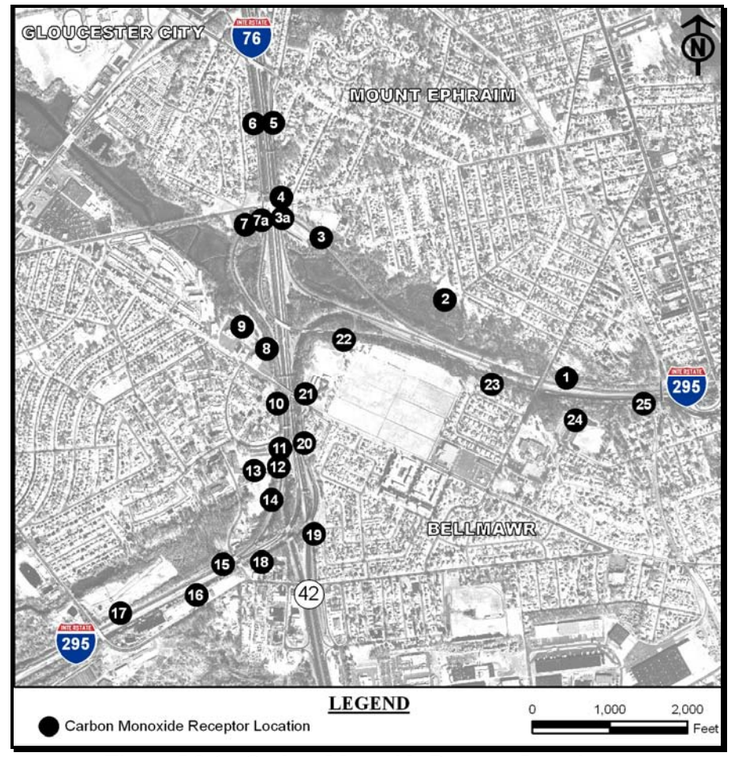


Figure 5.3-1: Carbon Monoxide Detector Locations

5.3.1 Methodology

This air quality analysis was prepared pursuant to requirements set forth by FHWA in 23 CFR Part 771, Title 40, CFR Part 51, Subpart T, and in accordance with USEPA, NJDEP, and NJDOT. As outlined within 40 CFR 93.123, project-related impacts need to be assessed based on a quantitative microscale carbon monoxide (CO) analysis. CO modeling is to be performed at "critical" project-affected intersections. Since there are no project-affected intersections within the study area, a free-flow CO analysis was performed for the proposed project. Detailed 2030 AM and PM peak traffic data for the No Build Alternative and all build alternatives was obtained from the *Traffic Report* (June 2006). Appropriate modeling techniques, outlined in the *Air Quality Analysis for Intersections (November 2001)* document released by the NJDEP's Bureau of Air Quality Evaluation, are required by NJDOT and were utilized to predict CO concentrations.

Three USEPA models were utilized in the air quality analysis: MOBILE6.2 (to calculate emission factors for input to the roadway air dispersion model), CAL3QHC, and ISC3, to calculate emissions due to the tunnel in Alternative K.

A total of 27 sensitive receptors were located along the right-of-way line adjacent to communities and along the perimeter of special-use facilities including recreational areas, baseball fields, schools, churches, and cemeteries (see **Figure 5.3-1**). Some receptors were located in areas that are protected by existing and proposed noise walls. Conservatively, the CO analysis performed for this project assumed no physical barriers existed between the roadway sources and receptor locations. The receptor sites were approximately the same among all alternatives, with minor adjustments in areas where the right-of-way line shifted due to proposed widening.

In March 2006, USEPA established project-level conformity determinations for inhalable particulate matter smaller than 2.5 micrometers ($PM_{2.5}$) non-attainment and maintenance areas and revised the project-level determinations in inhalable particulate matter smaller than 10 micrometers (PM_{10}) areas. This rule requires $PM_{2.5}$ hot-spot analyses be included in project-level conformity determinations when new transportation projects of air quality concern are proposed in $PM_{2.5}$ non-attainment or maintenance areas. The *Transportation Conformity Guidance for Qualitative Hot-spot Analysis in $PM_{2.5}$ and PM_{10} Non-Attainment and Maintenance Areas* (USEPA 420-B-06-902) document was utilized to provide assistance to determine the level of $PM_{2.5}$ assessment.

Although mobile source air toxics (MSATs) are not considered criteria pollutants, interim guidance by FHWA requires MSATs to be addressed due to the potential health risks associated with them. The FHWA's *Interim Guidance on Air Toxic Analysis in NEPA Documents* was utilized to provide direction on MSAT evaluation based on projected impact.

5.3.1.1 Criteria for Determining Impacts

The Clean Air Act of 1970 (CAA) mandated that the USEPA establish ceilings for criteria pollutants. Therefore, National Ambient Air Quality Standards (NAAQS) were established for CO, ozone (O_3), nitrogen dioxide (NO_2), lead (Pb), sulfur dioxide (SO_2), total suspended particulates (TSP), $PM_{2.5}$, and PM_{10}. The ceilings for pollutants are listed within **Table 5.3-1**.

Each criteria pollutant is monitored, on a continuous basis, throughout the state of New Jersey by NJDEP. The main objective of monitoring is to provide an early warning system for pollutant concentrations, assess air quality in light of public health and welfare standards, and track trends in these pollutant levels.

Section 107 of the CAA requires that the USEPA and states throughout the country identify those areas which do and do not meet the NAAQS. An area that meets current standards is referred to as in "attainment." An area which does not meet a standard is in "non-attainment." For non-attainment areas, states are required to revise their State Implementation Plan (SIP) to detail measures whereby NAAQS can be met as expeditiously as practical, within certain time limits. If an area consistently demonstrates air quality levels

POLLUTANT	AVERAGING PERIOD	NEW JERSEY PRIMARY	NEW JERSEY SECONDARY	NATIONAL PRIMARY	NATIONAL SECONDARY
Carbon Monoxide	1 hour 8 hour	40 mg/m^3 (35 ppm) 10 mg/m^3 (9 ppm)	40 mg/m^3 (35 ppm) 10 mg/m^3 (9 ppm)	40 mg/m^3 (35 ppm) 10 mg/m^3 (9 ppm)	- -
Ozone	1 hour 8 hour	0.12 ppm -	0.08 ppm -	0.12 ppm 0.08 ppm	0.12 ppm 0.08 ppm
Nitrogen Dioxide	1 year	0.05 ppm (100 ug/m^3)	0.05 ppm (100 ug/m^3)	0.053 ppm (100 ug/m^3)	0.053 ppm (100 ug/m^3)
Lead	3 months	1.5 ug/m^3	1.5 ug/m^3	1.5 ug/m^3	1.5 ug/m^3
Sulfur Dioxide	3 hour 24 hour 1 year	- 0.14 ppm (365 ug/m^3) 0.03 ppm (80 ug/m^3)	0.50 ppm (1300 ug/m^3) 0.10 ppm (260 ug/m^3) 0.02 ppm (60 ug/m^3)	- 0.14 ppm (365 ug/m^3) 0.03 ppm (80 ug/m^3)	0.50 ppm (1300 ug/m^3) - -
Total Suspended Particulates	24 hour 1 year	260 ug/m^3 75 ug/m^3	150 ug/m^3 60 ug/m^3	- -	- -
Inhalable Particulates (PM_{10})	24 hour 1 year	- -	- -	150 ug/m^3 -	- -
Fine Particulates ($PM_{2.5}$)	24 hour 1 year	- -	- -	35 ug/m^3 15 ug/m^3	- 15 ug/m^3

Table 5.3-1: USEPA NAAQS

below the NAAQS, that area can be re-designated from "non-attainment" to "attainment" and be listed in "maintenance." In these areas, the state Department of Environmental Protection must provide USEPA a comprehensive plan detailing methods being instituted to continue the pollutant reduction.

As discussed in Part D, Section 176 (Limitation on certain federal assistance) of the 1990 Clean Air Act Amendments (CAAA), a proposed project cannot:

- cause or contribute any new violation of any standard in any area;
- increase the frequency or severity of any existing violation of any standard in any area; or
- delay the timely attainment of any standard or any required interim emission reductions or other milestones in any area.

5.3.2 Existing Conditions

The study area for the air quality analysis for this project is located in Camden County which is in attainment for NO_2, Pb, SO_2, TSP, PM_{10} and in attainment/maintenance for CO. Camden County is in non-attainment for O_3 and $PM_{2.5}$.

5.3.3 Potential Impacts and Mitigation

Based on both quantitative and qualitative assessments, there is no expected CO, $PM_{2.5}$ or MSAT impact related to the proposed project and therefore no mitigation is necessary. An assessment for each pollutant, as well as a conformity determination, was conducted. Detailed analyses are included within the *Air Quality TES*.

5.3.3.1 Carbon Monoxide

Microscale CO modeling was performed for all alternatives, including the No Build Alternative. NJDEP-approved background levels are added to the predicted CO concentrations at each receptor, which are all expected to be below the one-hour (35 ppm) and eight-hour (9 ppm) NAAQS set forth for CO. The peak one- and eight-hour CO concentrations, including appropriate background levels, are detailed in **Table 5.3-2**. Bold values represent maximum 1-hour and 8-hour CO concentrations for each alternative.

When comparing the 2030 No Build to the 2030 build alternatives (D, D1, G2, H1 and K), some CO concentrations increase while others decrease. For this project, a decrease in predicted CO concentrations under the build alternatives is mainly due to improved roadway operations. On the contrary, an increase in build concentrations over No Build is not caused by a decline of roadway operations, but rather by the fact that the roadway alignment may shift closer to the right-of-way line, and thus the receptor location. Nonetheless, all future 2030 alternatives (No Build, D, D1, G1, H1 and K) document one-hour CO concentrations below the NAAQS, and therefore no mitigation is necessary.

5.3.3.2 Particulate Matter

$PM_{2.5}$ was addressed qualitatively, as per the *Transportation Conformity Guidance for Qualitative Hot-spot Analysis in $PM_{2.5}$ and PM_{10} Non-Attainment and Maintenance Areas* (USEPA 420-B-06-902). All build alternatives propose a physically separated I-295 through-movement from the I-76/Route 42 roadway network. Based on the *Traffic Report*, the overall interchange average speed predicted under the 2030 No Build Alternative is 25/26 mph (AM/PM peak), as compared to a 32 mph (AM/PM peak) average speed predicted under all 2030 build alternatives. In addition, the project is estimated to reduce vehicle-hours traveled by 4,570 vehicles during the two-hour AM peak period, and by 7,120 vehicles during the three-hour PM peak period. Therefore, the build alternatives improve freeway operations and increase vehicle speeds, which would pose no air quality concern with respect to $PM_{2.5}$ concentrations as suggested in 40 CFR 93.123(b)(i) and (ii).

5.3.3.3 Mobile-Source Air Toxics

Although USEPA has recognized the need to evaluate mobile source air toxics (MSATs), an established procedure to quantify MSAT emissions is not available since the USEPA has incomplete information. Means of accurately estimating emission rates and dispersion of MSATs are also currently being examined. The relevance of unavailable or incomplete information is that it is not possible to make a quantitative evaluation of reasonably foreseeable significant impacts on the human environment. Although reliable methods to accurately estimate MSAT health impacts do not exist at this time, MSATs can be qualitatively addressed.

Projected 2030 vehicle miles traveled (VMT) for each build alternative are predicted to increase (22.5%) over the 2030 No Build Alternative. In addition, preliminary studies performed by FHWA predict that MSATs are expected to decrease substantially over the next 25 years due to implementation of USEPA's new programs for fuel and mobile source vehicle engine emission standards. It is important to note that the emission reductions were shown to offset the additional vehicle miles of travel

RECEPTOR LOCATION	PEAK CONCENTRATION (1 HR/8 HR) BY ALTERNATIVE					
	NO BUILD	D	D1	G2	H1	K
1	4.9 / 3.4	4.5 / 3.2	4.5 / 3.2	4.9 / 3.4	4.9 / 3.4	4.6 / 3.2
2	4.0 / 2.8	4.4 / 3.1	4.3 / 3.0	4.3 / 3.0	4.4 / 3.1	4.4 / 3.1
3	6.1 / 4.3	4.0 / 2.8	4.2 / 2.9	4.0 / 2.8	4.0 / 2.8	4.1 / 2.9
3a	-	6.6 / 4.6	-	6.6 / 4.6	-	6.7 / 4.7
4	6.7 / 4.7	6.7 / 4.7	6.7 / 4.7	6.7 / 4.7	6.7 / 4.7	6.8 / 4.8
5	7.4 / 5.2	7.5 / 5.3	7.5 / 5.3	7.5 / 5.3	7.5 / 5.3	7.5 / 5.3
6	**8.6 / 6.0**	7.1 / 5.0	7.1 / 5.0	7.1 / 5.0	7.1 / 5.0	7.1 / 5.0
7	6.3 / 4.4	4.3 / 3.0	4.5 / 3.2	4.3 / 3.0	4.4 / 3.1	4.4 / 3.1
7a	-	6.0 / 5.2	-	6.0 / 5.2	-	6.2 / 5.3
8	5.3 / 3.7	5.7 / 4.0	6.1 / 4.3	5.5 / 3.9	6.1 / 4.3	6.0 / 4.2
9	4.6 / 3.2	4.4 / 3.1	4.8 / 3.4	4.5 / 3.2	4.7 / 3.3	4.4 / 3.1
10	6.1 / 4.3	7.5 / 5.3	**7.9 / 5.5**	**7.9 / 5.5**	**8.5 / 6.0**	7.5 / 5.3
11	7.1 / 5.0	6.6 / 4.6	6.6 / 4.6	7.4 / 5.2	7.4 / 5.2	6.4 / 4.5
12	7.0 / 4.9	6.4 / 4.5	6.4 / 4.5	6.8 / 4.8	6.9 / 4.8	6.3 / 4.4
13	4.4 / 3.1	5.0 / 3.5	5.1 / 3.6	5.0 / 3.5	5.0 / 3.5	5.1 / 3.6
14	5.6 / 3.9	6.3 / 4.4	6.3 / 4.4	6.3 / 4.4	6.3 / 4.4	6.7 / 4.7
15	5.0 / 3.5	4.9 / 3.4	4.9 / 3.4	4.8 / 3.4	4.8 / 3.4	5.1 / 3.6
16	4.7 / 3.3	5.0 / 3.5	5.0 / 3.5	5.0 / 3.5	5.0 / 3.5	5.0 / 3.5
17	5.3 / 3.7	6.2 / 4.3	6.2 / 4.3	6.2 / 4.3	6.2 / 4.3	6.0 / 4.2
18	5.2 / 3.6	5.5 / 3.9	5.5 / 3.9	5.5 / 3.9	5.5 / 3.9	6.0 / 4.2
19	7.3 / 5.1	6.6 / 4.6	6.6 / 4.6	6.6 / 4.6	6.6 / 4.6	6.9 / 4.8
20	6.7 / 4.7	7.1 / 5.0	7.2 / 5.0	7.2 / 5.0	7.3 / 5.1	**7.7 / 5.4**
21	5.4 / 3.8	6.1 / 4.3	6.1 / 4.3	6.2 / 4.3	6.2 / 4.3	7.1 / 5.0
22	4.6 / 3.2	5.0 / 3.5	5.1 / 3.6	5.1 / 3.6	5.0 / 3.5	5.6 / 3.9
23	5.4 / 3.8	5.7 / 4.0	5.7 / 4.0	6.0 / 4.2	6.0 / 4.2	6.0 / 4.2
24	4.0 / 2.8	4.2 / 2.9	4.2 / 2.9	4.2 / 2.9	4.2 / 2.9	4.2 / 3.0
25	6.6 / 4.6	**7.6 / 5.3**	7.5 / 5.3	7.2 / 5.0	7.3 / 5.1	**7.7 / 5.4**

Table 5.3-2: 1hr/8hr CO Concentrations (ppm)
2030 No Build and 2030 Build Alternatives

predicted with an improved highway. As stated within *FHWA's Interim Guidance on Air Toxic Analysis in NEPA Documents*, MSATs are expected to decline unless VMTs more than double by 2020. Regionally, reductions in MSATs are expected over time due to USEPA's vehicle and fuel regulations along with fleet turnover. Therefore, it is not anticipated that the proposed project would meaningfully increase emissions.

Construction activity may generate a temporary increase of MSAT emissions. There are several strategies to mitigate construction-related MSATs including a new USEPA cooperative program that is intended to work toward reducing particulate matter and NO_x. Methods to avoid community exposure may include reducing engine activity or shift times. Others include retrofitting specific construction equipment with devices that provide exhaust emission reduction as well as utilizing an ultra-low sulfur fuel during construction of the proposed project.

5.3.3.4 Conformity Determination

Transportation projects that originate from a conforming Statewide Transportation Improvement Program (STIP) are considered to conform to the Transportation Conformity Rule. The proposed project is listed in the *FY 2006-2008 STIP* as Project ID No. 355, which is included in Appendix A. The results of the CO analysis documents CO levels below the one-hour (35 ppm) and the eight-hour (9 ppm) NAAQS. In addition, the proposed project is not expected to create or worsen $PM_{2.5}$ violations. Furthermore, MSAT emissions will likely be lower in the design year than present levels as a result of USEPA's national control program and fleet turnover. Therefore, this project will comply with the conformity requirements established by the CAA and subsequent amendments.

5.4 SOCIOECONOMICS, LAND USE, AND ENVIRONMENTAL JUSTICE

This section evaluates potential impacts related to socioeconomics, land use, and environmental justice that could result from the five build alternatives and one No Build Alternative. This section also evaluates potential impacts to the visual quality/aesthetic quality of the primary study area, as well as the cost benefit resulting from improved safety and travel time. This analysis is based on the *Socioeconomic, Land Use and Environmental Justice TES*. For more detailed information, refer to the TES report included in Attachment 4.

5.4.1 Methodology

The primary study area includes the area where the proposed improvements would be constructed in Bellmawr, Mount Ephraim, and Gloucester City. The secondary study area includes the remainder of the Borough of Bellmawr, the Borough of Mount Ephraim, and Gloucester City.

A combination of field surveys and existing data was used to document the existing community characteristics, land use and zoning, and development proposals within the study area. This information was used to assess potential impacts in the following areas:

- Community Profile;
- Economic Conditions;
- Accessibility and Safety;
- Land Use and Zoning;
- Environmental Justice; and
- Visual Quality/Aesthetics.

For a detailed discussion on the methodology used to identify the existing conditions and to determine the project's potential impacts, refer to the *Socioeconomic, Land Use and Environmental Justice TES*.

5.4.2 Existing Conditions

5.4.2.1 Community Profile

In 2000, the total population of Bellmawr was 11,262, Mount Ephraim was 4,495, and Gloucester City was 11,484. The study area population was summarized by community and broken down by:

- Minority population—Hispanic, Black, Asian, Native American and Alaskan Native.
- Senior citizens—those being over the age of 85 are of special concern.
- Disabled population—disability is defined by the following long-lasting conditions: (a) blindness, deafness, or a severe vision or hearing impairment (sensory disability); and (b) a condition that substantially limits one or more basic physical activities, such as walking, climbing stairs, reaching, lifting, or carrying (physical disability).
- Linguistically isolated population—defined as households where the primary language spoken at home is not English and where individuals within a household speak English "not very well."
- Female heads of household—households with a female listed as the head of household.
- Transit dependent—defined as persons with "zero vehicle availability."
- Income.

Information used to identify the number of people in these groups was obtained from the 2000 Census Data. Two criteria were used in the community profile. The first, Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations (EO 12898),* requires federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. EO 12898 considers areas with low-income and minority populations above 50% to be significant. The second criteria is the DVRPC identification of significant populations of people in the following categories: disabilities, foreign language, transit dependent and senior citizen. DVRPC considers the following regional thresholds as significant:

- 2% of the population over the age 85;
- 7% of the population with a disability;
- 2% for linguistically isolated populations;
- 8% for female heads of household with children; and
- 16% for transit dependent individuals.

Minority Population

Figure 5.4-1 identifies the minority population percentage in the portion of the primary study area in Bellmawr by race for each census tract and block. The proposed improvements are not located in any areas with a minority population that exceeds the criteria set by EO 12898. As discussed in the TES report, since the 2000 Census, no other large minority groups were identified. As also discussed in the TES report, no areas within the primary study area within Mount Ephraim or Gloucester City had a minority population that exceeded the EO 12898 criteria.

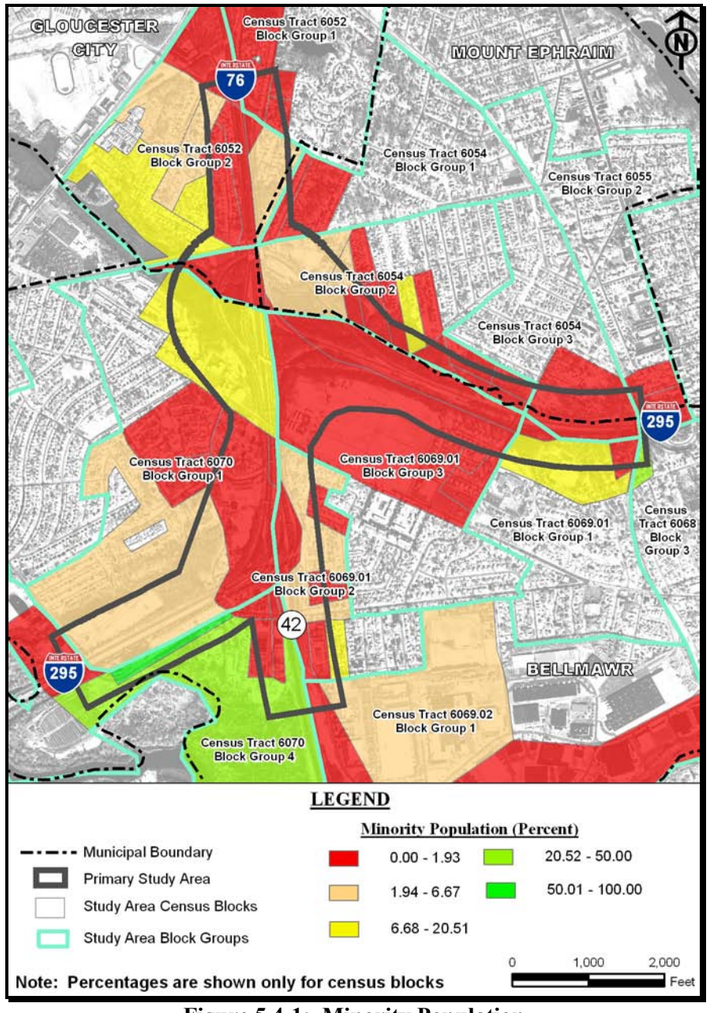


Figure 5.4-1: Minority Population

Senior Citizens

As shown on **Figure 5.4-2**, one census block in Bellmawr, located in an area of proposed improvements (Census Tract 6070, Block 4001), has a percentage of senior citizens higher than the DVRPC regional threshold of 2%. However, none of the improvements would affect buildings or access to the property within the census block.

As shown on **Figure 5.4-2**, none of the census tracts in the primary study area in Mount Ephraim had a senior citizen population over the DVRPC regional threshold of 2%. The Mount Ephraim Senior Housing located along the west side of I-76 along Kings Highway is in the primary study area, but was built after the 2000 Census. Currently, this facility has approximately 111 residents.

Census data indicated that 136 persons (1.18%) over the age of 85 resided in Gloucester City in 2000. This is below the DVRPC regional threshold of 2%. No areas within the primary study area had a population over the age 85 above the 2% DVRPC regional threshold.

Disabled Population

As shown on **Figure 5.4-2**, five census block groups within Bellmawr had disabled populations that met or exceeded the DVRPC regional threshold. Only a small portion of Census Tract 6069.02, Block Group 1 and Census Tract 6068, Block Group 3, lie within the primary study area and are not considered representative of the project area.

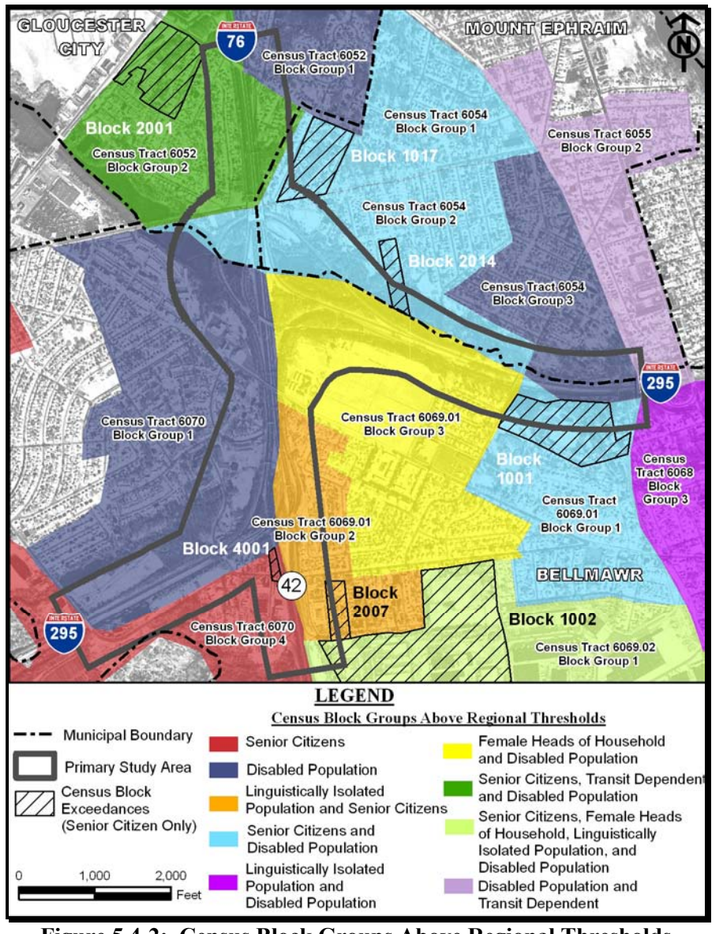


Figure 5.4-2: Census Block Groups Above Regional Thresholds

In Mount Ephraim, four census block groups had a disabled population that met or exceeded the regional threshold (see **Figure 5.4-2**). However, only a small portion of Census Tract 6055, Block Group 2 lies within the primary study area and is not considered representative of the study area. In addition, approximately 80% of residents within the Mount Ephraim Senior Housing are disabled.

As indicated in **Figure 5.4-2**, two census block groups within Gloucester City contained disabled populations that met or exceeded the DVRPC regional threshold—Block Groups 1 and 2 of Census Tract 6052—and both are within the primary study area. For more information, see the discussion on potential impacts and mitigation measures included in Section 5.4.3.

Linguistically Isolated Population

As shown on **Figure 5.4-2**, three census block groups within Bellmawr had linguistically isolated populations that met or exceeded the DVRPC regional threshold. However, only a small corner of Census Tract 6069.02, Block Group 1, and Census Tract 6068, Block Group 3, lie within the primary study area and are not considered representative.

As shown on **Figure 5.4-2**, Mount Ephraim had 15 linguistically isolated households, which represented 0.35% of the total number of households within the borough. No census tracts or census block groups met or exceeded the DVRPC regional threshold of 2%.

Gloucester City contained 67 linguistically isolated households, which represents 0.62% of the total number of households. As depicted on **Figure 5.4-2**, no census tracts or census group blocks met or exceed the 2% DVRPC regional threshold.

Female Heads of Household

As shown in **Figure 5.4-2**, two census block groups within Bellmawr had proportions of female heads of households that met or exceeded the DVRPC regional threshold. However, only a small corner of Census Tract 6069.02, Block Group 1, lies within the primary study area and is not considered representative.

Mount Ephraim has 53 households, or 2.91%, with the female listed as the head of household. As shown in **Figure 5.4-2**, no census tracts or census block groups within the primary study area met or exceeded the DVRPC regional threshold of 8%.

Gloucester City as a whole has 348 (8.19 %) female heads of household. However, no census tracts or census block groups met or exceeded the DVRPC regional threshold of 8% within the primary study area in Gloucester City.

Transit Dependent

Within Bellmawr, 7% of the population was transit dependent. No census tracts or block groups within the study area met or exceeded the DVRPC regional threshold.

Census data indicated that 206 households, or 11.33% of the occupied housing units in Mount Ephraim, were transit dependent. One census block group within the study area met or exceeded the regional threshold of 16% (Block Group 2 of Census Tract 6055). However, the majority of this census tract lies outside the primary study area and therefore, this block group does not require further review (see **Figure 5.4-2**). In addition, the residents of the Mount Ephraim Senior Housing either have access to cars or rely on the Sen-Han bus service.

Census data indicated that 701 households, or 16.62% of the occupied housing units in Gloucester City, were transit dependent. One census block

group within the study area met or exceeded the DVRPC regional threshold of 16%. Block Group 2 of Census Tract 6052 had 70 transit dependent households out of a total of 433 (16.17%).

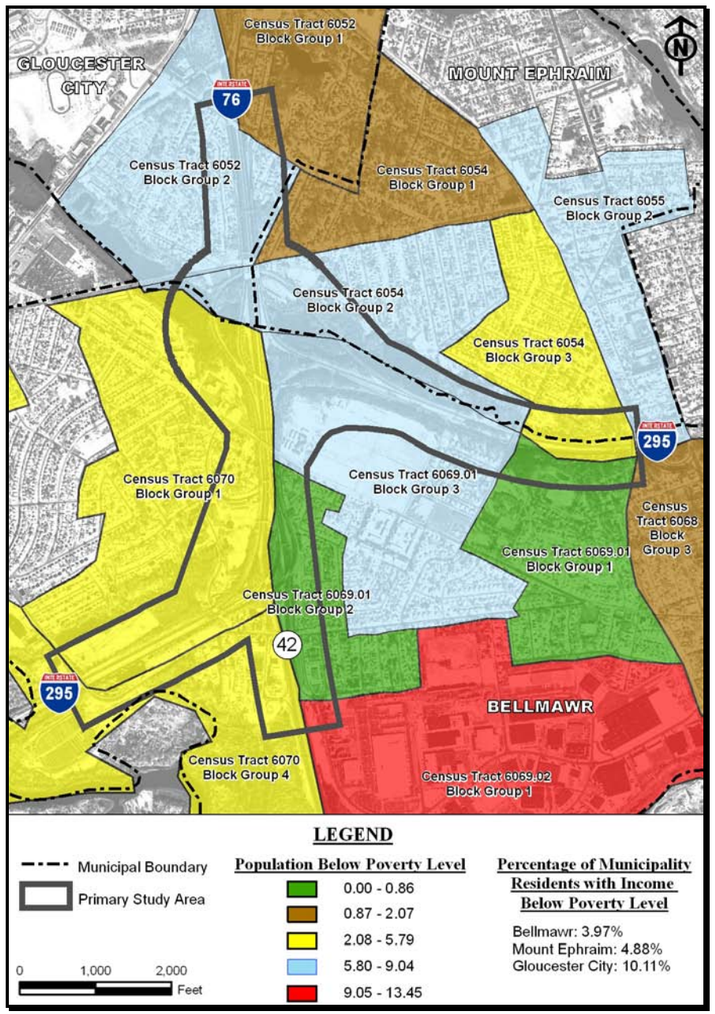


Figure 5.4-3: Population Below Poverty Level

Income

Within Bellmawr, 3.97% of the municipality's residents had a household income below the poverty level. On a census tract level, the percentage of impoverished households within the primary study area in Bellmawr runs the entire range as depicted in **Figure 5.4-3**. No areas within the primary study area in Bellmawr had poverty levels that met the criteria set by EO 12898. The highest concentration of households below the poverty level was 13.45% in Block Group 1 of Census Tract 6069.02. However, only a small portion of this block group falls within the primary study area.

The TES report showed that 4.88% of Mount Ephraim's residents had a household income below the poverty level. Within the primary study area, Census Tract 6055 contained an impoverished population of 4.49% and Census Tract 6054 contained an impoverished population of 5.18%. Neither exceeds the criteria set by EO 12898.

According to the TES report, 10.11% of the residents in Gloucester City had a household income below the poverty level. Census Tract 6052 contained an impoverished population of 8.94%. Block Group 2 within Census Tract 6052 had the second highest proportion of households below the poverty level with 8.85%. Its percentage of low income populations does not meet the criteria set by the EO 12898.

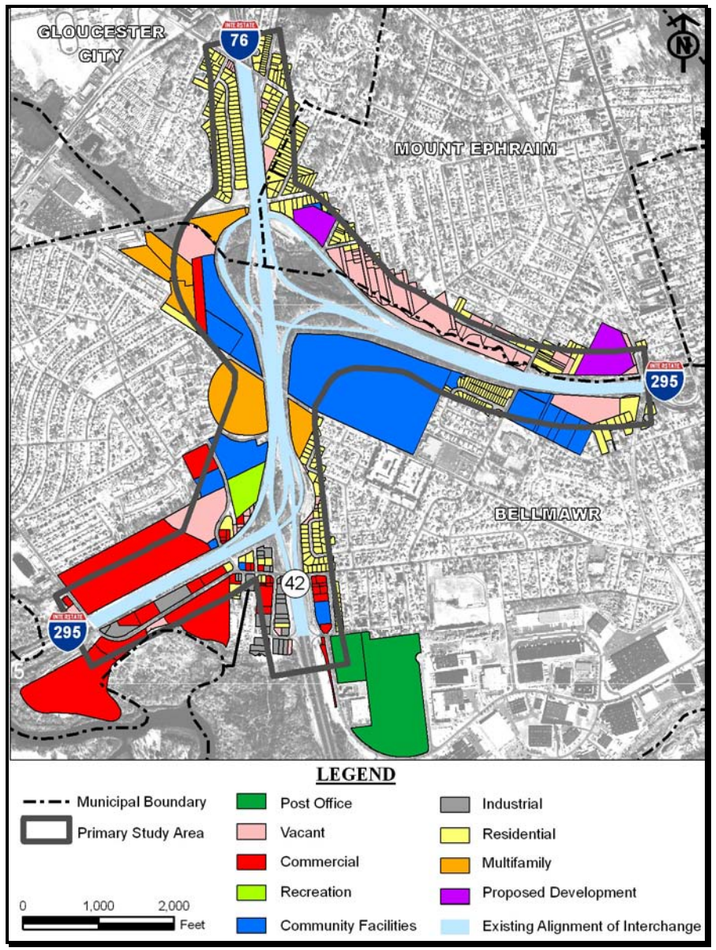


Figure 5.4-4: Primary Study Area Land Use

Residential Neighborhoods

Residential neighborhoods in the primary study area within Bellmawr are characterized as either single-family detached or multi-family dwellings.

- The area north of Browning Road, east of the interchange abutting the south side of I-295, and west of the railroad line, contains single-family detached dwellings.
- The area east of the I-295/Route 42 interchange, south of Browning Road and west of Midway Avenue, is comprised largely of single-family detached residences.
- The residential area located directly to the west of the I-295/I-76/Route 42 interchange contains multi-family apartments and townhouses. This area is known as the Bellmawr Park Mutual Housing Historic District, and each of the residential units is occupied by individuals who are part of the Bellmawr Mutual Housing Corporation. The majority of the apartments are located within the area south of Princeton Avenue, east of Carter Avenue, north of Peach Road, and along the south side of Browning Road. Additional apartments are located within the area north of Browning Road, south of Kings Highway, and west of the I-295/I-76/Route 42 interchange.

Residential neighborhoods within the Mount Ephraim portion of the primary study area are characterized as one and two-story single family detached dwellings. In addition, there is the Mount Ephraim Senior Housing located on the west side of I-76 along Kings Highway.

In Gloucester City and, as shown in **Figure 5.4-4,** within the primary study area, is a residential area north of Kings Highway on the west side of I-76. It consists entirely of one- and two-story single family detached dwellings.

Community Facilities

As shown on **Figure 5.4-5**, in Bellmawr, there are 10 community facilities located within the primary study area:

- New St. Mary's Cemetery;
- Resurrection of Christ Cemetery;
- Annunciation B.V.M Church and Annunciation Regional School;
- Bellmawr Park Elementary School;
- Bellmawr Baseball League Fields;
- Crescent Park VFW;
- Bellmawr Volunteer Fire Company No. 33;
- Anderson Avenue Recreation Area;
- State Police Complex; and
- State Police Administrative Office.

As identified in **Figure 5.4-5**, in Mount Ephraim, two community facilities are located within the primary study area:

- Mount Ephraim Girls Softball Field; and
- Mount Ephraim Sewage Treatment Facility.

No community facilities are located within the Gloucester City portion of the primary study area.

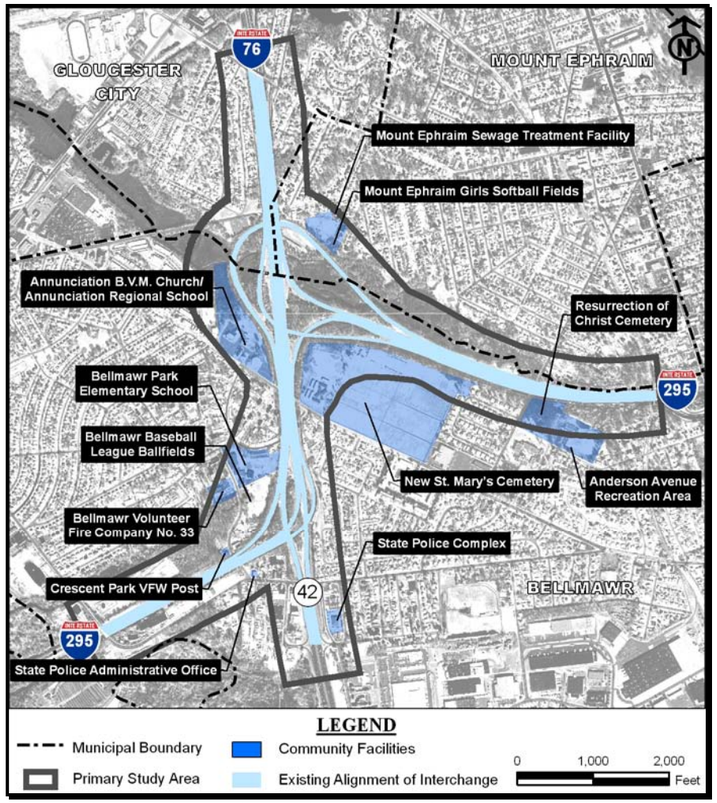


Figure 5.4-5: Primary Study Area Community Facilities

Section 4(f) Recreational Facilities: There are two locally-significant, publicly-owned recreation facilities in the primary study area within Bellmawr:

- Bellmawr Park Elementary School Playground (playground and ballfields); and
- Anderson Avenue Recreation Area (ballfields, basketball courts, an outdoor ice rink, and open play areas).

There are no locally-significant, publicly owned recreation facilities within Mount Ephraim or Gloucester City that would be affected by the proposed project.

Green Acres: The Bellmawr Park Mutual Housing Historic District is listed on the Green Acres Program Open Space Database. The listing refers to the undeveloped land along Peach Road, which contains wetlands.

According to the database, this parcel was locally funded; no Green Acres funds were used.

5.4.2.2 Economic Conditions

Business Activities and Economic Profile/Economic Development

As shown in **Figure 5.4-4**, the primary study area within Bellmawr includes commercial, retail and industrial development. For a complete listing of the businesses within the primary study area, please see the TES report.

The primary study area within Mount Ephraim does not include any businesses or industrial properties.

The primary study area within Gloucester City does not include any businesses or industrial properties. Gloucester City is designated as an Urban Enterprise Zone (UEZ) and, according to local and county officials (August 12 and 25, 2005), Gloucester City has numerous development projects occurring. For a description of the UEZ and other development projects within Gloucester City, please see the TES report.

Municipal Tax Base

The total assessed net valuation of taxable properties in Bellmawr for 2004 was $425,385,400. Bellmawr's tax rate of $4.43 per hundred dollars includes $1.15 per hundred dollars for municipal purposes and a school tax rate of $2.23 per hundred dollars.

The total assessed net valuation of taxable properties in Mount Ephraim for 2004 was $171,126,600. The township's tax rate of $4.46 per hundred dollars includes $1.26 per hundred dollars for municipal purposes and $2.16 per hundred dollars for the local school district.

The total assessed net valuation of taxable properties in Gloucester City for 2004 was $355,363,900. The township's tax rate of $3.49 per hundred dollars includes $1.62 for municipal purposes and $0.945 for the local school district.

5.4.2.3 Accessibility and Safety

Within the secondary study area, and as described in the TES report, accessibility pertains to the ease with which travelers may get to a specific destination. Accessibility depends on the degree of directness for getting to the destination, the simplicity of finding it, and the availability of parking facilities.

Travel Time through the Interchange

A savings in travel time is a significant benefit of a transportation project. The value of travel time savings and of the reduced variability of travel time can be thought of in terms of dollars saved. Transportation projects can directly affect the amount of time required for traveling by reducing congestion, and the uncertainty about the length of the trip.

Congestion on major access routes was directly related to traffic conditions that exist within the I-295/I-76/Route 42 interchange. Collector roads to destinations in the secondary study area, which include shopping along Route 168 and Route 130, are congested due to the interchange traffic overflow. Destinations in the secondary study area include the post office/industrial park area in Bellmawr which has approximately 300 to 400 daily truck trips. Within Gloucester City, the port area (Gloucester Terminal) is a destination of many commercial and residential vehicles. The Gloucester City Planning Board has designated Morgan Avenue in Camden as the major access point to the port area. However, local officials indicated that various local streets throughout Gloucester City are used to access the port area (Gloucester Terminal).

Mass transportation in the primary study area consists primarily of buses. Bus ridership is low. Bus service schedules are disrupted by congestion within the I-295 interchange during rush hour. Pedestrian access is not prevalent due to typical suburban residential development of single-family dwellings and commercial/retail establishments being situated along state roads (Route 168 or Route 130).

In the 30-month period from January 2002 through June 2004, there were 1,864 recorded accidents through the I-295/I-76/Route 42 interchange, of which two were fatal and 631 involved injuries. During this same period, approximately 50 million vehicles passed through this interchange, yielding rates of approximately 7.5 accidents, 2.5 accidents with injuries, and 0.008 accidents with fatalities per million vehicles. These rates are much higher than rates for standard interchanges at other interstate highways in New Jersey.

5.4.2.4 Land Use and Zoning

Bellmawr's current zoning ordinance was adopted in 1990. The portion of the project's primary study area within Bellmawr contains nine zoning districts that are not entirely consistent with the land use designations set forth in the master plan. These zoning districts include: Residence A; Residence B; Business A; Business B; Light Industrial; Heavy Industrial; Institutional; Municipal Government and Educational; and Recreation-Open Space (see **Figure 5.4-6**). For a complete description of the zoning districts, please refer to the *Socioeconomic, Land Use and Environmental Justice TES*.

Residential development represents the largest portion of Bellmawr's land use, followed by vacant land, which is mostly wetlands. The portion of the primary study area in Bellmawr is about 14% of Bellmawr's total acreage. According to the NJDEP Bureau of Geographic Information Land Use and Land Cover data layer and site reconnaissance, no identified farmland is located within Bellmawr. **Figure 5.4-4** indicates the distribution of land use within the primary study area. **Figure 5.4-6** indicates the distribuition of land use within the secondary study area. Land use in Bellmawr within the primary study area includes:

- residential land use;
- multi-family residential properties;
- industrial development;
- commercial use;
- community facilities;
- vacant land; and
- recreational use.

Zoning in the primary study area within Mount Ephraim is comprised of R1 and R2 residential district areas. Zoning is generally consistent with existing land uses. Residential development represents the largest portion of Mount

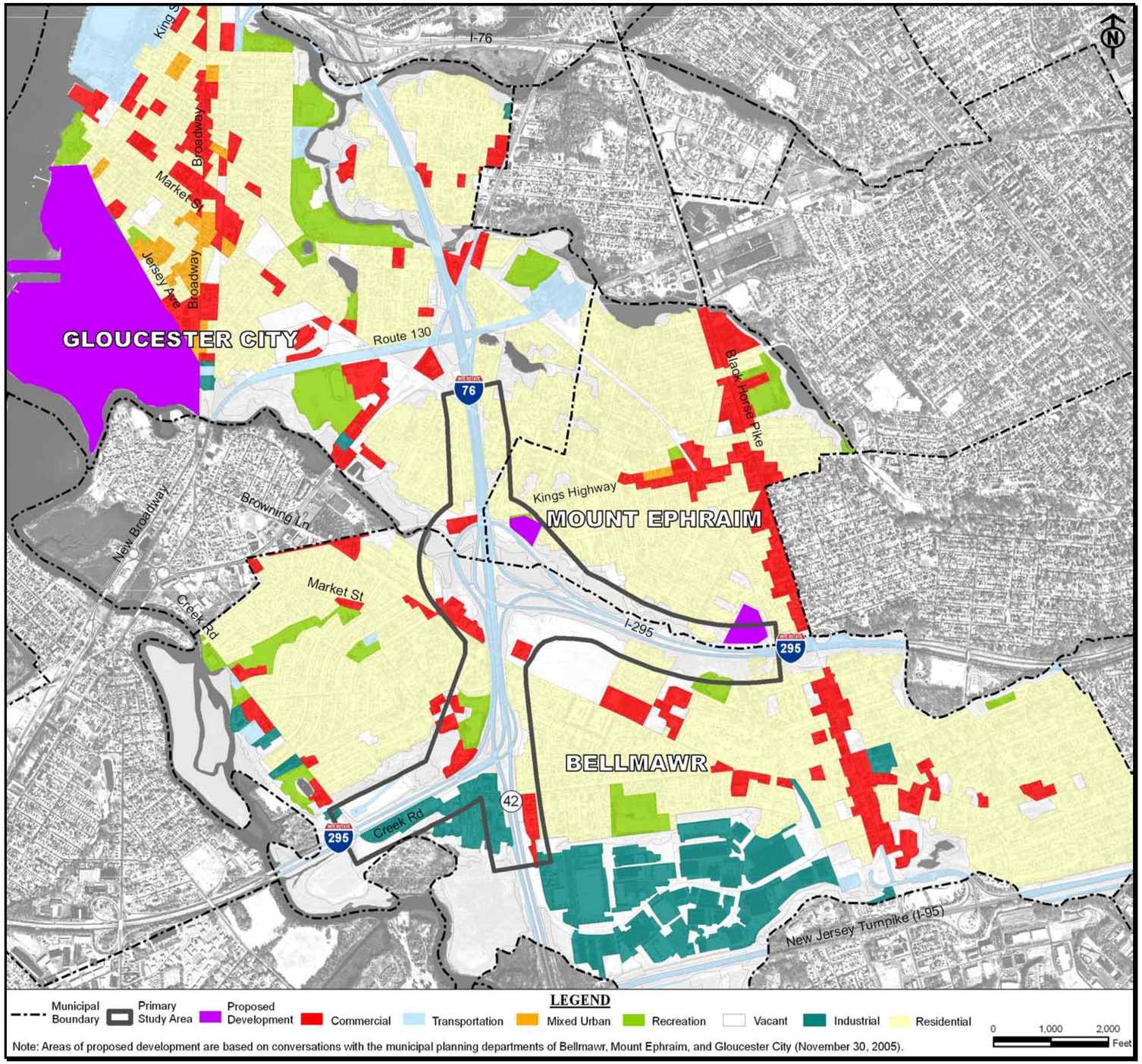


Figure 5.4-6: Secondary Study Area Land Use

Ephraim's land use, followed by transportation and vacant land which includes wetlands. About 8% of Mount Ephraim's total acreage is in the primary study area. According to the NJDEP Bureau of Geographic Information Land Use and Land Cover data layer and site reconnaissance, no identified farmland is located within Mount Ephraim. Land use in Mount Ephraim within the primary study area includes:

- residential land use;
- multi-family residential properties;
- community facilities;
- recreational use; and
- vacant land.

The Gloucester City Zoning Ordinance indicates that the primary study area within Gloucester City is comprised of low-density residential areas. Residential development represents the largest portion of Gloucester City's land use, with approximately 42.2%, followed by vacant land, with approximately 22.3%. The Gloucester City portion of the primary study area is about 1.5% of Gloucester City's total acreage. According to the NJDEP Bureau of Geographic Information Land Use and Land Cover data layer and site reconnaissance, no identified farmland is located within Gloucester City. Land use in Gloucester City within the primary study area includes residential land use and vacant land.

5.4.2.5 Environmental Justice

EO 12898 requires federal agencies to take appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. The *Socioeconomic, Land Use and Environmental Justice TES* and this section of the DEIS identify minority and low-income populations. Impacts and possible mitigation measures are discussed later in this section.

5.4.2.6 Visual Quality/Aesthetics

Three categories of viewsheds exist for consideration of aesthetic impacts: highly sensitive sites, moderately sensitive sites, and low sensitivity sites. Highly sensitive areas are those protected by federal or state law, such as natural areas, parks and recreation areas, coastal views, unique man-made features and historic properties. Moderately sensitive sites include buildings such as residences and religious sites, or areas that are partially blocked by vegetation, such as wooded areas and hedgerows. Sites of low visual sensitivity include developed areas such as urban and industrial settings. Viewsheds of each sensitivity are present within Bellmawr. Those portions of the primary study area that abut the Big Timber and Little Timber Creeks are areas of high visual sensitivity. Residential, community and commercial development are situated throughout most of the primary study area beyond the interchange in Bellmawr and are areas classified as being of moderate visual sensitivity. The southern portion of the project area that abuts industrial development along Creek Road is an area of low visual sensitivity. See Section 5.7 for information regarding visual impacts on historic properties.

Viewsheds of high and moderate sensitivity occur within Mount Ephraim. Those portions of the primary study area that abut Little Timber Creek are areas of high visual sensitivity. Areas of residential and community

development that comprise most of the primary study area in Mount Ephraim, are areas of moderate visual sensitivity. Areas of residential development that comprise most of the primary study area in Gloucester City are areas of moderate visual sensitivity.

5.4.3 Potential Impacts and Mitigation

5.4.3.1 Impact Evaluation Criteria

The *Socioeconomic, Land Use and Environmental Justice TES* identified that all build alternatives would have impacts due to right-of-way acquisitions and easements. Visual impacts would also occur under all the build alternatives. Positive economic benefits from improved safety and travel time savings would occur under all build alternatives. Below is a list of the impact criteria, as well as definitions of the metrics used to determine potential impacts.

- *Community Profile and Environmental Justice* were evaluated for each population group. The census tract, block and block group, and the percentage of the population that exceeded the criteria set by EO 12898 and DVRPC were determined.

- *Residential Acquisition Impacts* were evaluated for each of the alternatives by counting the number of discrete residential buildings that would require taking. For multi-family buildings, each individual residential unit was counted separately.

- *Community Facility Acquisition Impacts* were evaluated for each alternative. Each build alternative would affect four community facilities (not including the 4(f) property discussed below). Although impacted, all facilities would function normally after project completion. Some unavoidable impacts to support facilities would result from permanent easements/acquisitions.

- *4(f) Property Acquisition Impacts* were evaluated for each alternative. Each build alternative would impact one property that is protected by 4(f) regulations. Although impacted, the functionality of this property would not be impaired after project completion.

- *Local Fiscal Resources* were evaluated to identify any significant loss of revenue resulting from property acquisitions.

- *Emergency Services* were evaluated to determine the increase in response times within the primary study area.

- *Cost Benefit from Reduction in Accidents Impacts* capture the annual benefit realized by increased safety features and improved road design. The dollar amount reflects the financial benefits of reduced accidents.

- *Regional Accessibility Impacts* pertain to the ease with which travelers may get to a specific destination. The build alternatives would generally result in improved accessibility within the secondary study area (Bellmawr, Mount Ephraim, and Gloucester City) by reducing congestion on most segments of the principal access roads used for regional destinations. The value of travel time savings and of the reduced variability of travel time can be thought of in terms of dollars saved. Annual dollar cost savings were calculated for trucks and automobiles. The sum of these is annual vehicle dollars saved.

- *Visual Impacts* were assessed by conducting an evaluation of whether an alternative would introduce a visual intrusion that would not fit into the context of the project area. A balloon study, in which weather balloons were floated at the heights of the proposed structures, was used to evaluate the range of potential viewshed impacts. Photo simulations were created at selected viewsheds to illustrate the change. The visual quality of the area would be changed under all build alternatives. All build alternatives would require the construction of a new structure throughout the interchange while some would require the construction of new double-decker structures. New noise walls would be constructed on top of these structures to mitigate the noise impacts.

5.4.3.2 No Build Alternative

Under the No Build Alternative, the lack of a direct connection for through-movement on I-295, significant weaving problems, deficient connecting ramps, and high volumes of traffic all result in operational deficiencies (or congestion) within and near the interchange. The diverted traffic, in turn, causes congestion on local roads, compromises traffic and pedestrian safety, lowers air and noise quality in the community, and disproportionately taxes the capacity and life of local roadways. The current land use patterns throughout the interchange would continue if the No Build Alternative is chosen. Some of the State Development and Redevelopment Plan (SDRP) goals and objectives would not be met throughout this interchange area.

With the No Build Alternative, no residential displacement would occur nor would there be any business displacements or revenue loss within the municipalities. Also, the viewsheds within the I-295/I-76/Route 42 interchange area would not change.

5.4.3.3 Build Alternatives

Community Profile

Census blocks and census block groups with populations above the DVRPC regional thresholds or that meet the EO 12898 environmental justice criteria were studied to determine if they contained the proposed improvements, and, if so, to identify the location of the proposed improvements in relation to the existing populations. Any impacts, along with potential mitigation measures, are discussed below.

Community Cohesion: None of the alternatives would have impact on community cohesion or stability. The proposed right-of-way acquisitions are located at the edge of a residential development (Bellmawr Park) and are not anticipated to impact the cohesion of the community. Accessibility would be maintained within Bellmawr Park. In Mount Ephraim, proposed right-of-way acquisitions are limited to minor strip takings along local roadways that would not require any residential relocation because the acquisitions are located at the edge of residential development. In Gloucester City, only a permanent easement on publicly-owned land is proposed.

Additional information on acquisitions and accessibility can be found in the TES report. Barriers in the form of proposed structures and noise walls would be located along the edge of Bellmawr Park and are discussed in further detail later in this section.

Minority Population: No census blocks or block groups within Bellmawr had a minority population greater than 50%. Only one census block contained a greater proportion of minorities than the overall borough. Block 1000 within Census Tract 6070 contained a minority population of 9.91%, which is 25% greater than the overall borough minority population. However, none of the alternatives would have an impact in this census block.

In Mount Ephraim, only one listed block contained a greater proportion of minorities than the overall borough. Block 2008 within Census Tract 6054 had a minority population of 4%. However, none of the alternatives would have an impact in this census block.

Within Gloucester City, Census Tract 6052, Block 2007, had a minority population of 12.85%. None of the alternatives would have an impact on this census block.

Senior Citizens: In Bellmawr, only in Census Tract 6070, Block 4001 was the population of senior citizens higher than the DVRPC regional threshold of 2%. However, none of the alternatives would affect buildings or access to the property within this census block, and no impact to the senior citizen population is anticipated.

In Mount Ephraim, the Mount Ephraim Senior Housing complex is located along the west side of I-76 and south of Kings Highway (Census Tract 6054, Block Group 2). The proposed improvements would not have an impact on the senior housing building or access to the facility. Alternatives D, G2 and K include the removal of Al Jo's Curve, which would potentially benefit the residents of the senior housing complex. By removing Al Jo's Curve, the residents would be able to congregate behind the facility without the close proximity of vehicles and/or the noise associated with the vehicles.

In Gloucester City, as there are no census tracts that meet or exceed the DVRPC regional threshold, no impacts are anticipated.

Disabled Population: In Bellmawr, Census Tract 6070, Block Group 1 and Census Tract 6069.01, Block Group 3 had percentages of physically disabled persons of 8.82% and 9.15% respectively, which is higher than the DVRPC regional threshold of 7%. However, none of the proposed improvements would have an impact on any residential buildings within this block group. Alternatives D, D1 and K would require the relocation of 13 residences in Block Group 1 of Census Tract 6070, while Alternatives G2 and H1 would require the relocation of five residences. As it is anticipated that all of the residents would be relocated within the same community, no significant impacts to disabled persons are anticipated. In Mount Ephraim, Census Tract 6054, Block Groups 1, 2 and 3 had percentages of physically-disabled persons of 13.94%, 11.74% and 7.87% respectively, higher than the DVRPC regional threshold of 7%.

PARCEL	PROPERTY OWNER NAME/OCCUPANT	BLOCK	LOT	LAND USE CATEGORY	STREET LOCATION	EXISTING ACREAGE	ACQUISITIONS ACREAGE					TEMPORARY EASEMENTS ACREAGE					PERMANENT EASEMENTS ACREAGE				
							D	D1	G2	H1	K	D	D1	G2	H1	K	D	D1	G2	H1	K
1A	Bellmawr Mutual Housing Corporation (West of I-295/Rt. 42)	49	1	Apartments	1 Hickory Place	13.560	1.224	1.224	0.536	0.536	1.302	1.126	1.126	0.941	0.941	1.122	0				
					3 Hickory Place																
					6 Hickory Place																
					8 Hickory Place																
					9 Willow Place																
					11 Willow Place																
					38 Victory Drive																
					40 Victory Drive																
					45 Victory Drive																
					47 Victory Drive																
					49 Victory Drive																
					51 Victory Drive																
1B	Bellmawr Mutual Housing Corporation (East of I-295/Rt. 42)	49	1	Apartments	Fir Place	3.930	0.188					0.027					0.167*				
2	Borough of Bellmawr/Bellmawr Baseball League	49	1.02	Ballfields	Essex Avenue	4.700	0.824	0.302	0.839	0.824	0.302	0					0.036	0	0.036		0
3	Bellmawr Board of Education/Bellmawr Park School	49	3	Public School	27 Peach Road	6.286	0.697	0.321	0.714	0.697	0.321	0					0				
4	New St. Mary's Cemetery	50	1.01	Cemetery	615 West Browning Road	49.770	6.260					0.418					0				
5	Shane Helm	50.01	57	Residential	201 Kennedy Boulevard	0.088	0					0					0				
		50.01	58.01			0.175						0.049					0.049				
6	Annunciation B.V.M. Church	50.04	1.01	Church	601 West Browning Road	3.441	0					0					0				
		50.04	1.02			9.051	0.045			2.540	2.540	0.266					0.675*			0.607	0.607
7A	Borough of Bellmawr	50.05	1.01	Vacant	Bell Road	8.800	0.254	0	1.059	0.254	0	0				0.021	0				
7B	Borough of Bellmawr	50.05	3	Vacant	Bell Road		0					0.032					0.088*				
7C	Borough of Bellmawr	51.11	15	Vacant	488 Windsor Drive	0.208	0					0.001					0.001				
8	Marilyn and William Orchard	51.13	1	Residential	486 Windsor Drive	0.137	0					0.012					0.012				
9	Erich and Nicole Eder	51.13	2	Residential	482 Windsor Drive	0.137	0					0.002					0.002				
10	Edward Shaen	51.13	25	Residential	461 Creek Road	0.137	0					0.018					0.018				
11	Joanne Keleher and Mark Fisher	51.13	26	Residential	465 Creek Road	0.156	0.156					0					0				
12	VFW (Crescent Park Post 9563)	53	1	Community Facility	52 Essex Avenue	0.144	0					0.026					0				
13	Nicholas and Aileen Marchese	53.01	1	Residential	701 Creek Road	0.270	0					0.019					0				
14	Southern New Jersey Housing Corporation	55	1	Business	100 Essex Avenue	0.366	0					0					0				
		55	2			0.159	0.007	0	0.007		0										
15	Antonio and Vita La Sala	55	3	Residential	48 Essex Avenue	0.684	0.045	0	0.045		0	0					0				
		56	1	Vacant	153 Essex Avenue	0.074	0.091	0.004	0.091		0.004	0					0				
		56	2			0.088	0.050	0.006	0.050		0.006										
16	William G. and Cindy L. Seas	56	3	Business	44 Essex Avenue	0.245	0.245	0	0.245		0	0					0				
7D	Borough of Bellmawr	56	4	Vacant	Abutting I-295/Route 42	0.171	0.075	0.013	0.075		0.013	0					0				
		56	5			0.132	0.118	0.047	0.118		0.047	0					0				
17	Sadiq and Irene Ali	57	8	Residential	80 Coolidge Avenue	0.325	0.002					0					0				
	Paper Road (Coolidge Avenue)				West of I-295/Route 42	0.105	0.113	0.069	0.113		0.069	0					0				
18	H and R Oil Corporation	61	1	Residential	628 Creek Road	0.091	0					0.010					0.010				
		61	2			0.137	0					0.015					0.015				
19	Marie Recupero	61	3	Business	620 Creek Road	0.137	0					0.015					0.015				
20	Joseph P. Worts	61	4	Business	616 Creek Road	0.070	0					0.001					0.001				
		61	5			0.090						0					0				
		61	6			0.046															
		61	7			0.046															
21	Famesi & Bisconti Partnership	62	1	Business	629 Creek Road	0.145	0					0.016					0.016				
22	Jerry S. Thomas and Martha Delosso	62	1.01	Industrial	625 Creek Road	0.139	0.003					0.018					0.018				
		62	12		621 Creek Road	0.072	0.005					0.009					0.009				
23	Virginia M. Worts	62	3	Industrial	73 Coolidge Avenue	0.091	0					0					0				
		62	4			1.360															
		62	5			0.429	0.030														
7D	Borough of Bellmawr	63	6	Vacant	Abutting I-295/Route 42	0.004	0.004					0					0				
		63	7			0.031	0.032					0					0				
24	James F. Ryan Jr.	67	1	Industrial	612 Creek Road	0.073	0					0					0.008				
25	Resurrection of Christ Cemetery	80	3	Cemetery	Bell Road/Anderson Avenue	3.803	0.032					0.037					0.037				
Bellmawr Totals							**10.500**	**8.022**	**11.414**	**12.994**	**10.542**	**2.117**	**1.932**	**2.113**	**2.117**	**1.953**	**1.177**	**1.141**	**1.177**	**1.109**	**1.073**

* The number represents the sum of multiple easement types (i.e., utility easement, slope easement, drainage easement, bridge easement). Shading represents full acquisitions N/A Not Applicable

Table 5.4-1: Displacement and Proximity Impacts in Bellmawr

PARCEL	PROPERTY OWNER NAME/OCCUPANT	BLOCK	LOT	LAND USE CATEGORY	STREET LOCATION	EXISTING ACREAGE	ACQUISITION ACREAGE					TEMPORARY EASEMENTS ACREAGE					PERMANENT EASEMENTS ACREAGE				
							D	D1	G2	H1	K	D	D1	G2	H1	K	D	D1	G2	H1	K
26	Joan and Larry Lefczik	75	12.01	Residential	1209 W. Kings Highway	0.090	0					0					0.014				
			12.03			0.232	0					0					0.010				
27	State of New Jersey	104	2.02	Vacant	Bell Road	0.784	0					0.088					0.088				
28	Albert L. Bisaga	120.01	7	Residential	904 Bell Road	0.854	0.023					0.023					0.023				
			11			0.126	0.002					0.003					0.003				
29	Ruth Rowan	123.01	2.02	Residential	1204 W. Kings Highway	0.350	0					0					0.030				
30	Dolores Cucinotti	123.01	2.05	Residential	1200 W. Kings Highway	0.247	0					0					0.014				
31	John D. West Senior Center	123.02	1.01	Residential	1242 W. Kings Highway	3.500	0					0					0.025				
32	Borough of Mount Ephraim	123.02	1.02	Vacant	W. Kings Highway	0.086	0					0					0.011				
Mount Ephraim Totals							0.025					0.114					0.218				
33	State of New Jersey	273.01	26	Public	1499 Chestnut Avenue	0.112	0					0					0.049				
Gloucester City Totals							No Impact					0					0.049				

Table 5.4-2: Displacement and Proximity Impacts in Mount Ephraim and Gloucester City

However, the proposed improvements would not have an impact on any residential buildings or access to the proposed properties. All of the acquisitions are on undeveloped portions of the property and access in and out of these residences would be maintained. Therefore, there would be no impacts from the proposed alternatives to disabled persons living in this area.

In Gloucester City, Census Tract 6052, Block Group 2, 15.74% of the population was physically disabled, which is higher than the DVRPC regional threshold of 7%. None of the alternatives would have an impact on any residential building or access within this block group.

Linguistically Isolated Population: In 2000, Census Tract 6069.01, Block Group 2, in Bellmawr had a percentage of linguistically isolated residents of 2.85%, which is higher than the DVRPC regional threshold of 2%. No impacts to linguistically isolated populations in this block group are anticipated.

Neither Mount Ephraim nor Gloucester City had census blocks or census block groups with populations above the DVRPC regional threshold.

Female Heads of Household: According to the 2000 Census Data, Census Tract 6069.01, Block Group 3 in Bellmawr had one block group in the primary study area with a percentage of female heads of households of 8.07%. This percentage is greater than the DVRPC regional threshold of 8%. However, the proposed improvements would not have an impact on any residential buildings within this block group. Therefore, none of the residents within this census block group would be relocated by the proposed alternatives and no impacts to female heads of household in this block group are anticipated.

Neither Mount Ephraim nor Gloucester City had census blocks or census block groups with populations above the DVRPC regional threshold.

Transit Dependent: In Gloucester City in Census Block 2, within Census Tract 6052, 16.17% of the population was transit dependent commuters, which is higher than the DVRPC regional threshold of 16%. However, the proposed improvements would not have an impact on any residential structure within this block group or any transit facilities, such as buses. Therefore, no impacts to transit dependent populations in this block group are anticipated. In general, the proposed improvements would reduce regional congestion which would result in fewer delays for public transit.

Neither Bellmawr nor Mount Ephraim had census blocks or census block groups with populations above the DVRPC regional threshold.

Income: Three of the block groups within Bellmawr had poverty levels higher than the overall borough. Block Group 3 within Census Tract 6069.01 had a level of 7.49%. Block Group 1 within Census Tract 6070 had an impoverished population of 5.53% and Block Group 4 within Census Tract 6070 had a level of 5.79%. However, the proposed improvements would not impact residents within Block Group 3 of Census Tract 6069.01 or Block Group 4 within Census Tract 6070. Under Alternative D, D1 and K, 13 residences in Census Tract 6070, Block Group 1 would be relocated. Under Alternatives G2 and H1, five residences in Census Tract 6070, Block Group 1 would be relocated. While these families would be temporarily inconvenienced, there would no long-term impact as they would be relocated within the same neighborhood.

In Mount Ephraim, one block group had a poverty level higher than the overall borough. Block Group 2 within Census Tract 6054 had a level of 9.04%. The proposed improvements would not impact any residents or businesses within Block Group 2 of Census Tract 6054.

In Gloucester City, the proposed project would not require the relocation of any residents or businesses. Therefore, no impacts are anticipated.

Right-of-Way Property Impacts: All five alternatives would require permanent easements and minor strip takings. These strip takings would include the partial acquisition of several properties, but would not affect their continued use. Alternatives D and K would require 1.177 acres in permanent easement impacts within Bellmawr; Alternative D1 would require 1.109; Alternative G2 would require 1.141; and H1 would require 1.073.

Alternatives D, G2, and K would require the removal of Al Jo's Curve and there is the potential to reconnect open space that would no longer be divided by the roadway.

Under Alternatives D, D1, and K, Willow Place would be shortened from its existing southern end and its connection with Browning Road would be moved west. Parking in front of the 12-15 Willow Place properties would be relocated to the redesigned Willow Place. Also, Alternatives D, D1 and K would require the southeast portion of Victory Drive to be shortened with a curve that connects to the north with Hickory Place. After connecting to Hickory Place, Victory Drive would then extend north to terminate south of the 12-15 Willow Place properties where parking and access would also be available. Therefore, parking would be available for the 12-15 Willow Place properties on either Willow Place or Victory Drive.

For Alternatives G2 and H1, the Willow Place intersection with Browning Road would be moved west. Additionally, Alternative G2 would require the shortening of Hickory Place but still maintain access to the residences located at the western end of the street. The Victory Drive and Hickory Place connection would be moved west of its existing configuration.

In Mount Ephraim, all the alternatives require 0.025 acres for a property acquisition and 0.218 acres for permanent easements. The properties where these takings and easements occur are residential and are minor impacts. A list of the acquisition and easements are listed in **Tables 5.4-1 and 5.4-2**.

All driveway access to residential properties would be maintained and any non-conforming use pertaining to the Mount Ephraim zoning ordinances would be addressed during the NJDOT right-of-way acquisition process.

Each of the five build alternatives would require a permanent easement on one state-owned property in Gloucester City. Access to this property would not be affected.

Residential Displacements: Alternatives D, D1 and K would require 13 residential property acquisitions in Bellmawr. Of these 13 properties, 12 are located within the Bellmawr Park Mutual Housing Historic District. The 13th acquisition would be located at 465 Creek Road. Alternative G2 and H1 would require five residential property acquisitions. Four of the properties would be located within the Bellmawr Park Mutual Housing Historic District. The fifth would be a residence located at 465 Creek Road.

In Mount Ephraim and Gloucester City, there would be no residential displacements under any alternative.

Mitigation: All residential relocations would be conducted pursuant to the Federally Assisted Programs Act of 1970, as amended in the Federal Uniform Relocation Act Amendment, effective March 2, 1989 (Chapter 50, NJ Public Laws of 1989). This law is designed to ensure the prompt and equitable relocation of persons displaced as a result of the implementation of federally funded projects. Relocation resources are available to all residential and business relocatees without discrimination. The services and payments provided to affected residents include the following:

- assistance in finding replacement dwellings;
- moving expense reimbursement;
- payment of replacement housing supplements, mortgage interest rate differentials, and closing costs to assist in the purchase of a new home;
- payment of rent supplements that may be converted to a down payment, enabling a tenant to become a homeowner;
- last resort housing, if needed; and
- provision of related support services and assistance.

As the Bellmawr Park Mutual Housing Corporation owns the Bellmawr Park Mutual Housing Historic District residences, the corporation would be responsible for relocating residents who wish to remain in corporate housing within Bellmawr Park. New residences could be built within the existing Bellmawr Park Mutual Housing Corporation property. An extensive public participation program has been conducted with the Bellmawr Park Mutual Housing Corporation, including numerous meetings with affected families. Based upon input received from this outreach effort, it is assumed that those displaced residents who wish to remain in Bellmawr Park will be afforded an opportunity to do so. A portion of Bellmawr Park is depicted in **Photograph 5.4-1**.

Within the context of the remaining stable residential neighborhoods and the availability of nearby relocation opportunities, the proposed displacement of 13 residential properties is not considered a significant adverse impact.

Community Facilities: In Bellmawr, all build alternatives would have a permanent impact on five community facilities, including:

- Bellmawr Baseball League Fields;
- Bellmawr Park Elementary School Playground;
- New St. Mary's Cemetery;
- Annunciation B.V.M. Church and Annunciation Regional School; and
- Resurrection of Christ Cemetery.



Photograph 5.4-1: Bellmawr Park and New St. Mary's Cemetery

Despite the proposed impacts to these community facilities, all facilities would still be operational; therefore, these partial acquisitions are not considered to be significant impacts. Context sensitive designs, including public participation, fencing, and other architectural techniques, would be developed during the final design of the project to the greatest extent possible to preserve the aesthetic, historic, community, and natural environment.

Section 4(f) Recreational Facilities: Publicly-owned recreational facilities of local significance have been identified in the Bellmawr portion of the primary study area. The proposed project would require the use of one Section 4(f) recreational facility—a ballfield located in the Bellmawr Park Elementary School Playground. Since there would be adequate space for relocation of the ballfield on the school property, it is anticipated that the impact on the playground will be minimal and that the playground will continue to serve its same function as a recreational facility after project construction and after mitigation measures are implemented. As the use of this ballfield would not adversely affect its activities, features and attributes, this use would result in a *de minimis* finding.

Economic Impacts

Local Fiscal Resources: The loss of tax revenues in Bellmawr would be small (no more than approximately $59,700 or 0.42% of municipal tax revenue). Local fiscal impacts are not considered to be a significant adverse impact. In Mount Ephraim the loss of tax revenue would be approximately $281 (0.0048% of total municipal purposes and school tax revenue). In Gloucester City, the proposed improvements include a permanent easement on a state-owned property in Gloucester City; therefore, Gloucester City would not lose any tax revenue as a result of the proposed project.

Business Displacement: Alternative D, D1, and K would require the relocation of one business located within the Bellmawr portion of the primary study area, a towing service located at 44 Essex Avenue (see **Table 5.4-1**). The towing company employs 10 workers with two of the employees being minority. All of the employees drive to work within a 15-mile radius.

Mitigation: All project-related relocation payments and services are provided pursuant to the Federal Uniform Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act of 1970, as amended in the Federal Uniform Act Amendment, effective March 2, 1989 (Chapter 50, New Jersey Public Law of 1989). This law is designed to ensure the prompt and equitable relocation and reestablishment of businesses displaced as a result of federally funded projects. In view of the requirements of this law, the NJDOT Bureau of Property and Relocation offers a Relocation Assistance Program. This program offers services to businesses, including assistance in finding new locations, reimbursement of moving expenses, and allowances in lieu of moving expenses. Since only one business and a small number of employees would be affected, business relocation impacts are not considered to be significant.

Accessibility and Safety

Emergency Services: Response time of emergency services within the primary study area may increase during construction of the highway improvements. However, according to construction staging information developed for each of the build alternatives, all local roads would remain accessible. All efforts will be made to coordinate construction activities so delays are avoided. Coordination with the local emergency services will be an ongoing process in order to mitigate any complications resulting from construction. Response time should improve as congestion on local roads would be reduced, once the proposed project is completed.

Cost Benefit from Reduction in Accidents: Assuming that the redesigned I-295/I-76/NJ-42 interchange would have similar accident rates to the four standard interchanges listed in the TES report, the number of annual accidents would be reduced by approximately 550, the number of annual accidents involving injuries would be reduced by about 180, and the average number of annual accidents involving fatalities would be reduced by approximately 0.6, even if no growth in traffic occurs. The annual economic benefit of such reductions is approximately $11 million in 2005 terms, based on approximate unit costs determined by NJDOT 2005 Crash Costs (see Appendix D of the TES report).

Travel Time Savings: The transportation model developed for this project predicts travel time savings for the 2030 Build Year. The total annual travel time savings would be approximately $39 million. All of the build alternatives would result in the same savings.

Land Use and Zoning

The proposed improvements would not have an impact on zoning or land use within the Borough of Bellmawr. The proposed project is consistent

with the goals of the 1996 re-examination of the master plan in that the proposed project will reduce congestion on local roadways within the borough. The proposed improvements would not require any adjustments to the existing zoning and no impacts are anticipated.

The proposed improvements would not have an impact on zoning or land use within the Borough of Mount Ephraim. Because of the limited improvements within the City of Gloucester City, the proposed improvements would not have an impact on zoning or land use.

Environmental Justice

As discussed earlier, the proposed project would not result in any disproportionate impacts to project area residents or businesses that are considered to be minority or low income. For Alternatives D, D1, and K, the proposed project would require the acquisition of 13 residential properties, while Alternatives G2 and H1 would require the acquisition of five residential properties. None of the potentially affected blocks contains a minority population greater than 50%. Only Census Block 1000 in Census Tract 6070 contains a percentage of minority population meaningfully greater than Bellmawr as a whole (about 25% greater). However, the affected residents can be readily relocated within Bellmawr, likely within the same neighborhood. Therefore, these residents would not incur significant long-term impacts.
The proposed project would also require the acquisition of one commercial property for Alternatives D, D1, and K which is not located in an area which meets the EO 12898 criteria. The business to be acquired and displaced by the proposed project is not a large employer and its function and service can be relocated to other parts of the community.

The proposed project is not expected to have any adverse impacts that would disproportionately affect minority or low-income populations. Rather, the proposed project would be beneficial to minority populations in the project area by reducing congestion. The principal intent of the project is to eliminate the existing traffic congestion conditions experienced within the study area, especially during the peak travel hours.

In Mount Ephraim or Gloucester City, there would be no relocation of residents or businesses; residents would not be impacted by any of the alternatives.

Visual Quality/Aesthetics

The proposed project would introduce numerous structures throughout the interchange. These structures would include bridges, elevated roadways on fill with retaining walls and noise walls. Most of the proposed structures would be elevated roadways. To assess visual impacts, a balloon survey was conducted on April 27, 2004. A description of the balloon survey can be found in Appendix C of the TES report.

The balloon test was conducted to assess the potential visual impacts of the alternatives on the local community and historic architectural resources. The balloon test involved the floating of helium-filled balloons from securely anchored locations to depict the height of the tallest proposed structures at four locations: 1) Bellmawr Baseball Fields (see **Photograph 5.4-2**) 2) the Browning Road overpass 3) New St. Mary's Cemetery near the Harrison-Glover House (see **Photograph 5.4-3**); and 4) along I-295 northbound, across from Shining Star Park. At each location, a minimum of two four foot (4') diameter balloons were floated. Red balloons represented the approximate height of the tallest structures for Alternatives D and D1, while black balloons were used for Alternatives G2 and H1.

During the balloon test, architectural historians photographed the balloons from potentially significant historic locations to identify whether the different alternatives would be visible from each resource. Similarly, photographs were taken from a variety of other locations within the surrounding communities to determine the visibility of the balloons from those sites. Photographic simulations depicting the proposed roadway improvements were then generated to analyze the visual impact of these alternatives on the local communities. The balloon test was advertised to the public through newspaper publication and the distribution of flyers throughout the community.



Photograph 5.4-2: Balloon Survey at Bellmawr Baseball League Fields

Based on the findings of the balloon study, photographic simulations were developed to represent the study area and illustrate the height of the proposed structures. The simulations were developed at seven locations: five in Bellmawr and two in Mount Ephraim. The visual impact analysis of roadway structures and noise walls were based on the balloon station locations, as represented by the photographic simulations, and are described below. For reference, a one-story building is approximately 10-feet high; therefore, a structure 30-feet high is approximately three stories high.

In general, for Alternatives D, D1, and K, the proposed roadway structures would be visible in the Bellmawr Park community on the west side of the I-295 interchange in the vicinity of Victory Drive and Peach Road and on the east side of I-295 in the vicinity of Dewey Road. The proposed structures would also be visible across New St. Mary's Cemetery. In Mount Ephraim, they would be visible from Shining Star Park and in the vicinity of Emerson Avenue between Shining Star Park and Bell Road, and from the Mount Ephraim Girls Softball Field located off of Kings Highway.

The proposed roadway structures would not be visible from Gloucester City.

In general, for Alternatives G2 and H1, the proposed structures would be visible in the Bellmawr Park community on the west side of the I-295 interchange in the vicinity of Victory Drive and Peach Road. However, on the east side of I-295, they would be visible beyond Dewey Road to the vicinity of Midway Lane, and across New St. Mary's Cemetery to the vicinity of North



Photograph 5.4-3: Balloon Survey at New St. Mary's Cemetery

Bell Road. They would also be visible beyond Shining Star Park to the vicinity of Linwood Avenue and from the Mount Ephraim Girls Softball Field located off of Kings Highway. The proposed structures would not be visible in Gloucester City. The following paragraphs provide a discussion of the visual impacts as viewed from each of the photosimulation locations.

Bellmawr Baseball League Fields (Bellmawr): This area is classified as being moderately sensitive. Ramp F for Alternatives D, D1, and K would replace the existing overgrown vegetation (see **Photograph 5.4-4**) beyond the ballfields with an elevated roadway with a retaining wall approximately 30-feet high (see **Photographs 5.4-5** and **5.4-7**). Noise walls would be constructed on top of the proposed retaining wall for Alternatives D and D1. For Alternative K, a noise wall would be constructed just beyond the outfield fence and the noise wall would be visible on the far side of Route 42. The height of the noise walls in this location would be 18 feet for Alternatives D and D1 and 18 feet in the foreground. For Alternative K, the height of the noise walls would be 21 feet in the background. The combined height within this viewshed of the proposed retaining walls, and/or bridges and noise walls would be 48 feet for Alternatives D and D1. Due to the placement of noise walls located in both the foreground and background for Alternative K, the combined height would range from 48 feet to 51 feet.

Ramp F for Alternatives G2 and H1 would also replace the vegetation with a structure which would include piers beyond the outfield fence at a height of approximately 60 feet (see **Photograph 5.4-6**).



Photographs 5.4-4 through 5.4-7: Essex Avenue Looking East at Bellmawr Baseball League Fields

Noise walls would be constructed on top of the proposed roadway structures. The height of the noise walls in this location would be 18 feet. The combined height of the proposed roadway structures and the noise walls located along the elevated roadway (Ramp F) would be 78 feet. The support structures and unoccupied area beneath the elevated roadway would result in an intrusive view.

Bellmawr Park Elementary School (Bellmawr): This area is classified as being moderately sensitive. Presently, beyond the school property is overgrown vegetation (**Photograph 5.4-8**). For Alternatives D and D1, Ramp F would be in the foreground and supported on the retaining wall. Southbound I-295 elevated roadway would be in the background and would replace the vegetation beyond the ballfields and playground. These structures would have a proposed height of approximately 30 feet (see **Photograph 5.4-9**). Under Alternative K, a noise wall would be constructed along Ramp F near the roadway that is closest to the school as well as an elevated roadway structure on the far side of Route 42. The maximum height of this structure would be approximately 30 feet (see **Photograph 5.4-11**).

Noise walls would be constructed on top of the proposed roadway structures. The highest portions of the noise walls in this location would be 18 feet for Alternatives D and D1, and 13 feet in the foreground and 25 feet in the background for Alternative K. The combined height within this viewshed of the entrance ramp in the foreground, an elevated road behind this ramp, and the noise walls would be 48 feet for Alternatives D and D1 and 43 to 55 feet for Alternative K.

For Alternatives G2 and H1, the proposed improvements include an elevated road with a pier-supported entrance ramp (Ramp F) at a height of approximately 60 feet (see **Photograph 5.4-10**) as well as both northbound and southbound I-295 in the background. Noise walls would be constructed on top of both the entrance ramp and the proposed roadway structures. The highest portions of only the noise walls in this location would be 12 feet. The combined height of the entrance ramp, proposed elevated roadway and the noise walls would be 72 feet. The presence of the supporting structures beneath the elevated roadway and the various retaining walls would result in a confining and intrusive view by creating an underutilized and permanently compromised area.

Browning Road from Annunciation B.V.M. Church (Bellmawr): This area is classified as being moderately sensitive. Browning Road traverses the I-295 interchange. To the south, commercial development is located along both sides of the road. Residential development is located to the north as well as beyond the road (see **Photograph 5.4-12**). For Alternatives D and D1, the I-295 mainline would be constructed approximately 30 feet above Browning Road (see **Photographs 5.4-13**). On the far side of I-76/Route 42, for Alternative K, a two-lane ramp would be constructed approximately 30 feet above Browning Road on the near side of I-76/Route 42 (see **Photograph 5.4-15**). Noise walls are proposed on the south side of Browning Road to the west of I-76 and on the north side of Browning Road on the east side of I-76. In addition, noise walls would be constructed on top of the proposed roadway structures. The highest portions of the noise walls in this location would be 15 feet above the roadway surface for Alternatives D and D1 and 13 feet for Alternative K. Noise walls would be constructed on both sides of the proposed roadway for Alternatives D and D1 and only on a portion of the structure



Photographs 5.4-8 through 5.4-11: Victory Drive Looking South at Bellmawr Park Elementary School


PHOTOGRAPH 5.4-12 – EXISTING CONDITIONS


PHOTOGRAPH 5.4-13 – ALTERNATIVES D, D1


PHOTOGRAPH 5.4-14 – ALTERNATIVES G2, H1


PHOTOGRAPH 5.4-15 – ALTERNATIVE K

Photographs 5.4-12 through 5.4-15: Browning Road Looking East from Annunciation B.V.M. Church

crossing over Browning Road for Alternative K. The combined height within this viewshed of the elevated roadway and the noise walls would be 45 feet for Alternatives D and D1 and 43 feet for Alternative K. For Alternatives G2 and H1, the proposed improvements include a double-decker roadway (I-295 mainline), with support columns over Browning Road at a height of 60 feet (see **Photograph 5.4-14**). Noise walls would be constructed on top of the proposed roadway structures. The highest portions of the noise walls above the roadway surface in this location would be 11 feet. The combined height of the proposed roadway structures with noise walls would be 71 feet. The view within this area would include two levels of elevated roadway structures with supporting columns and noise walls provided on each level of the proposed elevated roadway. The stacked roadway structure and noise walls would substantially restrict the line of vision along Browning Road.

Browning Road from New St. Mary's Cemetery Driveway (Bellmawr): This area is classified as being moderately sensitive. Browning Road currently traverses the I-295 interchange. To the south, commercial development is located along both sides of the road. Residential development is located to the north as well as beyond the road (see **Photograph 5.4-16**). For Alternatives D, D1 and K, an elevated road at approximately 30 feet is proposed over Browning Road (see **Photographs 5.4-17** and **5.4-19**). For Alternatives D and D1, the elevated roadway would be the I-295 mainline and an entrance ramp (Ramp A). For Alternative K, the elevated roadway would be a two-lane roadway on the west side of I-76/Route 42 (Ramp C). Noise walls would be constructed on the ground behind the mausoleums as well as on top of the proposed roadway structures. The greatest height of the noise walls in this location would be 19 feet above the roadway surface for Alternatives D and D1, and 13 feet for Alternative K. The combined height within this viewshed of the proposed elevated roadway with the noise walls would be 49 feet for Alternatives D and D1, and 43 feet for Alternative K.

For Alternatives G2 and H1, a double-deck roadway (I-295 mainline) and an entrance ramp (Ramp A) with support columns is proposed in this area over Browning Road (see **Photograph 5.4-18**). The height of this structure would be approximately 60 feet. Noise walls would be constructed on the ground behind the mausoleums, as well as on top of the roadway structures, with a height of 12 feet.
The combined height of the proposed roadway structures with noise walls would be 72 feet. The view within this area would include two levels of elevated roadway structures with supporting columns and noise walls provided on each level of the proposed elevated roadway. The stacked roadway structure and noise walls would substantially restrict the view along Browning Road.

Ramp E from Flanders Road (Bellmawr): This area is designated as being moderately sensitive. Vegetation and a noise wall on an embankment exist along the roadway (see **Photograph 5-4-20**). For all build alternatives (see **Photographs 5.4-21** and **5.4-23**), a larger retaining wall, closer to the adjacent homes, is proposed at a height of approximately 25 feet. Noise walls would be constructed on top of the retaining wall. The highest portions of the noise walls above the roadway surface in this location would be 23 feet. The combined height within this viewshed of the proposed retaining wall and the noise walls would be 48 feet. The top level of I-295 would be visible from this location for Alternatives G2 and H1 (see **Photograph 5.4-22**).


PHOTOGRAPH 5.4-16 – EXISTING CONDITIONS


PHOTOGRAPH 5.4-17 – ALTERNATIVES D, D1


PHOTOGRAPH 5.4-18 – ALTERNATIVES G2, H1


PHOTOGRAPH 5.4-19 – ALTERNATIVE K

Photographs 5.4-16 through 5.4-19: Browning Road Looking West from New St. Mary's Cemetery



Photographs 5.4-20 through 5.4-23: Flanders Road Looking Northwest at Ramp E

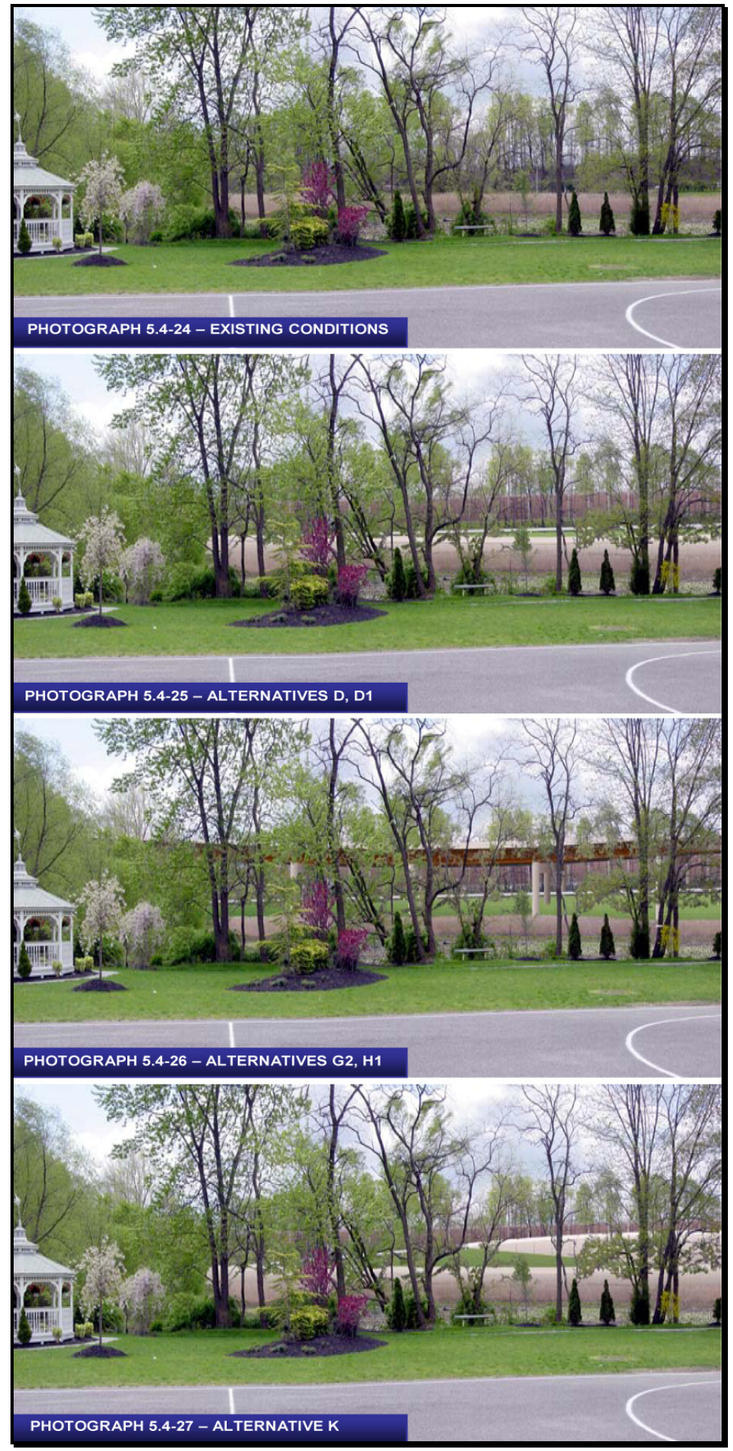
Shining Star Park (Mount Ephraim): This area is classified as being highly sensitive. Vegetation exists beyond the park property (see **Photograph 5.4-24**). Residential development is located north of this location. No elevated roadway structure is proposed within this viewshed for Alternatives D and D1 (see **Photograph 5.4-25**). Alternative K would be minimally elevated with vegetation (see **Photograph 5.4-27**). Noise walls would be constructed across the interchange on the bluff of the cemetery along proposed I-295 northbound at a height of 15 feet above the roadway surface for Alternatives D and D1 and 11 feet for Alternative K.

For Alternatives G2 and H1, from this viewshed, the I-295 mainline northbound with southbound above, would be constructed at a height of approximately 50 feet (see **Photograph 5.4-26**). Support columns would also be visible within this viewshed. No noise walls are proposed on these structures in this location for either alternative. However, noise walls are proposed beyond these structures along I-295 northbound on the bluff of the cemetery.

Bell Road from North of Emerson Avenue (Mount Ephraim): This area is classified as being moderately sensitive. Residential development is located along Bell Road as it traverses over I-295 (see **Photograph 5.4-28**). For Alternatives D, D1 and K, existing Bell Road would be raised slightly and no noise walls are proposed within the viewshed (see **Photographs 5.4-29** and **5.4-31**). For Alternatives G2 and H1, an elevated road (I-295 mainline southbound) is proposed at a height of approximately 30 feet above a slightly raised Bell Road (see **Photograph 5.4-30**). No noise walls would be built in this location for either alternative within the view shown in the photographic simulation.

Mitigation: The overall effect of the proposed project on the current visual context would be to replace the existing interchange roadway network with numerous elevated roadway structures and noise walls. For Alternatives D and D1, the combined height within Bellmawr of the proposed retaining walls and/or bridges and noise walls would range from 43 to 49 feet. For Alternative K, the combined height would range from 48 to 51 feet. Due to the distance, the 11- to 15-foot high noise walls along the cemetery would not create a negative visual impact. For Alternatives G2 and H1, new structures in Bellmawr would range from 48 feet east of Ramp E to 78 feet at Ramp F.

The noise walls proposed as part of this project can be considered to have a positive visual impact in that they will block the view of the high-volume roadway. The community would have the opportunity to decide whether the noise walls should be constructed. Several options are available in terms of noise wall types, textures, patterns, and colors. Various treatments are also available for retaining walls, bridge abutments, and piers. Context sensitive designs, including public participation to determine architectural techniques would be developed during the final design phase of the project to the greatest amount possible to preserve the aesthetic, historic, community and natural environment. Landscaping may also be used to partially screen these structures from view. Such mitigation measures would be incorporated during the final design phase for the project.



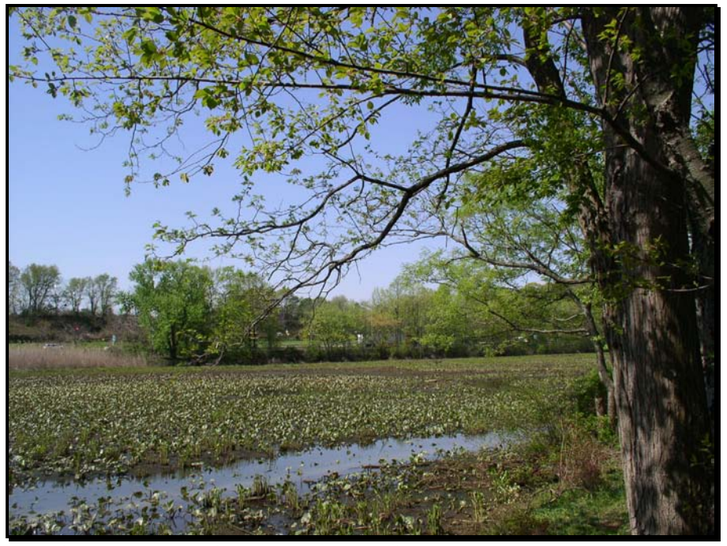
Photographs 5.4-24 through 5.4-27: Shining Star Park Looking South



Photographs 5.4-28 through 5.4-31: Bell Road Looking South from North of Emerson Avenue

5.5 NATURAL ECOSYSTEMS

Natural Ecosystems are the collection of living and non-living components of the environment. Healthy and well-functioning natural ecosystems are necessary for the protection of our diverse biological resources (see **Photograph 5.5-1**) and for sustaining our economies and communities that rely on these resources. This section of the DEIS is based on the findings of the *Natural Ecosystems TES*. The TES report included three major tasks: inventory/data collection, field reconnaissance, and assessment of potential impacts to the natural ecosystems for the No Build Alternative and each of the five build alternatives. This section will summarize the findings of the TES report and conclude with a comparison of the alternatives. More detailed information concerning the natural ecosystems within the study area, as well as the methodology used to measure and assess the potential impacts, can be found in the *Natural Ecosystems TES* (see Attachment 5).



Photograph 5.5-1: Little Timber Creek Marsh Area Looking Southwest from Shining Star Park

5.5.1 Methodology

The study area is comprised of portions of the drainage areas of Little Timber Creek and Big Timber Creek. These waterways are tidally influenced up to the head-of-tide. Included in the study area are several residential, commercial, industrial, and public/recreational areas in Bellmawr, Mount Ephraim, and Gloucester City. The study area boundary for this natural ecosystems analysis is the project limits for the proposed project, as defined in Chapter 2.

This analysis was conducted pursuant to the requirements set forth in 23 CFR Part 771 and FHWA Technical Advisory T-6640.8A, as well as the NJDOT scope of work for an ecology TES report. It was also conducted pursuant to Sections 401 and 404 of the Clean Water Act, Wetlands Act of 1970 (NJAC 7:7 and 7:7E), Freshwater Wetlands Protection Act (NJAC 7:7A), Tidelands Act (NJAC 12:3-1), Waterfront Development Act (NJAC 7:7 and 7:7E), Flood Hazard Area Control Act (NJAC 7:13), New Jersey Pollutant Discharge Elimination System (NJPDES) rules (NJAC 7:14A), and Section 307 of the Coastal Zone Management Act of 1972 as amended (16 USC 1456(c)). In addition, potential impacts to floodplains were evaluated according to the FHWA's guidelines for floodplain encroachment (23 CFR 650, Subpart A) and FEMA's Executive Order 11988, entitled *Floodplain Management*.

5.5.2 Existing Conditions

5.5.2.1 Geology

The overall study area can be described as lying within the New Jersey Coastal Plain portion of the Coastal Plain physiographic province. The Coastal Plain consists of a thick wedge of gently southeast-sloping, unconsolidated deposits on top of Pre-Cambrian crystalline bedrock. In the study area, the Coastal Plain formations are of Upper Cretaceous age and consist of the following, from youngest to oldest:

- **Marshalltown Formation:** This formation makes up a very small portion of the southeastern section of the study area. It is generally made up of sand, quartz, and glauconite.
- **Englishtown Formation:** This formation makes up the second largest portion of the study area and covers a large majority of the southern and part of the eastern portion of the study area. It is generally made up of fine- to coarse-grained quartz sand.
- **Woodbury Formation:** This formation makes up the majority of the study area and extends from the southwestern portion northward, and then to the eastern edge of the study area. It is generally made up of clay-silt.
- **Merchantville Formation:** This formation makes up a portion of the northwestern section of the subject area. This formation is generally made up of sand and glauconite.

The descriptions of the above formations are obtained from the *Bedrock Geologic Map of Central and Southern New Jersey* (USGS, 1998, Investigations Series Map I-2540-B). See **Figure 5.5-1**, which represents the NJDEP Bureau of Geographic Information and Analysis data layer, for more information.

5.5.2.2 Soil

The largest contiguous soil type mapped is Urban Land, which is found to the north of the Little Timber Creek corridor in the northern portion of the study area (See **Figure 5.5-1**). Urban land soils have been developed or disturbed by human activity in such a way that the natural arrangement of the particles and the soil horizons have been destroyed. These soils cannot be classified on the basis of form and properties, such as acidity or natural layers.

Freehold soils are mapped both in the southeastern portion and west central portion of the study area. A typical profile of Freehold soil has a dark grayish-brown, fine sandy loam plow layer nine inches thick; a yellowish-brown, fine sandy loam subsurface layer six inches thick; a dark yellowish-brown, sandy clay loam subsoil 20 inches thick; and underlying layers of mostly stratified loamy sand and sandy loam. Freehold soils contain little

gravel and the soils are moderately fertile, moderately permeable, and have a moderate to good water-holding capacity. The pH value ranges from 3.6 to 5.5 and these soils are designated as being extremely acidic to strongly acidic.

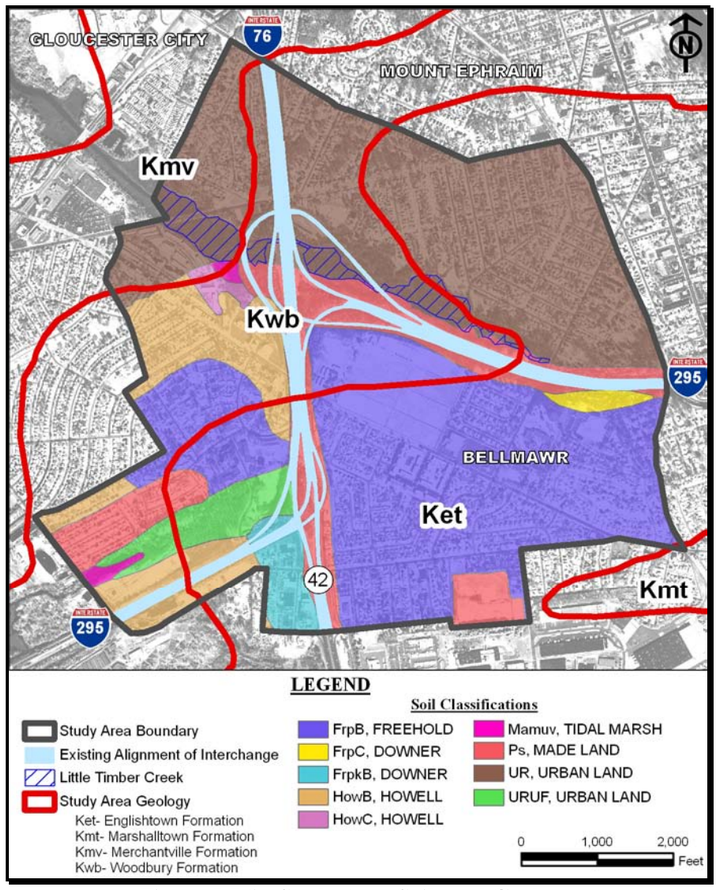


Figure 5.5-1: Study Area Soils and Geology

Howell soils are mapped in the western portion of the study area. They consist of thick, yellowish-brown, silty clay soils that are well- to moderately well-drained and contain a small amount of glauconite. The pH value ranges from 3.6 to 5.0 and these soils are designated as being extremely to very strongly acidic.

Small areas of Downer soils, the state soil of New Jersey, are found in the eastern and southern portions of the study area, along I-295 and Route 42.

Made Land soils are mapped within the highway corridor. Made Land soils consist of areas where the soil material has been so thoroughly mixed by excavation, filling, or other disturbances that the original soil horizons have been destroyed. Many recent residential and commercial building sites are in this mapping unit. The pH value ranges from 3.6 to 5.0 and these soils are designated as being extremely to very strongly acidic.

The abundance of Made Land and Urban Land shows the extent of disturbance to the native soil types that formerly were found within the study area.

Two tidal marsh areas are shown on the map. One area is west of Al Jo's Curve and the second is within the tidally influenced region of the unnamed tributary to Big Timber Creek in the southwest portion of the study area.

Except for Tidal Marsh, none of the soils in the study area are listed as being hydric on the Natural Resources Conservation Service (NRCS) hydric soils list for Camden County, New Jersey. More detailed information on the soils within the study area can be found in the *Natural Ecosystems TES*.

5.5.2.3 Groundwater

Groundwater quality within the study area has been reviewed from database records and public documents, as described below. While no site-specific water quality analyses were performed for this project, more detailed information on groundwater quality can be found in the *Natural Ecosystems TES*.

Public Water Supply

The three municipalities within the study area are serviced by public water supplies. The source of public water is primarily supply wells, some of which are located within the study area boundaries. However, none of these wells are located near the proposed improvements.

Based on an NJDEP well search, no private potable wells were identified within the study area. All public supply drinking water is from the Potomac-Raritan-Magothy (PRM) aquifer (2004 Annual Reports for Bellmawr and Gloucester City). This aquifer is a sole source confined aquifer and is discussed further below.

According to the 2004 New Jersey Annual Water Quality Report, Mount Ephraim purchases its water from New Jersey American Water Company. All contaminants tested were below the Maximum Concentration Level (MCL). The contaminants tested include barium, various volatile organic compounds (VOCs), copper, lead, and radioactive constituents.

Sole Source Aquifer

A sole source aquifer is designated by the USEPA as the "sole or principal source" of drinking water for a given aquifer service area. According to the NJDEP New Jersey Geologic Survey Sole Source Aquifer GIS data layer, the study area is within the New Jersey Coastal Plain Sole Source Aquifer. The recharge zone is defined as the New Jersey Coastal Plain physiographic province. Its stream-flow source zone includes all upstream parts of the Delaware River watershed in New Jersey, Delaware, Pennsylvania, and New York.

The PRM aquifer, which is the water supply source for Bellmawr and Gloucester City, is part of the Coastal Plain Aquifer. According to the United States Geological Survey (USGS), the PRM is a confined aquifer with alternating layers of sand, gravel, silt, and clay. The aquifer is characterized as highly productive and it is the most used confined aquifer in the Coastal Plain. The aquifer system extends throughout the Coastal Plain and attains a maximum thickness of 4,100 feet at the southeast portion of New Jersey. The water is described as excellent in quality, although it may contain elevated iron concentrations in some areas.

Information pertaining to groundwater recharge was available only within Bellmawr. Along the west side of I-295/Route 42, the area is generally characterized as having a groundwater recharge of one to eight inches per year. The majority of the east side of I-295/Route 42 and the south side of I-295 parallel to Little Timber Creek has a groundwater recharge of nine to 12 inches per year.

The outcrop recharge zone of the PRM aquifer is along the Delaware River, located approximately two miles northwest of the study area. An aquifer's outcrop recharge zone is an area where surface water percolates into the soil and seeps to a depth where it replenishes the aquifer. Since the study area is outside the aquifer outcrop recharge area, the study area does not represent a significant source of recharge to the PRM aquifer.

5.5.2.4 Surface Water

NJ Surface Water Classification

The highest quality waters (i.e., "waters of exceptional recreational or ecological significance") in New Jersey are designated as "Outstanding National Resource Waters" (ONRW). Waters designated as ONRW include: Fresh Water One (FW1) and Pinelands waters (PL). All remaining waters are categorized as Fresh Water Two (FW2). There are three sub-categories within the FW2 designation:

- **FW2-TP—**Trout production waters for trout spawning or nursery during their first summer.
- **FW2-TM—**Trout maintenance waters for the support of trout throughout the year.
- **FW2-NT—**Non-trout waters; these are not considered suitable for trout, but may be suitable for many other fish species.

Both the Big Timber Creek and Little Timber Creek have been designated as FW2-NT waters in the Lower Delaware Watershed Management Area (WMA), also known as WMA 18. Neither Little Timber Creek nor Big Timber Creek are classified as Scenic Rivers, according to the National Park Service National Wild and Scenic Rivers System.

PARAMETER	RESULTS
pH	5.5 to 7.5
Nitrates	0.88 to 4.4 mg/L
Phosphate	0.2 to 0.5 mg/L
Dissolved Oxygen Concentration	4.6 to 11.9 mg/L
Dissolved Oxygen Saturation	52.6 to 112.9%
Source: Delaware Riverkeeper Network	

Table 5.5-1: Surface Water Quality Records

Surface Water Chemistry

Surface water quality records were reviewed for Big Timber Creek from the NJDEP and the Delaware Riverkeeper Network (DRKN) databases. Based

on the data reviewed, runoff from non-point sources is a primary concern since it results in elevated levels of nutrients and bacteria at numerous points within the Big Timber Creek watershed. The DRKN monitoring results indicate that pH, nitrates, and phosphate are at concentrations considered acceptable to support wildlife; however, dissolved oxygen (DO) concentrations and DO saturation results are some of the lowest ranges observed in the region (see **Table 5.5-1**). These two parameters are very important in maintaining a diverse aquatic habitat and appear to be impacted by continuing land development stresses on this ecosystem.

According to the New Jersey 1996 State Water Quality Inventory Report [305(b) Report] for Big Timber Creek, "Water quality is fair to good, with nutrients mildly elevated and bacteria elevated. Lead may be a problem with regard to aquatic life support." The report also states: "Fazzio Landfill also has been suspected of contaminating Big Timber Creek with organic chemicals." This landfill site is just upstream of I-295 on Big Timber Creek. The NJDEP Site Remediation Program (SRP) Status Report 2000 indicates that surface water is adversely impacted by semi-VOCs and metals from the landfill.

No comparable surface water quality data is available for Little Timber Creek. However, based on field reconnaissance and aquatic ecology data discussed in Section 5.5.2.5, it is apparent that the water quality of Little Timber Creek is degraded by stormwater runoff from existing development in the study area.

Stream Morphology

Little Timber Creek: Historical mapping shows that prior to the construction of I-295 in the 1950s, the Little Timber Creek meandered throughout what is now the highway corridor. The stream was relocated to the north to allow for construction of the highway (see **Photograph 5.5-2**). This is apparently the reason why the existing stream channel is relatively straight and its width relatively consistent from the head-of-tide upstream



Photograph 5.5-2: Little Timber Creek within Highway Corridor

within the study area. However, there are downstream areas where Little Timber Creek meanders within the existing floodplain. Within this downstream area, three sections of the stream flow through culverts beneath I-295 and I-76. Sections of this portion of the stream contain culverts and the banks are relatively stable.

Portions of the stream between Bell Road and the railroad crossing are identified as non-tidal; the stream corridor in this area has noted bank erosion and is severely incised. Downstream of Bell Road to the edge of the tree line within Wetland TF (tidal), there are eroded banks and severely incised channels. The channel bed is covered with soft clay sediments. Clay also is present in the stream channel from Bell Road upstream to the railroad.

The width of the stream is relatively consistent upstream of the treeline in Wetland TF. Downstream of the treeline in Wetland TF, the stream width varies and the stream has dendritic characteristics. No significant pooling, ponding or riffles were observed throughout the entire stretch of Little Timber Creek within the study area. Additionally, debris dams were observed in several locations between Bell Road and the Grenlock Secondary Railroad, resulting in obstructions to flow, as well as bank erosion.



Photograph 5.5-3: Stormwater Culvert beneath Bellmawr Park Baseball Fields

Tributary of Big Timber Creek: The southern portion of the study area is within the Big Timber Creek watershed. Within the study area, a freshwater tributary flows into a tidally influenced mudflat wetland, which continues to the main stem of the Big Timber Creek. The tidal influence is affected by the blockage of sediment and silt, which has been deposited within the conveyance pipe beneath Creek Road.

The headwaters of the unnamed tributary appear to be small seeps and surface drainage from areas east of I-295/Route 42. This water is conveyed via a culvert underneath this portion of the I-295/I-76/Route 42 interchange near the Bellmawr Baseball League Fields (see **Photograph 5.5-3**). At this point, it is once again conveyed via a series of pipes to the west of Essex Avenue where it discharges to the tributary. The unnamed tributary has eroded banks and severely incised channels. The channel bed primarily consists of sand and gravel. The unnamed tributary is relatively straight until just prior to the mudflat tidal wetland, at which point it becomes dendritic in flow pattern.

5.5.2.5 Aquatic Ecology

Macro Invertebrate Species

The 2000-2001 Ambient Biomonitoring Network (AMNET) benthic macroinvertebrate sampling conducted in Big Timber Creek by the NJDEP reveals that significant portions of the Big Timber Creek watershed are moderately impaired. Moderately impaired watersheds have reduced macroinvertebrate richness, in particular the Ephemeroptera, Plecoptera, and Trichoptera (EPT) species, and there is a reduction in the community balance and number of pollutant intolerant species present. The lack of or low number of EPT species observed suggest that physiochemical impacts, as well as habitat degradation, are contributing to biological impairment.

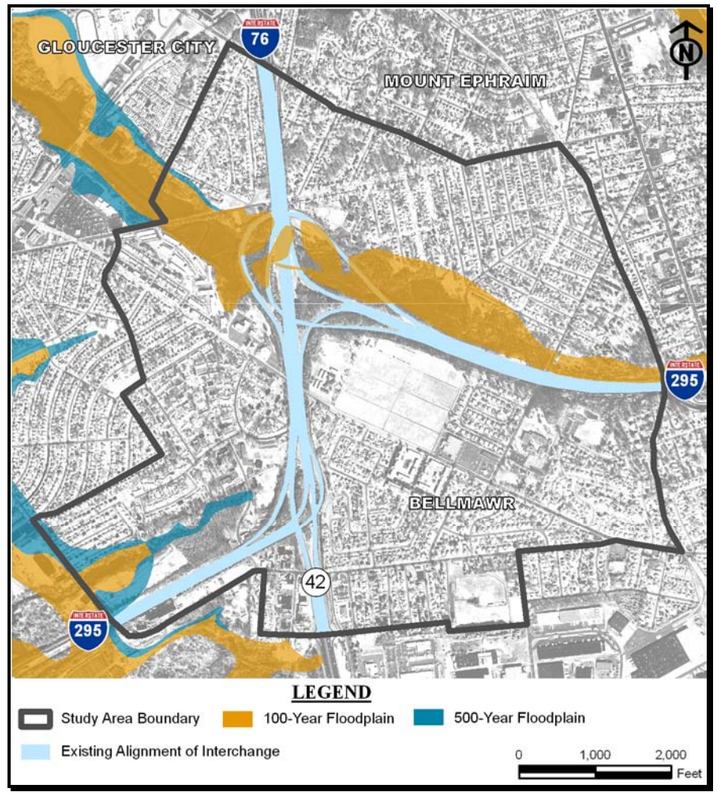
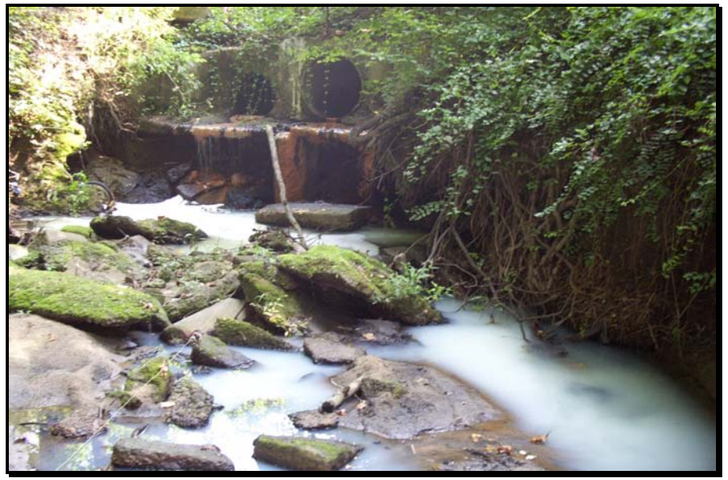


Figure 5.5-2: Study Area Floodplain Map

The AMNET results for the Little Timber Creek reveal that it is moderately impaired and exhibits the same characteristics as those described above for Big Timber Creek. The deficiencies noted within the report indicate that there is significant organic pollution and a low number of clean water organisms within the Little Timber Creek. These conditions likely result

from degraded water quality caused by urban stormwater runoff (see **Photograph 5.5-4)**.



Photograph 5.5-4: Stormwater Culverts beneath Essex Avenue

Freshwater Fish Species

The National Marine Fisheries Service (NMFS) and NJDEP were consulted regarding the freshwater fish species in both the Big and Little Timber Creeks. According to the NMFS, no Essential Fish Habitat (EFH) occurs within the study area. EFH is defined as "those waters and substrate necessary for fish spawning, breeding, feeding, or growth to maturity." In addition, Little Timber Creek contains no fishery resources of concern and no construction restrictions are necessary. Big Timber Creek was identified as containing numerous fish species such as striped bass, American shad, blueback herring, and alewife.

In 2002, a statewide health advisory for eating fish from New Jersey freshwaters was issued. This advisory was implemented due to the elevated levels of mercury found in edible fish tissue throughout many portions of the state. In addition, Camden County has issued a Fish Consumption Advisory for Big Timber Creek. There are currently no county restrictions within the Little Timber Creek watershed.

5.5.2.6 Floodplain and Floodway

Little Timber Creek

In the study area, Little Timber Creek is crossed by I-76 and Ramps B, C, and D. Little Timber Creek is not a "State Studied" or "FEMA Studied Stream" in regard to flooding, and consequently a floodway and floodplain have not been established by these agencies within the project area. However, the September 1996 FEMA Flood Insurance Rate Map (FIRM) for the study area was reviewed (see **Figure 5.5-2**).

The respective 100-year floodplain and floodway limits were established during initial field studies for the Little Timber Creek channel reach beginning upstream of Bell Road, approximately 6,000 feet east of the I-295/I-76/Route 42 interchange, and continuing 7,000 feet west of the interchange to a point downstream of Route 551. Little Timber Creek is a tidally influenced tributary to Big Timber Creek and the Delaware River. The waterway is subject to both tidal backwater inundation and fluvial flooding within the project study area. Based upon the analysis of field investigations, the Little Timber Creek 100-year floodplain limits are controlled by tidal backwater from Big Timber Creek and the Delaware River for the reach extending downstream from Bell Road. Upstream of Bell Road, the 100-year flood limits are controlled by fluvial flooding from the 1.6-square-mile drainage area to the roadway culvert.

The Little Timber Creek drainage area to Bell Road is 1.6 square miles and increases to 2.2 square miles at the I-295/I-76/Route 42 interchange. No published or studied information on "average" annual flows and velocities has been gathered and no USGS information is published for Little Timber Creek. However, calculations for peak annual flow range from 160 cubic feet per second (cfs) at Bell Road to 240 cfs at the interchange with corresponding flow velocities ranging up to approximately two feet-per-second.

Big Timber Creek

Big Timber Creek is a State Studied Stream upstream of I-295, but the detailed study does not include the unnamed tributary that is part of this project. However, the FEMA flood mapping indicates that the 500-year floodplain extends up to or slightly beyond Essex Avenue within the unnamed tributary to Big Timber Creek. Some residential dwellings may be subject to flooding in extreme storm events, especially when coupled with tidal influences. The 100-year floodplain appears to extend approximately to the field established head-of-tide within this area.

It should be noted that placement of fill materials downstream of the study area and along or within the two creek corridors may have altered the floodplain from that shown on the FEMA mapping.

5.5.2.7 Wetlands

NJDEP Wetland Mapping

The NJDEP Wetland Mapping, which uses high-resolution aerial photography in combination with field studies to classify wetlands within the state, has determined that freshwater tidal marshes, deciduous wooded, deciduous scrub/shrub, mixed scrub/shrub, and herbaceous wetlands are present within the study area. In addition, right-of-way (modified) wetlands are mapped within the Little Timber Creek corridor north of I-295. Wetland right-of-way is defined as a former wetland area, which still exhibits evidence of soil saturation on the photography. Due to alterations associated with creating the highway right-of-way, these areas may not support the typical natural wetland vegetation found in adjacent unaltered natural areas. The NJDEP wetland mapping is shown on **Figure 5.5-3**. NJDEP determined that tidal areas are present along the Little Timber Creek and within the unnamed tributary to the Big Timber Creek located in the western portion of the study area. Tidal areas are under the jurisdiction of the NJDEP Division of Land Use Regulation and under the authority of the USACE. The two head-of-tide locations are found: 1) in the eastern portion of the study area within the Little Timber Creek corridor, east of

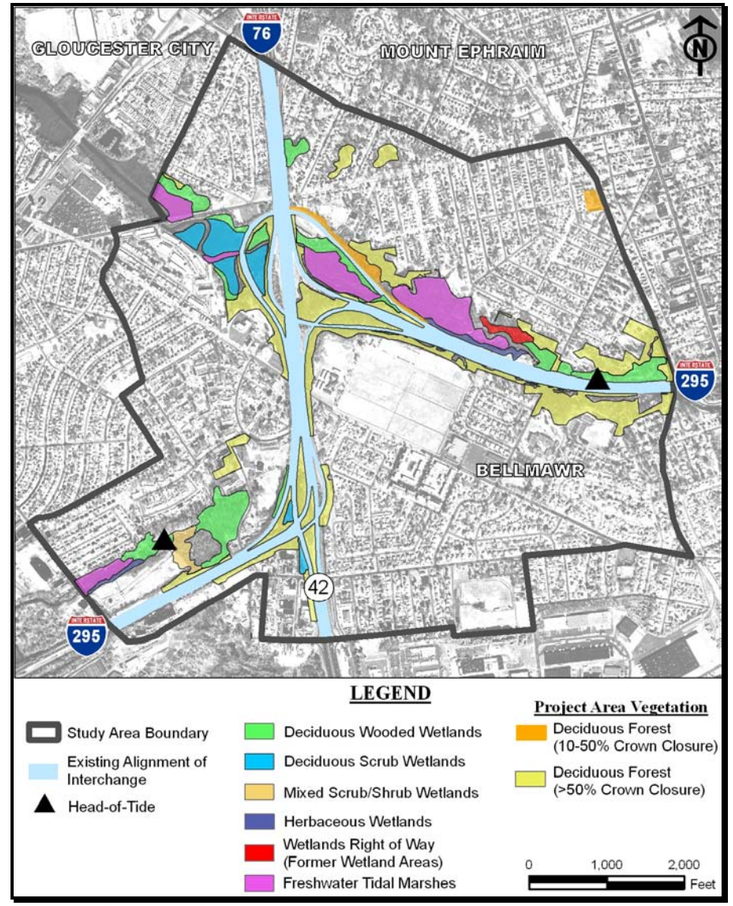


Figure 5.5-3: NJDEP Wetlands and Upland Vegetation Communities Map

Bell Road and west of the railroad bridge; and, 2) in the western portion of the study area to the east of Creek Road within the Big Timber Creek tidally influenced tributary, west of the forested wetland area. The head-of-tide location for Little Timber Creek was provided by the NJDEP and verified by field observations. The head-of-tide for the unnamed tributary to Big Timber Creek was field observed during the wetland delineation effort. These head-of-tide locations are shown on **Figure 5.5-3**.

National Wetlands Inventory Mapping

National Wetlands Inventory (NWI) maps produced by the USFWS were reviewed as part of the delineation efforts within the study area. Wetlands on the NWI maps are classified using the methods described in "*A Classification of Wetlands and Deepwater Habitats of the United States*" by L. Cowardin. Study area wetlands are primarily classified as Palustrine, with limited Riverine systems on the NWI maps (see **Figure 5.5-4**).

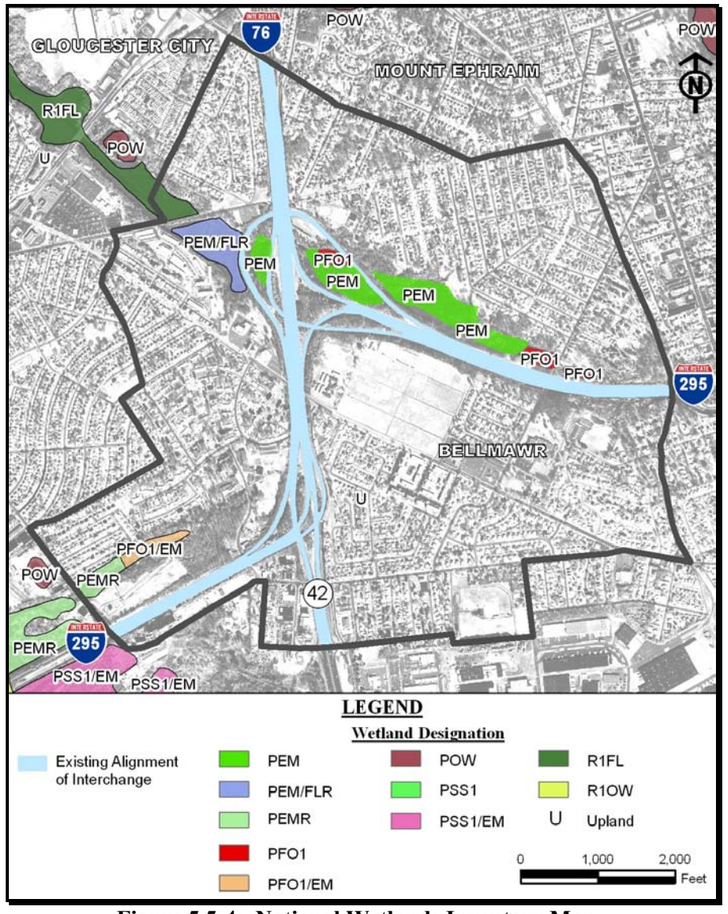


Figure 5.5-4: National Wetlands Inventory Map

The classifications shown on the NWI maps were not always consistent with the wetland types that were observed during the field delineation efforts. These differences are discussed in more detail in the *Natural Ecosystems TES*.

Wetland Delineation

Prior to the commencement of the wetlands delineation effort, coordination with state and federal environmental review agencies was established. This coordination included the establishment of field methodologies and protocols to satisfy the requirements of both the NJDEP and the USACE.

Differences were found between the NJDEP wetland mapping and the areas identified and delineated as wetlands during the field investigation. Extensive on-site investigations and coordination with the NJDEP and USACE were performed in order to refine and/or verify the NJDEP wetland mapping designations. The results of these refinements and/or verifications of the wetland areas are depicted in **Figure 5.5-5.**

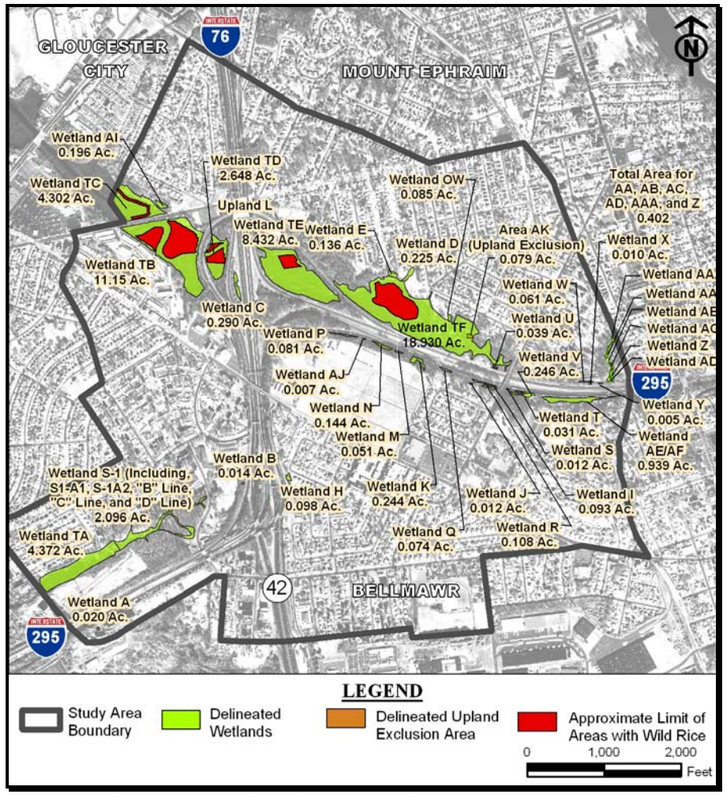


Figure 5.5-5: Field Delineated Study Area Wetlands

Approximately 5.851 acres of non-tidal freshwater wetlands and approximately 49.835 acres of tidal freshwater wetlands were delineated. No specimen trees or unique plant communities, other than wild rice, as described below, were observed during the wetland delineation effort.

The functions and values of the wetlands within the study area were determined by field observations and the professional judgment of the wetland scientists who performed the jurisdictional wetland delineation effort. All delineated wetlands were classified by NJDEP as having "Ordinary" or "Intermediate Resource Values."

In the summer of 2004, NJDEP Letter of Interpretation (LOI) and USACE Jurisdictional Determination (JD) applications were submitted to those agencies for review and approval of the wetlands delineation lines. These submissions were based on field delineations and field meetings with NJDEP, USACE and USEPA. The NJDEP and USACE provided technical assistance in the field delineation effort. The LOI/JD submissions were approved by the agencies in early 2005. Copies of the LOI and JD letters are included in Appendix B.

Tributary to Big Timber Creek

The wetlands associated with the unnamed tributary to the Big Timber Creek are divided into two different sections, based on the delineation findings. One is tidal, designated as Tidal Area (Wetland TA, approximately 4.372 acres) and one is non-tidal, designated as Stream 1 (Wetland S-1, approximately 2.096 acres). The total acreage of delineated wetlands associated with the unnamed tributary to the Big Timber Creek is 6.468 acres (see **Figure 5.5-5**).

The unnamed tributary to Big Timber Creek was designated as S-1 and is the only wetlands area with a watercourse within the Big Timber Creek watershed included within the study area. The stream corridor was delineated, as well as ephemeral channels and small wetlands associated with seeps, drainage patterns, and areas where sufficient water was observed to sustain wetland vegetation.

The area to the south of the wetlands appears to have been altered by soil excavation activities and the construction of two radio towers. The northern limits of the wetlands consist of residential development. Even though impacts to the surrounding areas appear to have been significant, Wetland S-1 seems to be relatively undisturbed.

The soils within the stream corridor appear to be highly eroded, with scouring from storm and high water events cutting steep slopes in many areas. Residential and other development may have changed or altered soil conditions from the original soil types that may have previously existed within this area.

The wetland hydrology in this area is complex, due to a number of factors, including the configuration of the stream channel, impacts from tides, the presence of seeps and intermittent storm events. However, in the upstream portion of this tributary to Big Timber Creek, near Essex Avenue, flooding from tidal influence is negligible.

Little Timber Creek Watershed

The Little Timber Creek flows from the east to the west toward the Delaware River. Almost the entire studied length of the Little Timber Creek, except the far eastern portion of the watershed, is tidally influenced. Embankments placed to build the I-76 and I-295 highways, residential development, disturbances for construction of the noise barrier wall, and numerous other encroachments have altered the natural habitat and nature of this watershed.

Little Timber Creek is a plentiful, perennial source of fresh water that flows through broad marshy areas in portions of the watershed. This source of water is supplemented by the daily tidal cycle in the tidal marshes. A large number of wetland areas within the watershed are supported by seeps located along the slopes of the stream corridor. Collectively, these seeps amount to a considerable contribution of flow to the Little Timber Creek.

The wetland delineation effort identified 45.462 acres of tidal freshwater wetlands (Wetlands TB, TC, TD, TE, and TF, as shown on **Figure 5.5-5**) in the Little Timber Creek portion of the study area. These wetlands are located in the northern portion of the study area in the vicinity of Al Jo's Curve and Kings Highway. They contain a diverse community of deciduous

hardwoods, shrubs, and herbaceous species. Wild rice stands were found to be especially prevalent in the central portions of Wetland TF and TB.

Little Timber Creek provides freshwater to these wetlands; however, they are also influenced significantly by tidal fluctuations. The tidal wetlands provide long-term storage of surface water and habitat for diverse vegetation and common types of wildlife. However, given the degraded water quality, Little Timber Creek does not provide significant aquatic ecology habitat.

The remaining wetlands in the Little Timber Creek portion of the study area are non-tidal freshwater wetlands totaling 3.257 acres. A total of 28 separate non-tidal freshwater wetlands were identified, the largest of which is Wetland AE/AF (0.939 acres). Stormwater and seeps are the predominant sources of water for these wetlands. Typical vegetation includes mixed hardwoods and stands of common reed. Most of these wetlands are isolated, i.e., not connected to the nearby wetlands adjacent to the stream. Their primary function is short-term storage of stormwater, although the largest of these wetlands also provides habitat for common forms of wildlife.

Wetland Vegetation

Hydrophytic vegetation consists of species that can tolerate anaerobic conditions for at least a portion of the growing season. Vegetation was observed, identified, and characterized at each of the data points and along the transition zones of the wetland areas. For a complete list of vegetation identified during the wetland delineation effort, please refer to the *Natural Ecosystems TES*.



Photograph 5.5-5: Wild Rice Stands in Little Timber Creek Tidal Area

Wild rice (*Zizania aquatica)* is found in stands throughout the Little Timber Creek tidal area (see **Photograph 5.5-5**). It is found throughout the study area in association with pickerel weed (*Pontederia cordata*) and common smartweed (*Polygonum hydropiper*) or marshpepper smartweed (*Polygonum hydropiperoides*).

An aggressive invasive species, common reed (*Phragmites australis*), is opportunistic and found throughout the study area from areas of high topography with xeric (dry) conditions down to low lying wet areas with hydric conditions. Japanese knotweed (*Polygonum cuspidatum*), another aggressively invasive species, is also found throughout the study area, sometimes in thick stands, and generally in the outer perimeter of the wetlands.

5.5.2.8 Upland Vegetation and Wildlife

The vegetation in the upland areas, other than those landscaped by homeowners or the NJDOT, typically contains a successional, deciduous forest assemblage with an increasingly strong presence of invasive species (see **Figure 5.5-3**). Based on the NJDEP GIS data layer, a total of approximately 72 acres of upland vegetation are identified within the study area. Approximately 17 acres of the total amount are located within the roadway medians or are isolated upland areas and are not part of large contiguous forests. All of the wetland transition areas, or buffers, are located within the upland areas. Depending on location, the transition areas contain disturbed roadway areas or forest fringe areas.

Trees, Shrubs, and Herbs

The upland forest canopy consists of a mix of tulip poplar (*Liriodendron tulipifera*), northern red oak (*Quercus rubra*), and red maple (*Acer rubrum*), with the invasive Norway maple (*Acer platanoides*) common in some areas. A typical upland forest canopy is shown in **Photograph 5.5-6.** The shrub understory is dominated by flowering dogwood (*Cornus florida*), several varieties of honeysuckles (*Lonicera dioica, L. canadensis, and L. tatarica*), and maple-leaf viburnum (*Viburnum acerifolium*). The highly aggressive and invasive multiflora rose (*Rosa multiflora*) is rapidly overtaking portions of the study area, as is the invasive common reed. While the latter is considered to be an herbaceous species, it is competitive in both the middle and understory levels.

Herbaceous ground covers include goldenrods (*Solidago spp.*), asters (*Asteraceae*), white snake root (*Ageratina altissima*), violets (*Viola spp.*), and shade-tolerant grasses such as panic grass (*Panicum spp.*). A strong presence of invasive species is widely represented by garlic mustard (*Alliaria petiolata*), which is predominant throughout the area.

Birds, Mammals, Amphibians, and Reptiles

Only those birds, mammals, reptiles, and amphibians expected to be found in urban/suburban areas have been observed by project team scientists during the study area reconnaissance or during numerous study area visits conducted in all seasons of the year over a two-year period. The New Jersey Division of Fish and Wildlife (NJDFW) has prepared species lists for mammals, birds, amphibians, turtles, lizards, and snakes that may potentially be found within the study area. All species observed during site work are included on these lists. More information on the mammals, birds, amphibians and reptiles commonly found in the vicinity of Big Timber Creek can be found in the *Natural Ecosystems TES*.

Many bird species utilize the Delaware River corridor as their migratory route and the study area is considered to be located within this route. Wild rice and similar species contribute to the importance of this area as a foraging site for migratory species.



Photograph 5.5-6: Upland Forest Canopy Typical of Project Area

5.5.2.9 Threatened and Endangered Species

Based upon extensive fieldwork performed within the study area by qualified scientists (i.e., wetland delineation, LOI, agency field checks, ecological studies, bird surveys, turtle surveys, etc.), no threatened and endangered species were identified. Furthermore, the project team fieldwork was conducted throughout the study area, during both the spring and fall migratory periods as well as the breeding season, and there were no observations of threatened and endangered species.

Even though potential habitat may exist within the study area, there are no unique habitat niches that exist within any portion of the study area, except for stands of wild rice in the Little Timber Creek tidal area, which were

discussed earlier. The TES report includes more detailed information regarding surveys performed concerning potential threatened and endangered species in the study area. A brief summary of the studies conducted is provided below.

Bird Survey

The primary purpose of the bird surveys conducted was to establish a species presence/absence list for the Essex Avenue portion of the study area. The bird surveys, conducted between June 8 and June 21, 2004, were conducted during the breeding season to establish resident species or native nesters rather than transient, temporary, or migratory species that may visit an area. No threatened or endangered bird species were observed during these surveys, nor were they observed during the course of numerous visits to the study area by qualified scientists.

Bog Turtle Surveys

Habitat evaluation surveys, conducted June 8, 11, and 14, 2004, were utilized to determine whether suitable habitat for the bog turtle (*Clemmys muhlenbergii*) exists within the Essex Avenue portion of the study area. None of the habitats surveyed within the study area contain sphagnum, tussocks, low grasses, or other early successional vegetation typically preferred by the bog turtle and no bog turtles were observed during the project area activities. In addition, no bog turtles were observed during the course of other fieldwork performed within the study area by qualified scientists.

PERMIT	DESCRIPTION
Section 404 Individual Wetlands Permit	This USACE permit is required for the discharge of dredged or fill material into waters of the United States, including wetlands. A Section 404 Individual Wetlands Permit Application has been prepared to outline the approximate impacts to wetlands and waters under federal jurisdiction. Details on specific construction impacts will be submitted following the approval of this DEIS and completion of the final engineering design.
Water Quality Certification	Coordination will be conducted through NJDEP as part of the wetland and stream encroachment permit approval process.
NJDEP Freshwater Wetlands Permit	This state permit is required prior to engaging in a regulated activity in and around state open waters, freshwater wetlands, and associated transition areas.
NJDEP Tidelands Conveyance (Riparian Grant)	Tidelands grants, leases, and/or licenses are required for the use of state-owned riparian lands, which are lands presently, or formerly, covered by the mean high tide.
NJDEP Waterfront Development Permit	This permit is required for development at or below the mean high water line in tidal waters of the state and extends from the mean high water line to the first paved road, railroad, or surveyable property line. At a minimum, the zone extends at least 100 feet, but no more than 500 feet, inland from the tidal water body.
NJDEP Stream Encroachment Permit	NJDEP requires a permit for construction within and proximate to flood hazard areas to reduce flood damage to and from new development, and to protect the flood storage capacity and ecology of floodplains.
Pollution Discharge Elimination System Permit	This permit is required by the NJDEP for the discharge of wastewater associated with the proposed project, such as construction dewatering.
Coastal Zone Management Program, Consistency Certification	The Federal Coastal Zone Management Act requires that Federal agency activities, including development projects directly affecting the coastal zone, must be consistent with approved state coastal management programs to the maximum extent practicable. New Jersey has a Coastal Zone Management Program, which would require a consistency certification.

Table 5.5-2: Required Permits

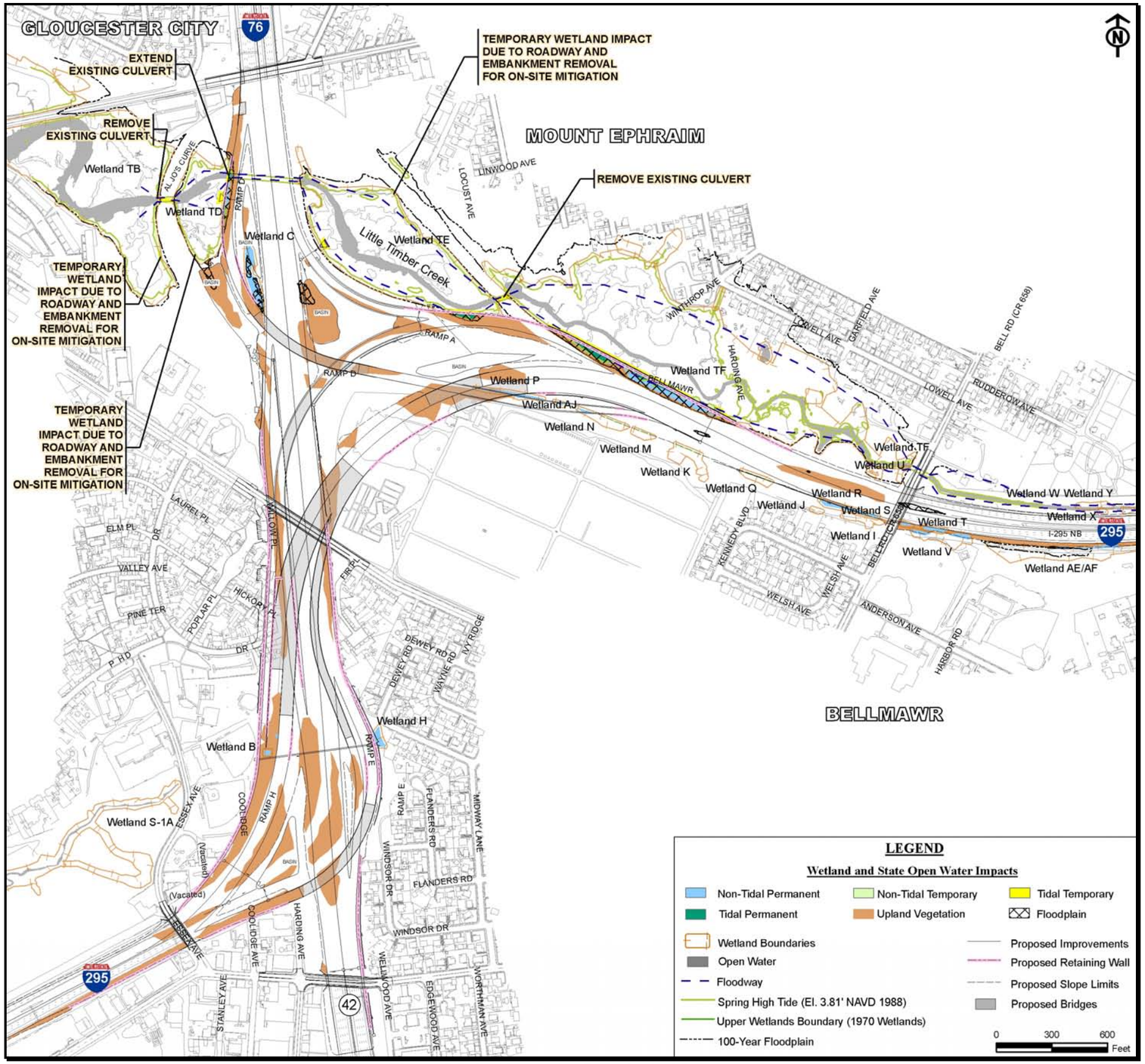


Figure 5.5-6: Alternative D Ecological Impacts

5.5.3 Potential Impacts and Mitigation

5.5.3.1 Impact Evaluation Criteria

The criteria summarized below were chosen for discussion because impacts to them differ between alternatives. The difference between alternatives for geology, soil, groundwater, upland vegetation, and wildlife were either minimal or showed negligible differences.

There is no feasible build alternative that would avoid impacts to wetlands and floodplains. The NJDOT evaluated 26 possible alternatives in an extensive screening process that included representatives from the USACE, USEPA and NJDEP. All of the alternatives evaluated would have resulted in wetland impacts. The five build alternatives studied in the *Natural Ecosystems TES* were selected as having the least potential adverse impacts, including those related to wetlands, while still meeting the project purpose and need.

As the proposed project would result in impacts to natural ecosystems, several permits are anticipated (see **Table 5.5-2**).

Floodplain and Floodway

Impacts to the floodplain and floodway would be due to the placement of pilings, footings, and fill associated with roadway structures throughout the interchange. Permanent impacts to floodplains were measured as the actual acreage of floodplain lost due to fill and construction activities. The relocation of the existing ramps would result in minimal fill placed in the floodway.

Wetlands

Wetlands were delineated within the project area in accordance with NJDEP and USACE requirements. Impacts to State Open Waters (SOW), tidal wetlands and non-tidal wetlands were quantified as the actual acreage of permanent and temporary wetland and SOW impacts. Wetland impacts are related to the placement of pilings, roadway fill, and shading. The assumptions developed for quantifying wetland impacts are described in the *Natural Ecosystems TES*.

On-Site Wetland Mitigation Opportunities

Impacts to wetlands must be mitigated in accordance with USACE and NJDEP regulations. Required acres for mitigation for each alternative were estimated within the *Natural Ecosystems TES*. The actual acreage available for on-site mitigation is dependent on final design of the selected alternative

and is measured as the percentage of total required acreage available for on-site mitigation. On-site mitigation is preferred because the mitigation is in close proximity to the areas of impact. Thus, it will enhance and restore wetland functional characteristics, including water absorptive capacity, improved water quality and enhanced conditions for wildlife habitat, including the potential expansion of wild rice, an important food source for birds and waterfowl.

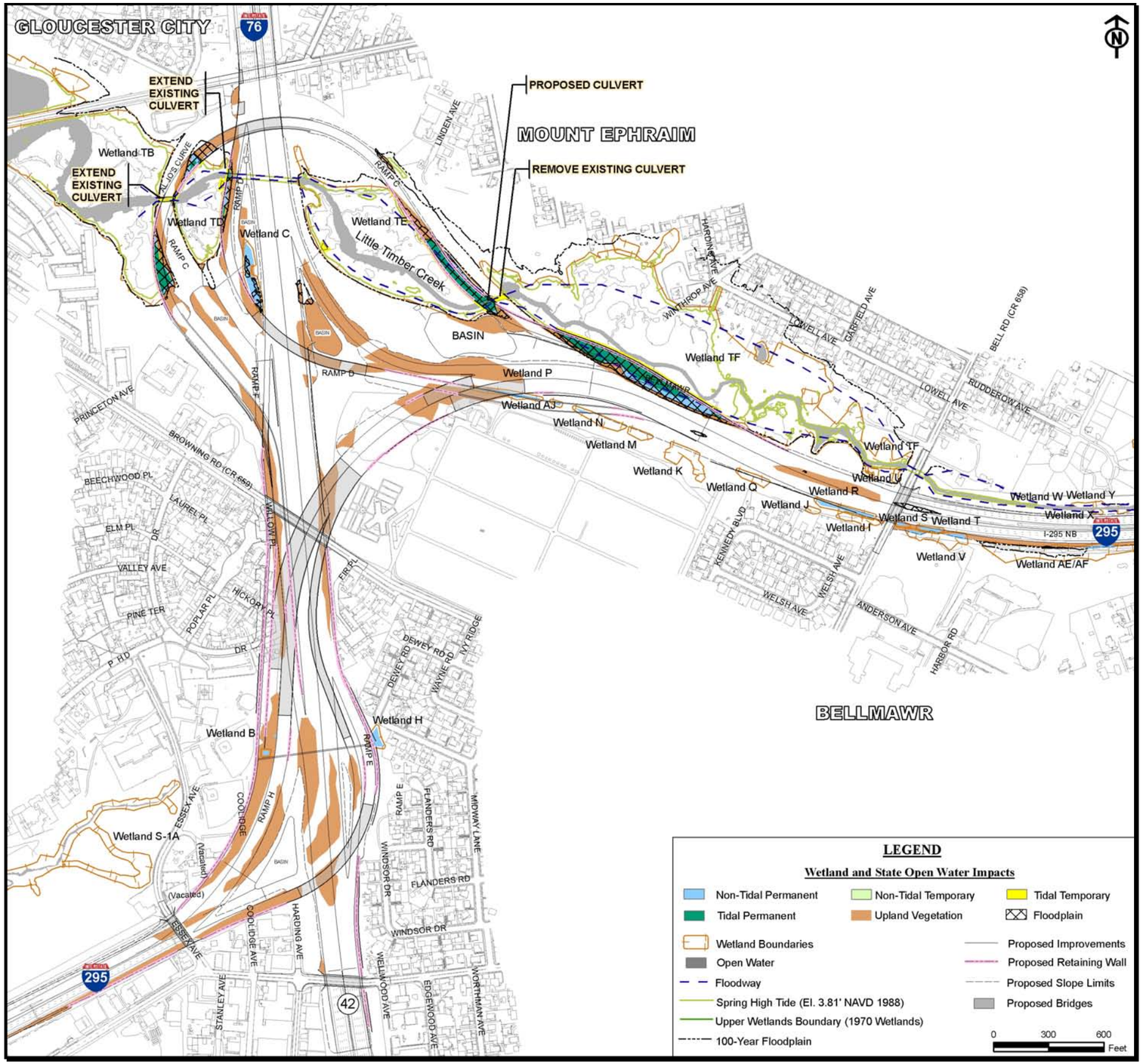


Figure 5.5-7: Alternative D1 Ecological Impacts

Total Impervious Coverage

Total impervious coverage, measured in acres, provides a good working comparative analysis of the potential effects on stormwater quantity, quality, and recharge within this area of a sole source aquifer.

Waterfront Access

Access to stream corridors for passive recreational opportunities is an enhancement for the community. This access would be realized by the removal of Al Jo's Curve.

5.5.3.2 No Build Alternative

The existing roadway drainage along I-295/Route 42 and exterior drainage on I-76 is an umbrella type with runoff flowing into ditches that drain to culverts, which flow to Little Timber Creek and Big Timber Creek. A limited measure of water quality and groundwater recharge is achieved for those existing areas flowing through ditches prior to discharging into closed storm sewer systems and culverts. The remaining portions of the existing ramps and I-76 interior drainage are conveyed directly into storm sewer systems, and directly to Little Timber Creek and Big Timber Creek, with no measurable groundwater recharge or water quality improvement measures. The No Build Alternative would retain the deficient highway geometry and the substandard stormwater drainage system. The tidal wetlands fragmented by the existing roadway (Wetlands TB, TD, TE, and TF) would remain fragmented because of the continued presence of Al Jo's Curve.

5.5.3.3 Build Alternatives

A more detailed analysis of the potential impacts to natural ecosystems for each build alternative is provided in the *Natural Ecosystems TES*. **Figures 5.5-6 through 5.5-10** show the impacts for the build alternatives.

ALTERNATIVE	FLOODPLAIN IMPACTS (ACRES)	FLOODWAY FILL
D	2.275	Minimal fill for Ramps B and C; offset by the removal of existing Ramp C.
D1	4.449	Minimal fill for proposed Ramp C; offset by the removal of existing Ramp C.
G2	0.900	Insignificant fill associated with the relocation of Ramp C; offset by the removal of portions of the fill embankment for existing Ramp C.
H1	4.263	Insignificant fill for Ramps B and C; offset by the removal of a portion of existing Ramp C.
K	3.036	Minimal fill for Ramps B and C; offset by the removal of a portion of existing Ramp C.

Table 5.5-3: Floodplain Impacts

Floodplain and Floodway

Table 5.5-3 summarizes the floodplain and floodway impacts for each of the build alternatives. All of the floodplain impacts would be within the 100-year floodplain zone. Most of the floodplain impacts would be associated with placement of fill materials. Alternative D1 would have the

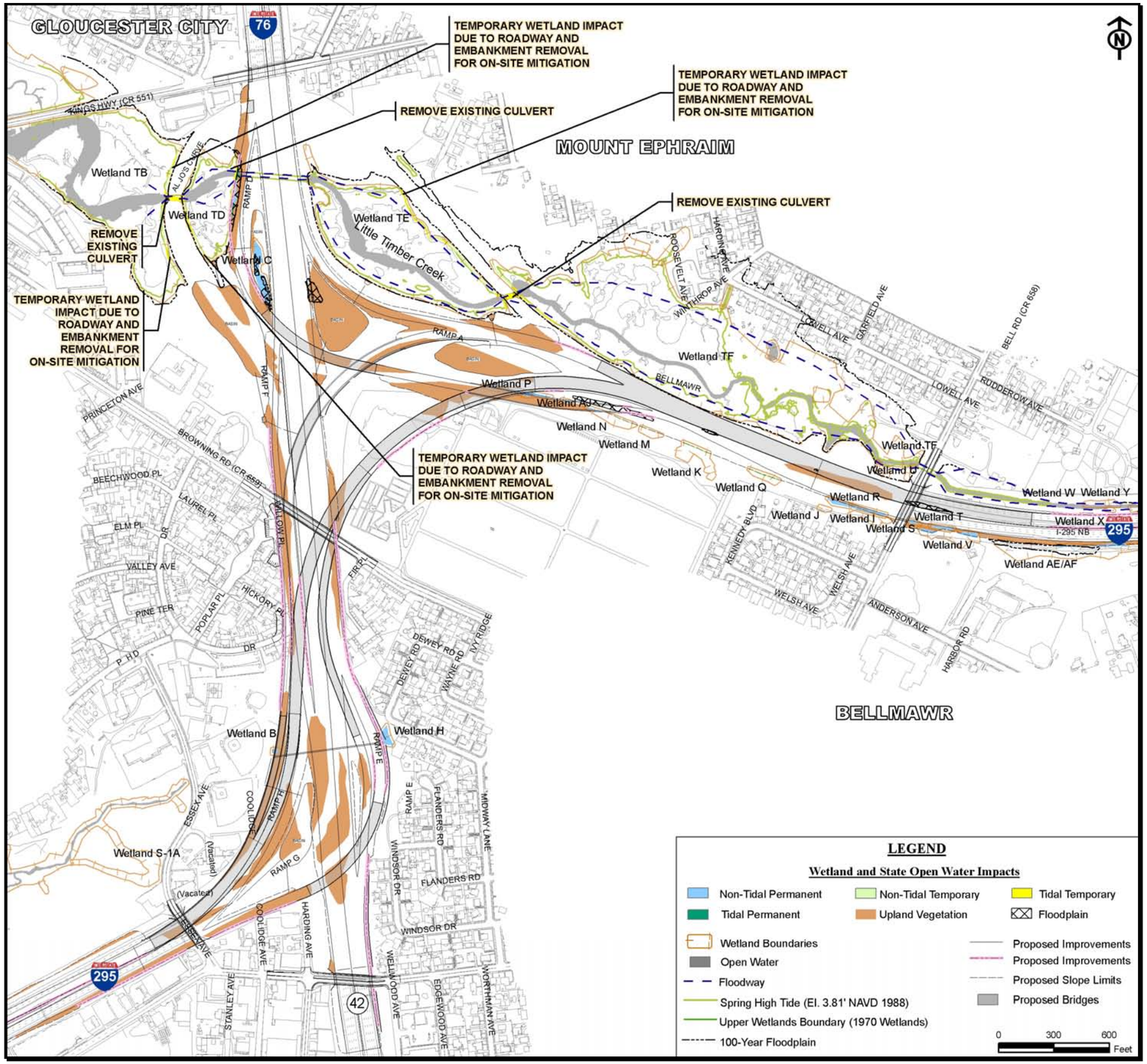


Figure 5.5-8: Alternative G2 Ecological Impacts

greatest impact at 4.449 acres and Alternative G2 would have the least impact with 0.900 acres affected. **Figures 5.5-6 through 5.5-10** show the location of floodplain impacts for each build alternative. Most of the floodplain impacts would be along Little Timber Creek in tidal areas. Fill placed in the floodway would be offset by the removal of an equal or greater quantity of floodway fill under each build alternative. The result would be no net increase in fill within the floodway and no associated flooding impacts.

The build alternatives have been designed to avoid floodplain impacts where practicable, minimize impacts to the greatest extent possible, and to adequately mitigate unavoidable impacts. There is no build alternative that would completely avoid floodplain impacts. However, each build alternative would include measures (floodwalls and/or berms), which would isolate flooding from Little Timber Creek for the 50- and 100-year tidal flood events. Roadway drainage systems and stormwater pumping stations would be designed in accordance with NJDOT drainage design criteria to provide adequate drainage within the study limits.

The build alternatives would result in minimal fill placed in the floodway necessitated by the relocation of the existing ramps. This would be offset by the removal of an equal or greater quantity of floodway fill under each build alternative. The result would be no net increase in fill within the floodway and no associated flooding impacts.

ALTERNATIVE	FRESH WATER TIDAL		STATE OPEN WATER (TIDAL)		FRESH WATER (NON-TIDAL)		STATE OPEN WATER (NON-TIDAL)		TOTAL WETLAND AND SOW IMPACTS		WETLAND BUFFER IMPACT
	P	T	P	T	P	T	P	T	P	T	
D	0.637	0.568	0.010	0.102	1.278	0.313	0.046	0	1.971	0.983	3.586
D1	2.139	0.657	0.064	0.068	1.489	0.110	0.040	0	3.732	0.835	4.199
G2	0.041	0.217	0.010	0.102	0.855	0.255	0.046	0	0.952	0.574	2.479
H1	1.534	0.640	0.195	0.077	1.396	0.156	0.026	0	3.151	0.873	4.674
K	1.443	0.694	0.012	0.134	1.400	0.280	0.045	0	2.900	1.108	3.351
P: Permanent, T: Temporary											

Table 5.5-4: Wetland Impacts (Acres)

Wetlands

Alternative D1 represents the greatest permanent wetland impact with 3.732 acres affected (see **Table 5.5-4**). Alternative G2 represents the lowest permanent impact with 0.952 acres affected. Since all of the build alternatives would have wetland impacts, mitigation would be required.

All of the potentially impacted wetlands were classified by NJDEP as having either ordinary or intermediate resource values. None were classified as having exceptional resource values (see **Table 5.5-5).** Alternative G2 would have the least freshwater wetland buffer impact with 2.479 acres affected while Alternative H1 would have the greatest amount of wetland buffer affected (4.674 acres). The buffer area is located within the upland vegetation area discussed earlier.

IMPACTED WETLAND	LOCATION	WETLAND DESCRIPTION	NJDEP APPROVED WETLAND RESOURCE VALUE	TOTAL WETLAND ACREAGE	ACREAGE IMPACTED BY ALTERNATIVE					WETLAND FUNCTIONS/VALUES
					D	D1	G2	H1	K	
Wetland AE/AF	East of Bell Road/west of railroad bridge	North and south side of channel	Intermediate	0.939	0.092	0.092	0.092	0.092	0.092	Short-term surface water storage/reduction of flooding (percent of total wetland impacted is 9.8%)
Wetland AJ	Along I-295 northbound	Seeps along similar elevation of the slope	Ordinary	0.007	0.007	0.007	0.007	0.007	0.007	Short-term surface water storage/reduction of flooding (100% of wetland is impacted)
Wetland B	Near ballfield at Essex Road	Stormwater and high water event flooding and/or saturation	Ordinary	0.014	0.014	0.014	0.014	0.014	0.014	Short-term surface water storage/reduction of flooding (100% of wetland is impacted)
Wetland C	At I-295 southbound ramp from I-76 eastbound	Stormwater is poorly drained from this infield area of I-295	Intermediate	0.290	0.290	0.290	0.290	0.290	0.290	Short-term surface water storage/reduction of flooding (100% of wetland is impacted)
Wetland H	At corner of Colonial Road and Dewey Road	Seep and drainage from upland areas to channel	Ordinary	0.098	0.098	0.098	0.098	0.098	0.098	Short-term surface water storage/reduction of flooding (100% of wetland is impacted)
Wetland K	South of New St. Mary's Cemetery	Seep/spring flow to drop inlet	Intermediate	0.244	0.001	0.001	0.001	0.001	0.001	Short-term surface water storage (less than 1% of wetland is impacted)
Wetland N	Along I-295 northbound	Seeps along similar elevation of the slope	Ordinary	0.144	0.015	0.015	0.015	0.015	0.015	Short-term surface water storage (10.4% of wetland is impacted)
Wetland P	I-295 northbound on ramp from northbound Route 42	Seeps along similar elevation of the slope	Ordinary	0.081	0.081	0.081	0.081	0.081	0.081	Short-term surface water storage/reduction of flooding (100% of wetland is impacted)
Wetland Q	Along I-295 northbound	Seeps along similar elevation of the slope	Intermediate	0.074	*	*	*	0.034	0.034	Short-term surface water storage/reduction of flooding (alternative with largest percent of total wetland impacted is 45.9%)
Wetland R	Along I-295 northbound	Seeps along similar elevation of the slope	Ordinary	0.108	0.108	0.108	0.108	0.108	0.108	Short-term surface water storage/reduction of flooding (100% of wetland is impacted)
Wetland S	Along I-295 northbound east of Bell Road	Seeps along similar elevation of the slope	Ordinary	0.012	0.012	0.012	0.012	0.012	0.012	Short-term surface water storage/reduction of flooding (100% of wetland is impacted)
Wetland T	Along I-295 northbound east of Bell Road	Seeps along similar elevation of the slope	Ordinary	0.031	0.031	0.031	0.031	0.031	0.031	Short-term surface water storage/reduction of flooding (100% of wetland is impacted)
Wetland TB	Near bridge at West Kings Highway	Tidally influenced	Intermediate	11.150	*	0.310	*	0.310	*	Long-term surface water storage and provides habitat for vegetation and wildlife (2.7% of total wetland impacted)
Wetland TD	West of I-76 southbound and east of Al Jo's Curve	Tidally influenced	Intermediate	2.648	0.103	0.238	0.103	0.257	0.103	Long-term surface water storage and provides habitat for vegetation and wildlife (alternative with largest percent of total wetland impacted is 9.7%)
Wetland TE	East of I-76 northbound and west of Al Jo's Curve	Tidally influenced	Intermediate	8.432	0.090	0.744	*	1.204	0.034	Long-term surface water storage and provides habitat for vegetation and wildlife (alternative with largest percent of total wetland impacted is 14.2%)
Wetland TF	Near Shining Star Park	Tidally influenced	Intermediate	18.930	0.930	1.603	*	0.412	1.830	Long-term surface water storage and provides habitat for vegetation and wildlife (alternative with largest percent of total wetland impacted is 9.6%)
Wetland V	Behind noise barrier by Bell Road	Wet area shaded by the noise barrier	Intermediate	0.246	0.040	0.067	0.040	0.067	0.040	Short-term surface water storage/reduction of flooding (alternative with largest percent of total wetland impacted is 27.2%)
*	*Denotes No Wetland Impact*									
	Denotes Entire Wetland Impacted									

Table 5.5-5: Wetland Functions/Values and Impacts by Alternative

On-Site Wetland Mitigation Opportunities

The various build alternatives would require mitigation for the impacts to SOW and wetlands. If the loss of wetlands is compensated by the creation of new wetlands, the NJDEP requires wetland mitigation in the ratio of two acres created for each acre impacted. On-site mitigation is the preferred form of mitigation, since the same ecosystem that is impacted would be benefited by the mitigation. Alternatives D, G2 and K will remove Al Jo's Curve in the areas that cross the marsh adjacent to the Little Timber Creek. The removal of Al Jo's Curve would allow for the construction of wetlands in the former footprint of the roadway ramp. With Alternatives D1 and H1, the proposed Ramp C follows closely to the alignment of Al Jo's Curve, so on-site mitigation opportunities are limited, requiring significant off-site mitigation. Based on the findings of the *Natural Ecosystems TES*, adequate areas for on-site mitigation are present for Alternatives D and G2. With Alternative K, the removed ramp areas of Al Jo's Curve could be utilized for the majority of the mitigation, but an additional area would be required off-site to fully compensate for the total impacts. Alternatives D and G2 are the two designs that more fully meet the recommendations of the NJDEP and USACE for use of on-site mitigation areas, with G2 having fewer impacts to the aquatic resources.

The removal of Al Jo's Curve would also allow the wetlands fragmented by the existing roadway (Wetlands TB, TD, TE, and TF) to be reconnected and provide improved and additional habitat for the stands of wild rice found in these areas.

Total Impervious Coverage

Each build alternative would result in an overall increase in impervious area and related stormwater runoff (ranging from 19 acres for Alternative D to a high of 25 acres for Alternatives H1 and K). Stormwater runoff from roadways typically contains pollutants generated by vehicular traffic. However, improved traffic operations would reduce conditions of stopping, idling, and delays, and result in less time for traffic to deposit pollutants. Additionally, the ratio of cumulative impervious roadway surface to total watershed area for the receiving waters (dilution ratio) is sufficient to protect aquatic life downstream within the watershed. Based on a 25-acre increase in new pavement, approximately 0.01% of the total Lower Delaware River tributaries watershed would be impacted. Based on the amount of existing pavement in the study area (42 acres), the overall percentage increase of new impervious area ranges from a low of approximately 45% for Alternative D to a high of approximately 59% for Alternatives H1 and K (see **Table 5.5-6**).

The majority of the interchange area would drain to proposed bioretention basins prior to discharging to outfalls. Stormwater treatment facilities within the interchange area would treat the required area/volume of stormwater runoff in accordance with NJDEP stormwater management requirements. There are areas that cannot be treated—such as the areas along I-295 east and west of the interchange, I-76 north of the interchange, and Route 42 south of the interchange—due to right-of-way, elevation, and grade constraints. The remaining untreated drainage would continue to discharge via existing and proposed storm sewer outlets to Little Timber Creek or into conveyance systems discharging to Big Timber Creek. Overall, the project would still meet NJDEP stormwater management requirements. In conjunction with the roadway drainage systems,

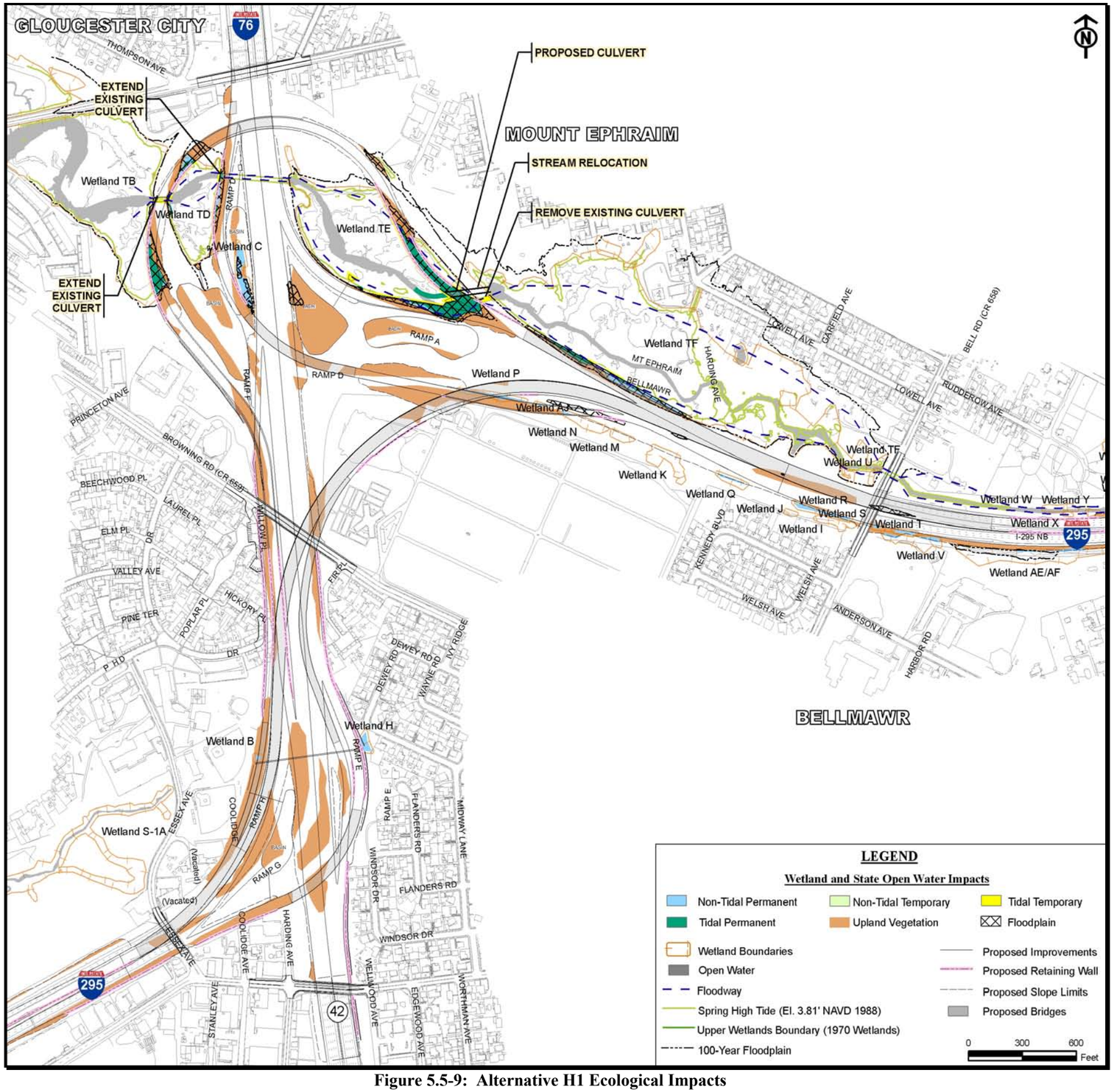


Figure 5.5-9: Alternative H1 Ecological Impacts

stormwater pumping stations would be required for each alternative in areas where gravity flow is insufficient. Alternatives D, G2 and K would include one stormwater pumping station north of Browning Road, within the NJDOT right-of-way. Alternatives D1 and H1 would utilize two pumping stations along Ramps D and F, on opposite sides of Little Timber Creek, each discharging into a bioretention basin. The proposed stormwater pumping stations for each build alternative would provide additional water quality treatment measures through screening of runoff and deposition of solids within the wet well areas of each facility.

ALTERNATIVE	NEW PAVEMENT (ACRES)	PERCENT INCREASE*
D	19	45%
D1	23	54%
G2	22	52%
H1	25	59%
K	25	59%
* Percent increase is based on existing pavement equaling 42 acres.		

Table 5.5-6: Increase in Impervious Area

Alternative H1 is the only build alternative that would require relocation of approximately 250 feet of the Little Timber Creek channel near Ramp C. A portion of the Little Timber Creek channel relocation (approximately 80 feet) would be confined flow through a culvert. None of the other build alternatives require channel relocation. In fact, Alternatives D, G2, and K would allow for restoration of the stream channel where two existing culverts would be "daylighted" with the removal of Al Jo's Curve (see **Figure 5.5-11**).

Since the No Build Alternative proposes no changes to the interchange, there would be no increase in total impervious coverage. However, it would result in a negative impact to surface water quality compared to the build alternatives because any ongoing impacts from the existing roadway and drainage system would continue.

Waterfront Access

The build alternatives that do not include Ramp C in the vicinity of Al Jo's Curve (Alternative D, G2 and K) would provide an enhancement to the community in the form of a public access trail and viewing area at Little Timber Creek (see **Figure 5.5-11**). Alternatives D1 and H1 would provide a viewing area over Little Timber Creek, but no waterfront access since Ramp C would block passage to Little Timber Creek.

5.5.3.4 Build Alternatives Summary

With all of the build alternatives, the use of retaining walls and steepened side slopes along Little Timber Creek would minimize impacts to floodplains and wetlands/open waters. This would also minimize mitigation opportunities in the design phase of the proposed project. The surface water quality of the surrounding water bodies would be improved with the new stormwater treatment systems. The findings of the *Natural Ecosystems TES* indicate that, from an ecological perspective, Alternatives D, G2 and K are preferable because all or most of the wetland mitigation could be achieved on-site.

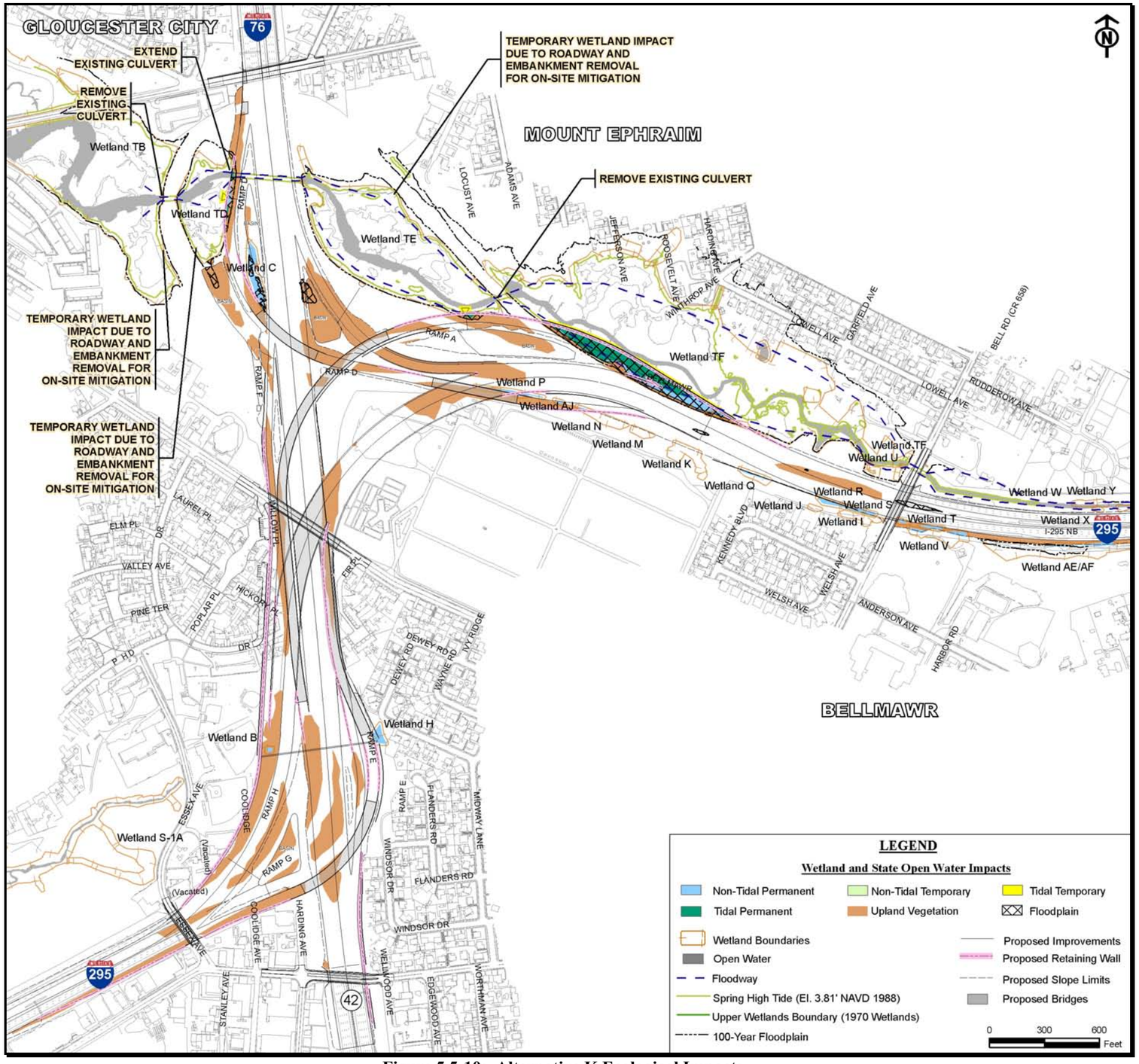


Figure 5.5-10: Alternative K Ecological Impacts

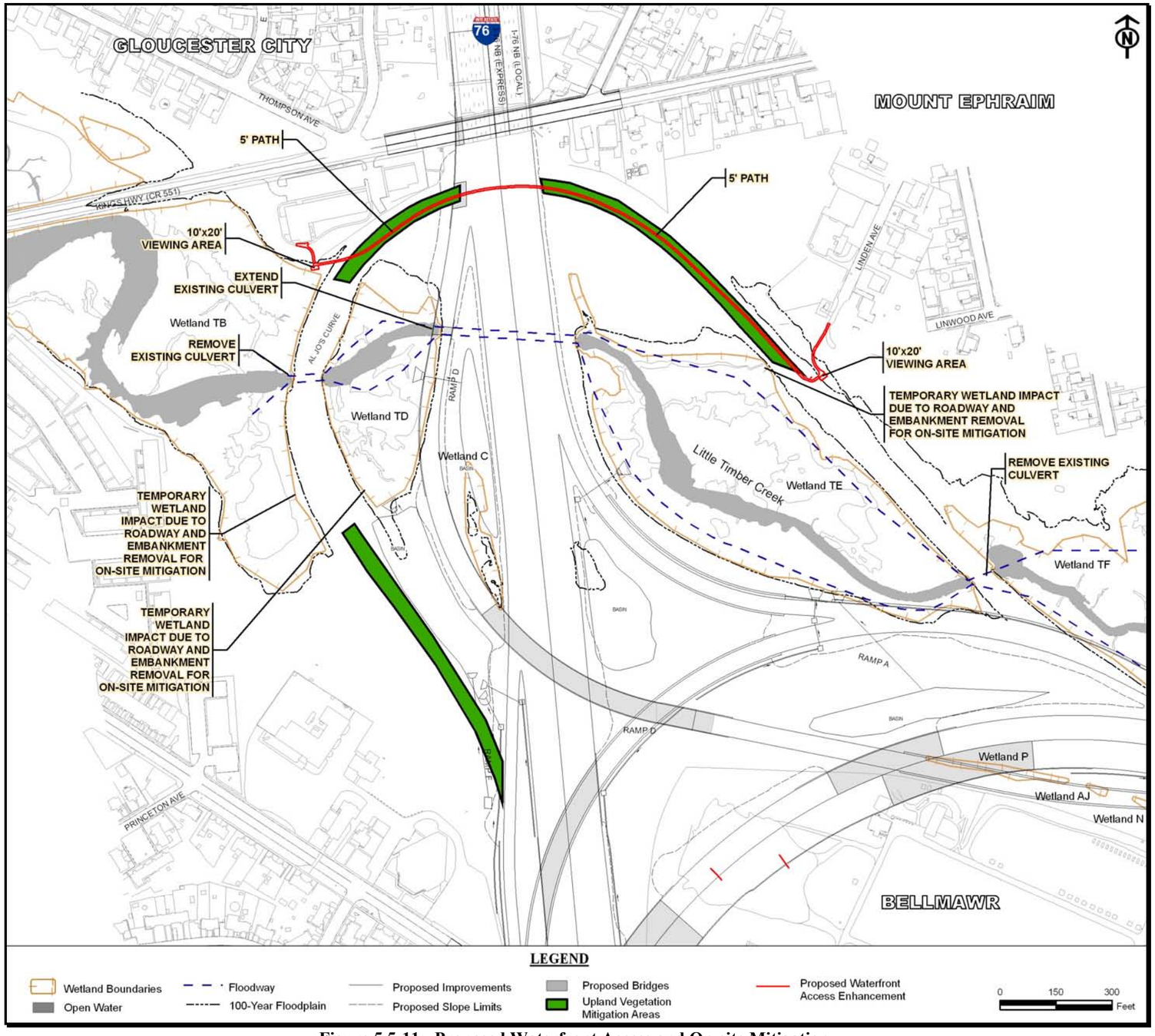


Figure 5.5-11: Proposed Waterfront Access and On-site Mitigation

Alternative H1 would cause the second highest impacts to the floodplain and wetlands/open waters of 4.26 acres and 3.15 acres, respectively. This is due in large part to approximately 250 feet of the channel of Little Timber Creek being relocated. In addition, there would be no opportunity for waterfront access and only 12% of the required wetland mitigation would be possible on-site. This alternative, along with Alternative K, would result in the highest total impervious coverage of 67 acres.

Despite the use of retaining walls and steepening of side slopes, Alternative D1 would cause the greatest impact to the floodplain and wetlands/open waters at 4.45 acres and 3.73 acres, respectively. Since this alternative calls for Ramp C in the vicinity of Al Jo's Curve, it would not provide waterfront access to the public. In addition, it would have the smallest opportunity for on-site wetlands mitigation at only 10% of the total required and would result in the second highest total impervious coverage of 65 acres.

Alternative G2 represents the lowest permanent impacts to the floodplain and wetlands/open waters, with a 0.90 acre and a 0.95 acre impact, respectively. This alternative would also provide for waterfront access to the public and 100% on-site wetland mitigation opportunities with the removal of Al Jo's Curve. Total impervious coverage would be 64 acres.

Impacts to the floodplain and wetlands/open waters for Alternative K would be 3.04 acres and 2.90 acres, respectively. As mentioned above, Alternative K, as well as Alternative H1, would result in the highest total impervious coverage of 67 acres. Most of the wetland mitigation for this alternative would be possible on-site (93%), but off-site wetland mitigation would be necessary as well.

Although Alternative D is similar to D1, it includes reduced impacts to wetlands, open waters, and the floodplain. In addition, the opportunity for on-site mitigation is 100% with the removal of Al Jo's Curve. Alternative D will impact 2.28 acres of floodplain and 1.97 acres of wetland/open waters. It would create the lowest acreage of total impervious coverage at 61 acres, compared to the other build alternatives.

In the interest of continuing its practice of sound environmental stewardship, NJDOT has discussed with the NJDEP the possibility of performing additional stream restoration activities on Little Timber Creek, beyond what would be required by the USACE for mitigation. The location and specifics of these activities have yet to be determined and will be more thoroughly covered in the final design of the project.

5.6 ARCHAEOLOGICAL RESOURCES

The proposed project will require ground disturbance in areas that may be potentially sensitive for archaeological resources. As a result, an archaeological investigation was conducted in order to assess potential impacts that could result from the proposed project. This analysis is based on the findings of the *Phase I and II Archaeological Investigation TES*. The TES report summarized the results of an archaeological investigation conducted in association with the proposed project. For more detailed information, refer to the TES report included in Attachment 6.

5.6.1 Methodology

The Area of Potential Effect (APE) for archaeological resources includes any land surface that may be altered during the course of project construction. Thus, the APE for archaeological resources is limited to the areas of proposed ground disturbance for all build alternatives (see **Figure 5.6-1**).

As summarized in the *Phase I and II Archaeological Investigation TES*, this archaeological investigation included documentary research, field survey, and analysis. The TES report contains an archaeological survey (Phase I) of the APE and an evaluation (Phase II) of the potentially significant archaeological resources documented in the APE during the Phase I survey. The purpose of the Phase II archaeological investigation was to determine whether significant archaeological resources are present in the APE.

The Phase I archaeological survey was conducted in two parts—Phase IA and Phase IB. The Phase IA assessment identified the sensitivity of prehistoric and historic archaeological resources in the APE based on: the results of previous archaeological investigations conducted in the vicinity; an understanding of the prehistoric and historic background of the project area; and, the level of ground disturbance present in the APE. An historical investigation was performed as part of the Phase IA survey to identify areas of cultural resources sensitivity within the APE, and to provide an appropriate and accurate historic context in which to evaluate the significance of any archaeological deposits within the APE.

Field excavations were performed during the Phase IB archaeological survey in order to identify the presence or absence of archaeological deposits within the APE. The Phase II evaluation-level archaeological investigation was used to assess if the archaeological resources present within the APE contain unique information regarding prehistory or history and warrant inclusion in the National Register of Historic Places (National Register).

5.6.1.1 Regulatory Context

The investigations were conducted pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR Part 800). In addition, the archaeological investigations were conducted in accordance with the New Jersey Historic Preservation Office's (NJHPO) *Guidelines for Phase I Archaeological Investigations: Identification of Archaeological Resources, and Guidelines for Preparing Cultural Resources Management Archaeological Report Submitted to the NJHPO.* Consultation and coordination conducted as part of the Section 106 process is summarized in Chapter 11 of this DEIS.

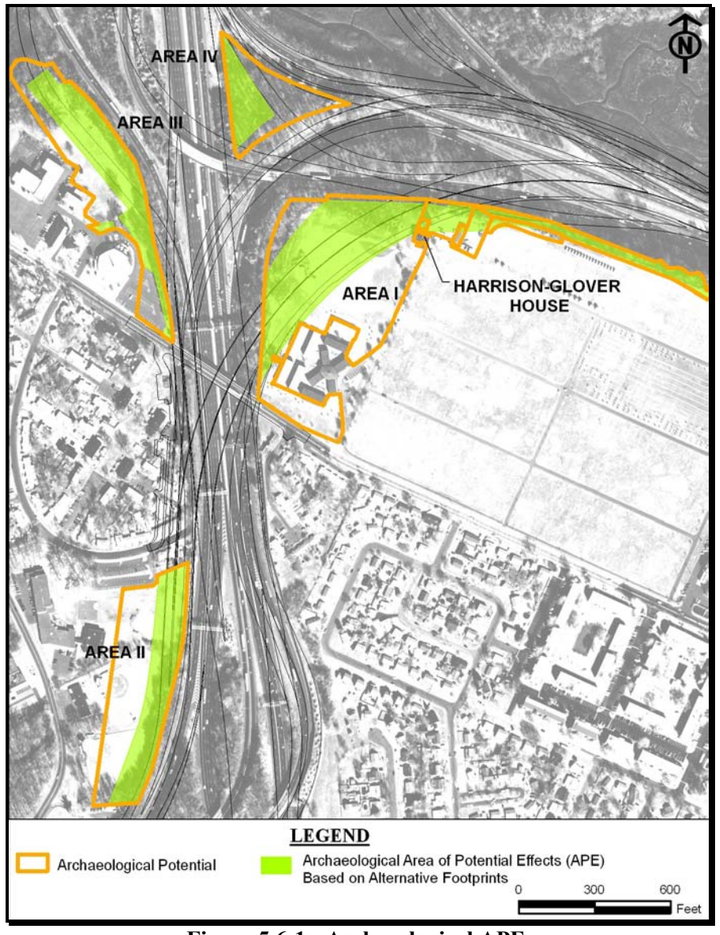


Figure 5.6-1: Archaeological APE

5.6.1.2 National Register Eligibility Criteria

The primary goal of the archaeological investigation is to identify known or previously unknown, archaeological resources and determine their eligibility for listing in the National Register. Potentially significant historic properties include districts, buildings, structures, objects, or sites that are at least 50 years old and meet at least one National Register criterion. Criteria used in the evaluation process are specified in 36 CFR Part 60.4. To be eligible for inclusion in the National Register, an historic property must possess: the quality of significance in American history, architecture, archaeology, engineering, and culture [that] is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
B. that are associated with the lives of persons significant in our past; or
C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction; or
D. that have yielded, or may be likely to yield, information important in prehistory or history.

The physical characteristics and historic significance of the overall property are examined when conducting National Register evaluations. While a property in its entirety may be considered eligible based on Criteria A, B, C, and/or D, specific data is also required for individual components therein based on date, function, history, physical characteristics, and other information. Resources that do not significantly relate to the overall property may contribute if they independently meet the National Register criteria.

A contributing building, site, structure, or object adds to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because: a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period; or b) it independently meets the National Register criteria. A noncontributing building, site, structure, or object does not add to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because: a) it was not present during the period of significance; b) due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period; or c) it does not independently meet the National Register criteria.

5.6.2 Existing Conditions

5.6.2.1 Documented Archaeological Sites and Previous Cultural Resources Surveys

No prehistoric archaeological sites have been recorded within the project APE. Multiple cultural resources surveys have been conducted in the area, some that have overlapped into the current APE. More than half of these surveys produced negative results for undocumented and undisturbed prehistoric or historic archaeological resources.

A number of previously conducted cultural resource surveys within a 1.5-mile radius of the project APE did record sites. Two investigations documented prehistoric archaeological resources in close proximity to the current APE. In 1974, Jack McCormick and Associates, Inc., identified two prehistoric sites located along the banks of the Big Timber Creek south of the current APE. One site, referenced as A38, was located at the intersection of I-295 and Creek Road. The second site, referenced as A37, was situated along Creek Road, 0.3-miles northwest of I-295. Both sites were listed as obliterated. In 1996, Hunter Research conducted a survey for a portion of I-295 between the Walt Whitman Bridge and Route 73. Site 28-Ca-92 was identified on the northern side of I-295 on a knoll overlooking Little Timber Creek, 0.9-miles from the Route 168/I-295 interchange. The site consisted of a prehistoric occupation with stone tools and ceramics dating to the Late Archaic/Early Woodland (Hunter Research 1996; Hunter et al. 1999).

Non-systematic archaeological site surveys conducted during the first half of the twentieth century and information provided by avocational archaeologists provide the only site location available for the I-295/I-76/Route 42 interchange area. Although these sources have provided the greatest amount of information on prehistoric sites in the region, the quality of that information is generally limited by site location and possibly a list of artifacts recovered from surface collection. An examination of the Skinner and Schrabisch (1913) survey revealed multiple sites within the drainage areas of the Big and Little Timber Creeks. However, none of the sites were in close proximity to the project APE. Examination of Dorothy Cross' (1941) Indian Site Survey of the 1930s, also identified multiple sites along the Big and Little Timber Creeks' drainage areas. Two sites identified adjacent to the project APE (28-Ca-32 and 28-Ca-33) contained ceramic and flakes, but no cultural affiliation was ascribed to the finds (Cross 1941:239).

Please refer to the *Phase I and II Archaeological Investigation TES* for more detailed information regarding documented archaeological sites and previous cultural resources surveys.

5.6.2.2 Assessment of Archaeological Sensitivity

Background research in the history and prehistory of the area and region, in conjunction with visual inspection, has been used to evaluate the potential for subsurface cultural resources within the APE (see the *Phase I and II Archaeological Investigation TES* for more detailed information).

Given the ecological setting of the APE, there is a moderate to high probability that temporary resource procurement camps or microband base camps from the Late Archaic through Woodland periods existed within the APE. The APE also contains moderate potential for Paleoindian and Early Archaic archaeological resources. The APE is situated adjacent to Little Timber Creek and Big Timber Creek, two established waterways that contain a variety of faunal, floral, and other natural resources sought out by the local Native Americans. While the construction of the I-295/I-76/Route 42 interchange, and to a lesser extent the surrounding 20th-century urban development of Bellmawr and Mount Ephraim, has impacted the landscape, the APE does contain small sections of ground that may not have been affected by these activities. The segment of the APE encompassing the New Saint Mary's Cemetery has a high sensitivity for historic archaeological resources associated with the 18th- through 20th-century occupation of the Harrison-Glover House. The yard area surrounding the Harrison-Glover House (see **Photograph 5.6-1**) remains intact and has high sensitivity for archaeological deposits associated with the domestic occupation of the residence, including wells, privies, middens, and the structural remains of outbuildings, including pots molds, foundations, and other subsurface features. The remaining sections of the APE exhibit moderate sensitivity for historic archaeological deposits associated with the late-19th and early-20th-century occupation in the project area. Based on these findings, a Phase I Archaeological Survey was recommended.



Photograph 5.6-1: Harrison-Glover House (Area I)

5.6.2.3 Results of the Phase I/II Archaeological Investigation

Based on the reconnaissance survey of the archaeological APE, four separate sections of ground within the APE were determined to be archaeologically sensitive and required a Phase I archaeological survey. These locations were identified as Area I, Area II, Area III and Area IV (see **Figure 5.6-1**). The excavations revealed that a significant portion of the APE has been impacted by landscaping and filling activities associated with the construction of the existing interchange and 20th-century commercial and residential development.

Based on the results of the Phase I survey, three prehistoric artifact concentrations, designated Site 28-Ca-106, 28-Ca-107, and 28-Ca-110, were recorded within the APE in Area I, and one prehistoric artifact concentration, designated Site 28-Ca-105, was recorded within the APE in Area III. These four sites were studied as part of the Phase II evaluation.

The sections below summarize the results of the Phase I/II Archaeological Investigation. Please refer to the *Phase I and II Archaeological Investigation TES* for more detailed information.

New Saint Mary's Cemetery (Area I)

Area I comprises an approximately 6.2-acre parcel of land within the APE located on the north and west sides of the New Saint Mary's Cemetery. Three prehistoric archaeological sites, 28-Ca-106, 28-Ca-107, and 28-Ca-110, were identified within the wooded highway right-of-way in the APE in Area I and were the subject of a Phase II evaluation. These three sites produced diagnostic prehistoric pottery, stone tools, and fire-cracked rock fragments in fill, A-, and E-horizon deposits. In general, diagnostic artifacts indicate a Middle to Late Woodland period association for the sites; although a Middle Archaic to Middle Woodland projectile point was recovered as well. Testing identified late-19 th through 20th-century grading and landscaping in the yard area of the Harrison-Glover House, but no features associated with the 18th-century occupation of the property.

Despite the recovery of diagnostic prehistoric pottery and stone tools, the preservation of the site and context of the artifact collection offers limited new information concerning Native American activities along the Little Timber Creek drainage. Much of the prehistoric artifact assemblage was recovered from disturbed horizons, and provides little evidence of the original context of the collection. The few artifacts found in the subsoil represent the remnants of the original site. The absence of subsurface cultural features further reduces the information potential of these sites. As a result, no further evaluation was recommended.



Photograph 5.6-2: Area II Artifacts

Bellmawr Baseball League Fields (Area II)

Area II is an approximately 2.5-acre parcel located between the Bellmawr Baseball League Fields and the ramp to I-295 southbound. Area II has been severely impacted by the construction of the I-295/I-76/Route 42 interchange. The archaeological survey encountered numerous fill deposits in Area II, with little evidence of the original soil profile present. Numerous mid-19th through 20th-century artifacts, including ceramics, vessel glass, architectural debris, faunal remains, and one prehistoric artifact (see **Photograph 5.6-2**) were recovered from the fill deposits. However, no discernable concentrations or patterns were noted in the fill deposits to suggest the location of structures or subsurface deposits. The fill deposits and cultural materials that comprise the soil profile in Area II do not offer any new information concerning the prehistoric and historic occupation of the landscape. No sites within Area II were the subject of Phase II evaluations and no further archaeological investigations were recommended for this area.

Annunciation B.V.M. Church (Area III)

Area III consists of an approximately 2.7-acre parcel of ground situated between the off-ramp for I-295 and the Annunciation B.V.M. Church (see **Photograph 5.6-3**). One site within Area III—28-Ca-105—was identified on an intact landform and was the subject of a Phase II evaluation. Site 28-Ca-105 produced a large assortment of flakes from fill, plowzone and E-horizon deposits, but no diagnostic materials.

The archaeological investigation of Area III suggests that the landform has undergone significant disturbance associated with grading and landscaping activities for the Annunciation B.V.M. Church and the I-295/I-76/Route 42 interchange. The historic artifact assemblage, consisting of modern debris and mid- to late-19th through early-20th-century artifacts, was recovered largely from the fill and plowzone horizons, and offers little information



Photograph 5.6-3: View of Wooded Area Near Annunciation B.V.M. Church (Area III)

regarding the original context of these materials. Site 28-Ca-105 likely consisted of a larger prehistoric lithic reduction work site at one time, but late 19th- through early-20th-century agricultural use of the landscape, combined with mid- to late-20th-century grading, stripping and redeposition of fill for the church, has disturbed the original context of the site, leaving a very limited portion of the site. The absence of diagnostic materials prohibits assigning a temporal association to the age of the site. As a result, the site was assessed to be ineligible for listing in the National Register and no further archaeological investigations were recommended for Area III.

I-295/I-76/Route 42 Infield Median (Area IV)

Area IV consists of an approximately 1.0-acre parcel located in the infield median east of I-76, north of the ramp from Route 42 northbound to I-295 northbound, and south of the ramp from southbound I-295 to the northbound lane of I-76 (see **Photograph 5.6-4**). Archaeological testing in Area IV documented no potentially significant archaeological resources. The landscape consists of extensive fill deposits associated with the construction of the I-295/I-76/Route 42 interchange. A small area of intact subsoil was exposed in the eastern portion of Area IV. However, no artifacts were recovered from the subsoil horizon, and no subsurface cultural features were identified in the survey. The few artifacts recovered from Area IV consist of mid-19th- through 20th-century architectural and domestic refuse found exclusively in fill deposits. Analysis of the artifact distribution revealed little information to indicate the presence of cultural features in Area IV. No sites within Area IV were the subject of Phase II evaluations and no further archaeological investigations were recommended for this area.



Photograph 5.6-4: Wooded Area (Area IV)

5.6.3 Potential Impacts and Mitigation

5.6.3.1 No Build Alternative

The No Build Alternative would result in no impact to archaeological resources as no ground disturbance would take place.

5.6.3.2 Build Alternatives

Under all build alternatives, the proposed project would impact Site 28-Ca-106, Site 28-Ca-107, and Site 28-Ca-110, specifically with the construction of the roadway carrying traffic on I-295 through the New St. Mary's Cemetery and the construction of a noise wall along the north side of the cemetery. Alternatives D1 and H1 would also impact Site 28-Ca-105 with the construction of a new Ramp C following closely to the existing Ramp C alignment at Al Jo's Curve.

However, the Phase I/II Archaeological Investigation revealed that the project APE has historically been disturbed by agricultural land use, roadway construction activities, and commercial/residential development. Prehistoric archaeological deposits found in the APE represent the remnants of sites impacted by plowing and landscaping, and offer little potential to provide new information about Native American lifeways. Historic archaeological deposits have been dispersed through plowing and the introduction of fill.

Based on this prior disturbance, the four sites evaluated as part of the Phase I/II evaluation were found to be ineligible for inclusion in the National Register. As a result, no impact to archaeological resources would result from the proposed project and no further evaluation is required. In an August 16, 2006 letter, NJHPO concurred with this finding (see Appendix B for more information).

5.7 HISTORIC ARCHITECTURAL RESOURCES

Many important historic and cultural resources are located in New Jersey. Thus, numerous properties within the state have been identified as historically significant. In order to assess potential impacts to historic architectural resources that could result from the proposed project, this analysis is based on the findings of the *Historic Architectural Resources TES*. The TES report summarized the results of a historic architectural resources survey conducted in association with the proposed project. For more detailed information, refer to the TES report included in Attachment 7.

5.7.1 Methodology

The APE for historic architectural resources has been defined as the geographic area within which the proposed project may directly or indirectly cause changes in the character or use of identified National Register-listed or eligible resources, if any such properties exist. The APE for historic architectural resources (see **Figure 5.7-1**) takes into consideration the potential visual and audible effects that the proposed undertaking may have on the character and setting of any National Register-listed, eligible, or potentially eligible resources in the area.

As part of the proposed project, a balloon test was conducted in April 2004 in order to assess the potential visual impacts of the proposed alternatives on the local community and historic architectural resources. The balloon test involved the floating of helium-filled balloons from secured anchoring locations to specified heights in order to depict the height of the proposed structures. The results of this balloon test were used to help develop and refine the APE for visual effects.

As summarized in the *Historic Architectural Resources TES*, this investigation included documentary research, field survey, and analysis. The purpose of the architectural investigation was to assess the presence of historic buildings, structures, districts, sites, or objects within the APE, to evaluate the eligibility of resources for inclusion in the National Register, and to assess the potential effects of the proposed project on historic properties (those that are listed in or eligible for listing in the National Register) within the APE.

5.7.1.1 Regulatory Context

The identification and assessment of potential effects were conducted pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR Part 800). In addition, the architectural survey was conducted in accordance with NJHPO's *Guidelines for Architectural Survey*. Consultation and coordination conducted as part of the Section 106 process is summarized in Chapter 11 of this DEIS.

5.7.1.2 National Register Eligibility Criteria

The primary goal of the historic architectural resources investigation was to identify known or previously unknown, architectural resources and determine their eligibility for listing in the National Register. Potentially significant historic properties include districts, buildings, structures, objects, or sites that are at least 50 years old and meet at least one National Register criterion. Criteria used in the evaluation process are specified in 36 CFR

Part 60.4. To be eligible for inclusion in the National Register, a historic property(s) must possess: the quality of significance in American history, architecture, archaeology, engineering, and culture [that] is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association and:

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
B. that are associated with the lives of persons significant in our past; or
C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components lack individual distinction; or
D. that have yielded, or may be likely to yield, information important in prehistory or history.

There are several criteria considerations. Ordinarily, cemeteries, birthplaces, or graves of historical figures, properties owned by religious institutions or used for religious purposes, structures that have been moved from their original locations, reconstructed historic buildings, properties primarily commemorative in nature, and properties that have achieved significance within the past 50 years shall not be considered eligible for the National Register. However, such properties will qualify if they are integral parts of districts that do meet the criteria or if they fall within the following categories:

A. a religious property deriving primary significance from architectural or artistic distinction or historical importance, or
B. a building or structure removed from its original location but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event, or
C. a birthplace or grave of a historical figure of outstanding importance if there is no other appropriate site or building directly associated with his/her productive life, or
D. a cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events, or
E. a reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived, or
F. a property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own historic significance, or
G. a property achieving significance within the past 50 years if it is of exceptional importance.

The physical characteristics and historic significance of the overall property are examined when conducting National Register evaluations. While a property in its entirety may be considered eligible based on Criteria A, B, C, and/or D, specific data is also required for individual components therein based on date, function, history, and physical characteristics, and other information. Resources that do not significantly relate to the overall property may contribute if they independently meet the National Register criteria.

A contributing building, site, structure, or object adds to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because: a) it was present during the period of significance, and possesses historic integrity reflecting its character at that time or is capable of yielding important information about the period; or b) it independently meets the National Register criteria. A noncontributing building, site, structure, or object does not add to the historic architectural qualities, historic associations, or archaeological values for which a property is significant because: a) it was not present during the period of significance; b) due to alterations, disturbances, additions, or other changes, it no longer possesses historic integrity reflecting its character at that time or is incapable of yielding important information about the period; or c) it does not independently meet the National Register criteria.

REF.	RESOURCE NAME	APPROXIMATE YEAR BUILT
1	Bellmawr Park Mutual Housing Historic District	1942
2	Bellwood Park District	1955
3	Crescent Park District	1925-1945
4	Linwood Tract District I	1925-1935
5	Linwood Tract District II	1925-1945
6	Linwood Tract District III	1925-1935
7	Linwood Tract District IV	1940-1955
8	West Browning Road District	1950
9	Camden County Railroad	1890
10	Polish National Catholic Church of Resurrection of Christ Cemetery (Anderson Avenue)	1916
11	80 Coolidge Avenue	1945
12	612 Creek Road	1946
13	620 Creek Road	1940
14	628 Creek Road	1953
15	640 Creek Road	1946
16	700 Creek Road	1945
17	701 Creek Road	1940
18	708 Creek Road	1948
19	716 Creek Road	1946, 1994
20	Bellmawr Little League (Essex Avenue)	1953
21	48 Essex Avenue	1925
22	VFW Post No. 956 (52 Essex Avenue)	1948
23	171 Essex Avenue	1930
24	82 Harding Avenue	1955
25	151 Harding Avenue	1947
26	153 Harding Avenue	1940
27	112-116 Stanley Avenue	1955
28	121 Stanley Avenue	1940
29	Harrison-Glover House/New Saint Mary's Cemetery (515 West Browning Road)	1764
30	Annunciation B.V.M. Church and School Complex (601-605 West Browning Road)	1951-1965
31	Johnnie's Liquor Store (834 West Browning Road)	1950
32	846-856 West Browning Road	1950
33	39 Adams Avenue	1940-1946
34	202-206 Baird Avenue	1946-1949
35	713 Bell Road	1928-1939
36	715 Bell Road	1939-1949
37	101 Cleveland Avenue	1918
38	102 Cleveland Avenue	1926
39	106 Cleveland Avenue	1926
40	110 Cleveland Avenue	1926
41	328 Emerson Avenue	1928
42	101 Harding Avenue	1946-1949
43	102 Harding Avenue	1930s
44	105 Harding Avenue	1946-1949
45	106 Harding Avenue	1930s
46	115 Harding Avenue	1946-1949
47	116 Harding Avenue	1946-1950
48	Mount Ephraim Borough Dept. of Public Works (33 Linden Avenue)	1925-1950
49	128 Roosevelt Avenue	1955
50	129 Roosevelt Avenue	1926
51	135 Roosevelt Avenue	1918-1925

Table 5.7-1: Summary of Architectural Survey

5.7.2 Existing Conditions

Background research revealed that no historic resources within the APE are listed in the National Register. The following properties within the APE were recommended as potentially eligible for listing in the National Register in "Sites and Structures: The Camden County Inventory of Historic Places" (Greenberg 1992): the Bell Farm, the Harrison House (Harrison-Glover House), and the Bellmawr Park Mutual Housing Historic District. No additional resources within the proposed APE were identified during previous cultural resources investigations.

An intensive-level historic architectural field survey was conducted within the proposed APE in May 2004. Approximately 400 individual properties were evaluated as part of the architectural survey. The survey revealed that one previously identified resource, the Bell Farm, is no longer extant. A total of 51 architectural resources aged 50 years or older were identified within the APE during the intensive-level survey, including two extant, previously documented resources (the Harrison-Glover House and the Bellmawr Park Mutual Housing Historic District). The resources identified include eight residential historic districts and 43 individual properties. The intensive-level survey included evaluations of the Camden County Railroad, the Polish National Catholic Church of Resurrection of Christ Cemetery, and the Annunciation B.V.M. Church and School Complex. The properties evaluated as part of the intensive-level architectural survey are listed in **Table 5.7-1** and are shown on **Figure 5.7-1**.

As a result of the investigations, one resource—the Bellmawr Park Mutual Housing Historic District—was recommended as eligible for listing in the National Register. The remaining 50 resources lacked historic or architectural significance and/or sufficient architectural integrity to qualify for National Register eligibility.

5.7.2.1 Bellmawr Park Mutual Housing Historic District

The Bellmawr Park Mutual Housing Historic District comprises one municipal tax parcel (Block 49, Lot 1) upon which the Division of Mutual Ownership Defense Housing and the Bellmawr Park Mutual Housing

Authority constructed 176 multi-unit residential and support buildings for defense workers at Camden's New York Shipbuilding Corporation in 1942. Although the Bellmawr Park School is located within the historic district boundary, it is located on a separate lot owned by the Borough of Bellmawr Board of Education.

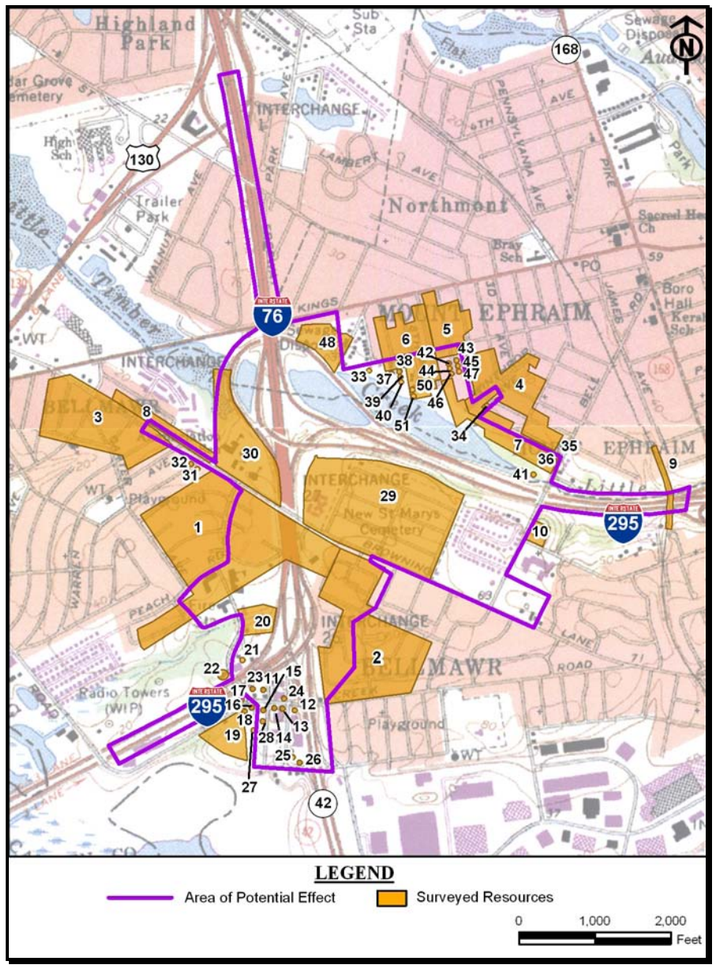


Figure 5.7-1: Historic Architectural Resources Identified Within or Adjacent to the APE

The development is located immediately adjacent to the I-295/I-76/Route 42 interchange, and Route 42 divides the community into two sections just south of the interchange (see **Figure 5.7-2**). The majority of the resource is situated within an area bounded by West Browning Road to the north, Princeton Avenue to the west, and the highway interchange to the east. A small section of the development is located immediately east of the interchange and south of West Browning Road. In addition to the 175 residential buildings within Bellmawr Park, a housing office is located at the intersection of Peach Road and Essex Avenue. There are 70 buildings within Bellmawr Park that are located within the APE for the proposed project. (More detailed information about the historic district, including

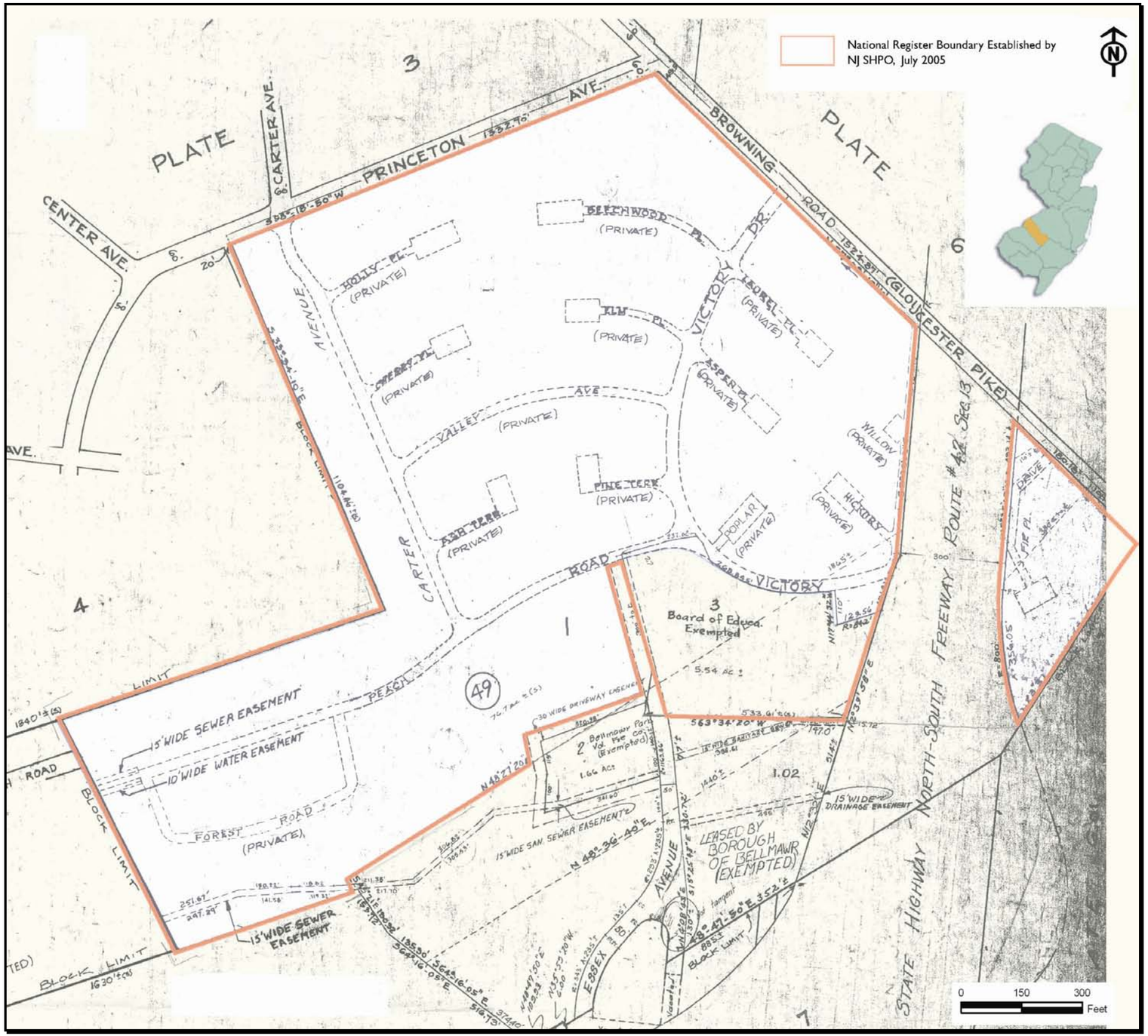


Figure 5.7-2: Bellmawr Park Mutual Housing Historic District National Register Boundary Impacts and Mitigation

individual survey form attachments for properties located within the district, are included in the *Historic Architectural Resources TES*.)

Generally, the residential buildings within Bellmawr Park are simple, one- or two-story, light timber frame buildings with concrete foundations and side-gabled, hipped, or flat roofs. The buildings are currently clad in brick facing or asbestos, vinyl, or aluminum siding. Most buildings have undergone significant modifications, the most common of which are the application of siding, the installation of replacement windows and doors, the construction of small additions, the replacement and/or enclosure of porches, and the enlargement of window openings. Asphalt shingle roofing and small brick chimneys are visible on all dwellings.

The *Historic Architectural Resources TES* categorized the residential buildings within the development into five primary types, designated as Types A, B, C, D, and E. Type A is characterized by single-story, side-gabled buildings containing two side-by-side units. Type B consists of two-story, brick-faced, side-gabled or flat-roofed buildings containing four side-by-side units. Type C is characterized by single-story, brick-faced, side-gabled buildings containing two side-by-side units (similar to Type A, but clad in brick instead of asbestos, vinyl, or aluminum siding). Type D consists of single-story, side-gabled or hipped-roofed buildings containing four side-by-side units. Type E consists of single-story, hipped-roofed buildings containing two side-by-side units.

NJDOT submitted the *Historic Architectural Resources TES*, which included documentation of the APE, the results of architectural and historical investigations of the APE, and National Register evaluations to NJHPO and FHWA in June 2005. NJHPO issued an opinion of eligibility for Bellmawr Park (the Bellmawr Park Mutual Housing Historic District) in a letter dated July 6, 2005, stating that the district is eligible for listing in the National Register under Criteria A and C (see Appendix B). It was originally recommended that the Bellmawr Park School be excluded from the National Register boundaries of the district due to a current lack of association with the Bellmawr Park Mutual Housing Corporation. However, NJHPO's opinion letter states that the school should be included as a contributing element to the district because it was constructed during the period of significance and was historically associated with Bellmawr Park. NJDOT and FHWA concurred with NJHPO's opinion.

NJHPO found the district to be significant under National Register Criterion A for its association with the development of the mutual housing concept associated with World War II-era defense housing projects and under Criterion C for its embodiment of the distinctive characteristics of an architectural type (functional military worker housing of the 1940s). The district's period of significance is 1942 to 1945. Contributing elements to the district include all dwellings and communal open space dating from the period of significance, the Bellmawr Park Mutual Housing Corporation office building, and the Bellmawr Park School. The aspects of integrity that are most important to the district are location, design, setting, feeling, and association.

5.7.3 Impacts and Mitigation

5.7.3.1 Impact Evaluation Criteria

In order to determine if the proposed project would have an adverse effect on the Bellmawr Park Mutual Housing Historic District, the criteria of adverse effect (36 CFR Part 800.5(a)) was applied. In general, a proposed project is deemed to have an adverse effect if it would alter a historic property in a manner that would diminish any of the characteristics of the property that qualifies it for inclusion in the National Register. Adverse effects on historic properties include, but are not limited to:

- physical destruction, alteration or damage to all or part of the property;
- removal of the property from its historic location;
- change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance;
- introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features; and
- neglect of a property which causes its deterioration.

5.7.3.2 No Build Alternative

The No Build Alternative would result in no impact to historic architectural resources as no buildings would be demolished and no visual intrusions would be constructed.

5.7.3.3 Build Alternatives

In an August 16, 2006 letter, NJHPO concluded that the proposed project will have an adverse effect on the Bellmawr Park Mutual Housing Historic District under all build alternatives (see Appendix B) due to the permanent acquisition of land, demolition of contributing structures, and roadway construction within the boundaries of the historic district. It was the NJHPO's opinion that Alternative K would have the least overall adverse effect to historic resources.

Adverse effects that would result with the proposed project are summarized in **Table 5.7-2**. (Additional information regarding the assessment of adverse effect can be found in the *Historic Architectural Resources TES*.)

5.7.3.4 Mitigation

The proposed project would have an adverse effect on the Bellmawr Park Mutual Housing Historic District under all build alternatives; therefore mitigation of adverse effects is necessary. Mitigation would be implemented through a Memorandum of Agreement (MOA) that would be developed in consultation with FHWA, NJHPO, NJDOT, and the Bellmawr Park Mutual Housing Corporation. Potential mitigation measures may include (but are not limited to) the following:

- Complete a National Register nomination form for the district.
- Investigate whether buildings that would be impacted could be relocated within the district instead of being demolished.
- Prepare photographic documentation and detailed architectural descriptions of buildings slated for demolition.
- Develop a graphic overlay that illustrates the evolution of the

ALTERNATIVE	ANTICIPATED ADVERSE EFFECT
D and D1	Five contributing buildings (12 dwelling units) would be demolished, diminishing the district's integrity of materials, design, location, and setting. Five new buildings would possibly be constructed, diminishing the district's integrity of materials, design, and setting. 2.11 acres (8.87% of the district's total acreage) would be acquired for right-of-way, diminishing the district's integrity of design and setting. The introduction of a modern highway and associated highway features within or immediately adjacent to the district would result in adverse visual effects, diminishing the resource's integrity of feeling. Noise walls have been deemed feasible, and adverse visual impacts would increase if noise walls were used for these alternatives. The visual impacts of Alternatives D and D1 on the district, with or without noise walls, would be lesser than the visual impacts of Alternatives G2 and H1, but greater than the visual impacts of Alternative K. If left unmitigated, 32 contributing buildings would approach or exceed FHWA's noise abatement criteria (NAC) by the year 2030 under Alternatives D and D1, compared to 24 buildings under the No Build Alternative, diminishing the resource's integrity of feeling. Noise walls have been deemed feasible, and adverse noise impacts would not occur if noise walls were used for these alternatives.
G2 and H1	One contributing building (four dwelling units) would be demolished, diminishing the district's integrity of materials, design, location, and setting. One new building would possibly be constructed, diminishing the district's integrity of materials, design, and setting. 1.05 acres (4.40% of the district's total acreage) would be acquired for right-of-way, diminishing the district's integrity of design and setting. The introduction of a modern highway and associated highway features within or immediately adjacent to the district would result in adverse visual effects, diminishing the resource's integrity of feeling. Noise walls have been deemed feasible, and adverse visual impacts would increase if noise walls were used for these alternatives. The visual impacts of Alternatives G2 and H1 on the district, with or without noise walls, would be greater than the visual impacts of Alternatives D, D1, or K. If left unmitigated, 38 contributing buildings would approach or exceed FHWA's NAC by the year 2030 under Alternatives G2 and H1, compared to 24 buildings under the No Build Alternative, diminishing the resource's integrity of feeling. Noise walls have been deemed feasible, and adverse noise impacts would not occur if noise walls were used for these alternatives.
K	Five contributing buildings (12 dwelling units) would be demolished, diminishing the district's integrity of materials, design, location, and setting. Five new buildings would possibly be constructed, diminishing the district's integrity of materials, design, and setting. 2.20 acres (9.27% of the district's total acreage) would be acquired for right-of-way, diminishing the district's integrity of design and setting. The introduction of a modern highway and associated highway features within or immediately adjacent to the district would result in adverse visual effects, diminishing the resource's integrity of feeling. Noise walls have been deemed feasible, and adverse visual impacts would increase if noise walls were used for these alternatives. The visual impacts of Alternative K on the district, with or without noise walls, would be lesser than the visual impacts of Alternatives D, D1, G2, or H1. If left unmitigated, 26 contributing buildings would approach or exceed FHWA's NAC by the year 2030 under Alternative K, compared to 24 buildings under the No Build Alternative, diminishing the resource's integrity of feeling. Noise walls have been deemed feasible, and adverse noise impacts would not occur if noise walls were used for these alternatives.

Table 5.7-2: Summary of Adverse Effects for All Build Alternatives

district by comparing its original layout to changes that have occurred over time, including changes that would result from the proposed project. This material could be mounted within the district or at a local community center or library. Brief text explaining the district's significance could be incorporated into the design.

- Prepare an historic narrative, including text, photographs, and maps that could be saved as a Compact Disk Read-Only Memory (CD ROM). As a CD ROM stores and reads massive amounts of information on a removable disk and is read-only, this information could be used in local libraries or schools.

- Produce electronic text and/or graphics to be posted on a website that could be used to discuss the historic district's history as well as its evolution and changes. An historic overview, as well as historic and current photographs, could be posted to the website. Assist the Bellmawr Park community in creating this website.

- Conduct interviews with long-time residents, original architects/builders, and/or community administrators in order to compile an oral history of the district.

- Prepare a narrative video that would include interviews with residents, original architects/builders, local historians, etc. The video could also include historic and current images of the district.

- Prepare various display boards and interpretative materials that could be displayed in a public location within the community. These materials could show historic photographs and maps of the district and could be compared to existing photographs and maps.

- Develop strategies to help the community ensure the cohesiveness and stability of the Bellmawr Park Mutual Housing Corporation. Specific mitigation measures would be developed in coordination with the Bellmawr Park community.

5.8 HAZARDOUS MATERIALS

As the proposed project would require property acquisitions and soil and groundwater management during construction, it was necessary to determine the potential for any of the properties within the study area to contain hazardous materials.

A *Hazardous Waste Screening TES* was prepared for properties located in the vicinity of each of the five proposed build alternatives. The objective of this study was to assess the potential for contamination due to past or current land use activities within the study area. The TES report was based, in part, upon an initial hazardous waste evaluation of the entire project area that was conducted in 2002 to aid in the alternative screening process. The results of the initial evaluation identified several potentially hazardous and/or contaminated sites in the project area. For more information, refer to the *Hazardous Waste Screening TES* included in Attachment 9.

5.8.1 Methodology

The study area for hazardous materials extends approximately 250 feet from the limits of construction of the build alternatives. In order to assess the potential for contamination within the study area, the analysis included study corridor reconnaissance, historical records review, review of federal and state records, and inquiries with state and local agencies. A more detailed description of this analysis is included in the *Hazardous Waste Screening TES* (see Attachment 8).

The potential for the study area to contain hazardous and/or contaminated materials was examined in accordance with all applicable policies, rules, and regulations.

5.8.2 Existing Conditions

An initial hazardous waste evaluation, including a site reconnaissance and records review, identified 52 businesses within the project area which had potential environmental concerns. After narrowing the study area to a 250-foot buffer for the five build alternatives, many of these sites were eliminated from concern. As discussed in the *Hazardous Waste Screening TES*, 17 areas of concern (AOCs) remained within the 250-foot buffer for the five build alternatives (see **Figure 5.8-1**). However, only three AOCs would be impacted by proposed construction activities under all build alternatives—Area of Ramp C at I-295, MP 27; New St. Mary's Cemetery; and Bill Seas Towing. As a result, the following analysis is limited to these three areas.

5.8.2.1 Areas of Concern

AOCs include potential areas of soil or groundwater contamination. Construction of the proposed project would impact three AOCs, as described below:

- The Area of Ramp C at I-295, MP 27 (identified as AOC No. 4 in **Figure 5.8-1**) is located at the I-295/I-76 interchange ramp in Bellmawr and is of environmental concern based on information obtained from the regulatory database search and from the site reconnaissance. This area is listed on the New Jersey Spills and New Jersey Release databases due to a spill of approximately 200 gallons of diesel fuel during a motor vehicle accident. Soil contamination was confirmed and no cleanup was reported.

- During the site reconnaissance of the Area of Ramp C at I-295, MP 27, an adjacent undeveloped wooded fill area was observed between I-295 and the western end of Linwood Avenue and the southern end of Cleveland Avenue in Mount Ephraim. According to NJDEP, it appears that fill, possibly containing demolition debris, was placed within this area of former tidal wetlands. Although this fill area is within the 250-foot buffer, it is not within the right-of-way of any of the build alternatives.

- New St. Mary's Cemetery (identified as AOC No. 7 in **Figure 5.8-1**) is located on West Browning Road near the I-295/Route 42 interchange in Bellmawr and is of environmental concern based on information obtained during the site reconnaissance. An underground storage tank (UST) fill cap was observed near the cemetery's administration building and a gasoline aboveground storage tank (AST) was observed in the maintenance area. In addition, maintenance equipment and storage space were observed. Since maintenance areas often contain chemicals and petroleum products, there is a concern that these items may be or may have been present. As the administration building will be demolished under the proposed project, this area is of environmental concern.

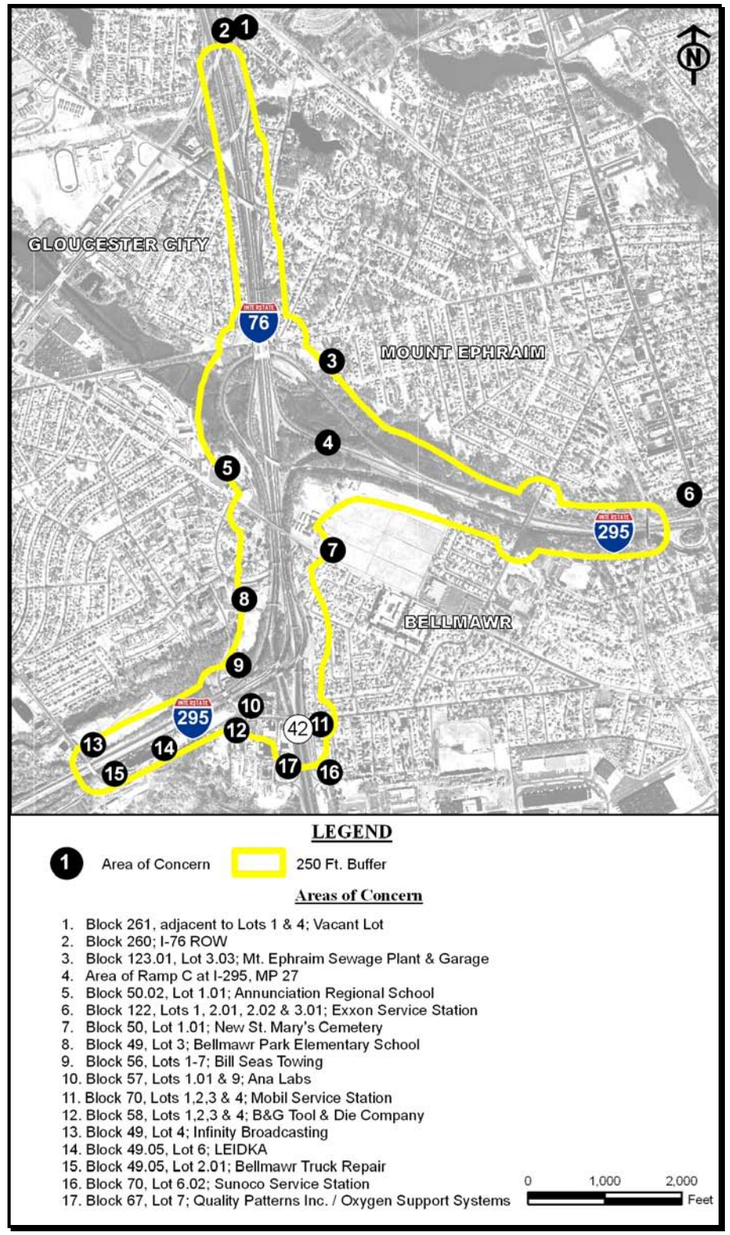


Figure 5.8-1: Areas of Environmental Concern

- Bill Seas Towing (identified as AOC No. 9 in **Figure 5.8-1**) is located on Essex Avenue in Bellmawr and is of environmental concern based on information obtained during the site reconnaissance. Motor vehicles and equipment are stored on the site. Use of the site for maintenance and storage of motor vehicles and equipment raises concerns regarding the presence of chemicals and petroleum products. As buildings on the property would be demolished under the proposed project, this area is of environmental concern.

5.8.2.2 Potential Asbestos-Containing Building Materials/Lead-Based Paint Sites

The proposed project will require the demolition of several older buildings that may contain asbestos-containing building materials (ACBM) and/or lead-based paint (LBP). ACBM can be found within piping insulation, ceiling and floor tiles, wallboard, roofing and siding materials, and mastic. LBP can be found on painted surfaces, such as walls, ceilings, doors, and windows.

Based on a review of aerial photographs, buildings located on the property of New St. Mary's Cemetery were constructed prior to 1940 and buildings at Bill Seas Towing were constructed on the property prior to 1964. The administration building at New Saint Mary's Cemetery would be demolished under all alternatives. In addition, under Alternatives D, D1 and K, buildings would be acquired and demolished during construction at Bill Seas Towing. Residential buildings located within the Bellmawr Park Mutual Housing Corporation community were constructed between 1942 and 1945. Buildings located within the Bellmawr Park Mutual Housing Corporation would be acquired and demolished during construction under each build alternative.

Based on the dates of construction for these buildings, there may be the likelihood of encountering ACBM and LBP during demolition. The potential for ACBM and LBP also exists on roadway bridges that would be replaced as part of the proposed project.

As a result, further studies are recommended. A survey for ACBM and LBP must be conducted prior to demolition in order to verify the presence and quantities of ACBM and LBP that may be encountered.

5.8.3 Potential Impacts and Mitigation

5.8.3.1 Impact Evaluation Criteria

In total, 17 AOCs were identified within a 250-foot buffer surrounding the five build alternatives. After further study, it was determined that only three AOCs would potentially pose a concern with respect to the build alternatives.

5.8.3.2 No Build Alternative

As no construction activity would occur under the No Build Alternative, there would be no impact from any known or potential contaminated sites. However, although there would be no impact from contaminated sites, the No Build Alternative would allow known contamination at the Area of Ramp C at I-295, MP 27 to remain. As a result, contaminated materials would not be remediated and could result in environmental impacts if left unattended.

5.8.3.3 Build Alternatives

The following AOCs would potentially be impacted by proposed construction activities associated with Alternatives D, D1 and K:

- Area of Ramp C at I-295, MP 27, Bellmawr;
- New St. Mary's Cemetery, Browning Road, Bellmawr; and
- Bill Seas Towing, Essex Avenue.

The following AOCs would potentially be impacted by proposed construction activities associated with Alternatives G2 and H1:

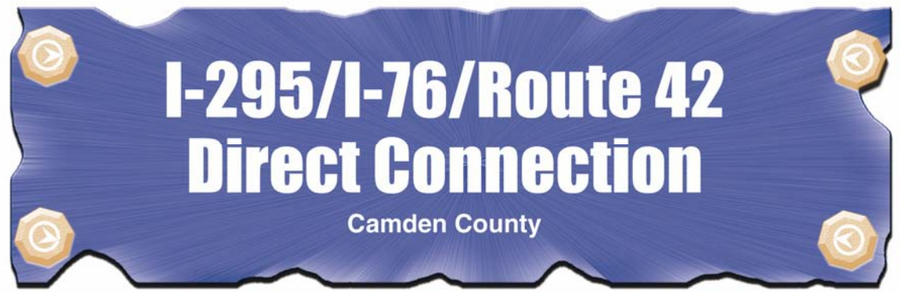
- Area of Ramp C at I-295, MP 27, Bellmawr; and
- New St. Mary's Cemetery, Browning Road, Bellmawr.

The potential for soil and groundwater contamination exists within the NJDOT right-of-way in the vicinity of Ramp C at I-295, MP 27, from the past diesel fuel spill. Due to the presence of an UST, AST, maintenance equipment, and outdoor maintenance and storage space located on New St. Mary's Cemetery and, based on the nature of operations at Bill Seas Towing, there is the potential for soil and groundwater contamination at these locations. Since maintenance areas often contain chemicals and petroleum products, there is a concern that these items may be or may have been present at these sites. However, alignments of the build alternatives have been designed to minimize acquisition and to avoid the maintenance areas.

A soil sampling plan would be developed in accordance with NJDEP's Technical Requirements for Site Remediation (NJAC 7:26E). This plan would outline the depths of excavation and the potential need to collect soil and groundwater samples, as appropriate, to determine the presence, type, and level of contamination in the proposed construction areas at these sites.

Should soil contamination exist, potential management options would likely consist of the reuse of such material beneath the roadway pavement and embankments within the project limits. Potential mitigation for contaminated groundwater encountered during construction would likely consist of redeposition in a trench or basin without treatment. The redeposition would be handled through either a Permit-by-Rule or On-Scene Coordinator authorization issued by the NJDEP. Health and safety precautions would be instituted for the protection of the public and construction personnel.

The cemetery administration building and buildings located within the Bellmawr Park Mutual Housing Corporation community would be acquired and demolished during construction under all build alternatives. Buildings located at Bill Seas Towing would be acquired and demolished during construction under Alternatives D, D1 and K. Based on the dates of construction of these buildings, there is a high potential that ACBM and LBP would be encountered during demolition. The potential for ACBM and LBP also exists on roadway bridges that would replaced. As a result, a survey for ACBM and LBP must be conducted prior to any demolition activities. If ACBM and LBP are found, an appropriate workplan would be developed to address the management, transportation, and disposal of contaminated materials.



CHAPTER 6:
OTHER PROJECTS IN THE STUDY AREA

In addition to the I-295/I-76/Route 42 Direct Connection Project, there are other major infrastructure improvement projects in the study area that are in various stages of planning and construction that may affect secondary and cumulative impacts. A map of the region is provided in **Figure 6-1**. These projects are summarized below.

6.1 MISSING MOVES

The proposed Missing Moves project will connect Route 42 and I-295 by providing ramps for a connection between I-295 northbound and Route 42 southbound and between Route 42 northbound and I-295 southbound. The Categorical Exclusion for the Missing Moves project was approved in 2003.

Currently, northbound motorists on Route 42 destined for Route 295 south must use local roadways or pass through the interchange, exit onto Route 168 or onto Market Street (Route 634), perform a U-turn and then pass back though the interchange to be able to proceed south on Route 295. Motorists on Route 295 heading north and wishing to proceed to Route 42 south, must perform similar movements, i.e., use local roadways or navigate through the interchange, perform a U-turn and pass back through the interchange to Route 42 south. The additional trips through the interchange, along with the various weaving patterns that accompany them, add to the congestion and potentially the occurrence of accidents within the interchange. Construction of the Missing Moves ramps will allow traffic to flow between Route 42 and I-295 in both directions without overtaxing the already congested local roadway system.

The Missing Moves project serves its own purpose, would improve the interchange, and could be implemented independent of the I-295/I-76/Route 42 Direct Connection project. Each project has its own independent significance and utility that will not be addressed by construction of the other project. The construction of the Missing Moves project will provide the connector ramps between Route 42 northbound and I-295 southbound, as well as between I-295 northbound and Route 42 southbound, but will not address the safety, geometric, operational, and various other deficiencies associated with the Direct Connection project. The I-295/I-76/Route 42 Direct Connection project will provide the direct "through" route on the interstate highway system that has been lacking in this interchange, but will not address the current lack of a connection south of the interchange between Route 42 and I-295.

Currently, the Missing Moves project is on hold as discussions continue with local officials. The design may be modified to address local development issues. Since future traffic conditions would differ if the Missing Moves project were not constructed, additional traffic and air quality analyses were conducted to evaluate the I-295/I-76/Route 42 Direct Connection alternatives with and without construction of the Missing Moves project.

The traffic analyses results, whether Missing Moves is constructed or not, indicate that overall traffic flow conditions under any of the five build alternatives will be relatively similar to one another. The Missing Moves traffic is drawn primarily from roads to the south along NJ-42 and to the southwest along I-295, rather than from the interchange. One situation where traffic flow conditions are distinctly different without the construction of Missing Moves involves Route 42 northbound during the

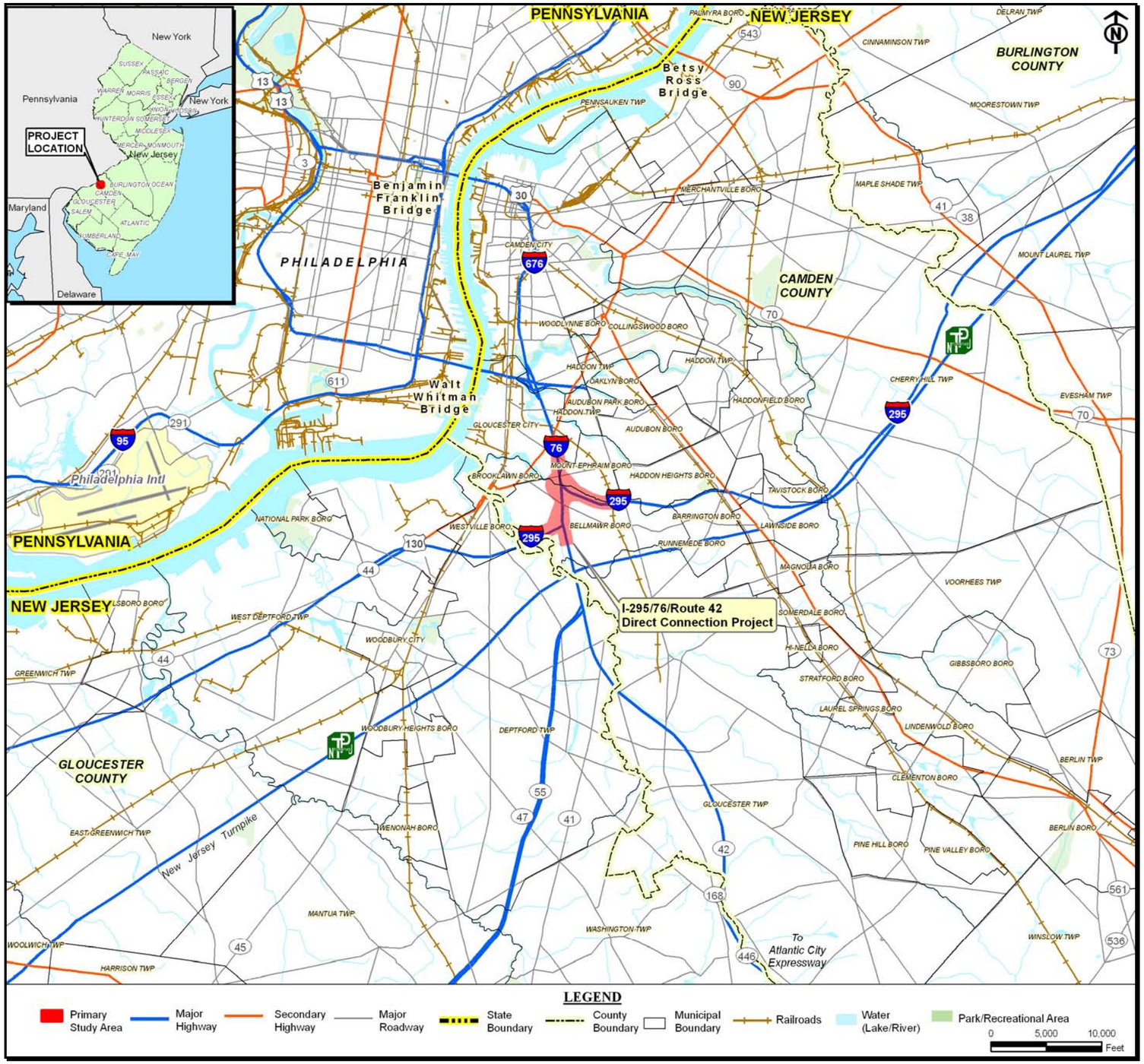


Figure 6-1: Regional Map

AM peak hour. The peak direction during the AM commute is primarily headed towards Philadelphia and, to a relatively lesser degree, to other points north along I-295. The consequence of not having the Missing Moves ramps is for a moderate number of vehicles to circulate through the interchange area to get to their destinations. For Route 42, that means accommodating slightly more traffic volumes on a facility that, during the AM peak hour, will be more congested without the Missing Moves ramps than with the Missing Moves ramps. Higher northbound volumes are also predicted on I-295 without Missing Moves, since removing the Missing Moves users from I-295 is sufficient to invite other motorists to travel northbound on I-295.

The air quality study assumed that the Missing Moves project will be constructed by the year 2030. CO levels were also predicted without construction of the Missing Moves project which resulted in similar CO concentrations (less than 5% difference).

Since the projects have independent utility, no difference in impacts to natural and cultural resources is expected due to the construction of the Missing Moves project.

6.2 ROUTE 168 INTERCHANGE

In the Draft Interstate Access Request submitted to FHWA, traffic for the five build alternatives would flow well through the interchange when compared to the No Build Alternative. However, I-295 southbound traffic will slow (especially in the AM) as it reaches the Route 168 interchange. Likewise, I-295 northbound traffic (especially in the PM) is affected by the existing geometrics at the Route 168 interchange and the heavy volumes on I-295 and Route 168. NJDOT has identified the need to improve operations at the Route 168 interchange and has initiated a feasibility assessment to investigate alternatives. These possible future improvements will not be precluded by the proposed project. In addition, the timing of construction will be such that the two projects will not adversely affect one another.

6.3 PATCO RAIL EXTENSION

The PATCO rail extension project is not listed in the Fiscal Year 2007 TIP for New Jersey, however the I-295/I-76/Route 42 Direct Connection project and the Missing Moves project are included on the list.

The construction of any of the I-295/I-76/Route 42 Direct Connection alternatives would not preclude the future construction of the PATCO rail extension through the I-295/I-76/Route 42 interchange.

The Delaware River Port Authority (DRPA) is a regional transportation and economic development agency serving the people of southeastern Pennsylvania and southern New Jersey. Through a subsidiary—the Port Authority Transit Corporation (PATCO)—the DRPA runs the PATCO High Speed Line Service between New Jersey and Philadelphia. PATCO has expressed interest in extending rail service to southern New Jersey, including Camden County. DRPA/PATCO has participated in partnering sessions, PICs, and stakeholder meetings for the I-295/I-76/Route 42 Direct Connection project. These sessions and meetings are more thoroughly discussed in Chapter 11.

In October 2005, the DRPA sponsored a *Southern New Jersey to Philadelphia Transit Study*. This was a feasibility study conducted to assess transit needs and to develop potential transit improvements in four portions of the study area: Southern New Jersey, Camden Waterfront, Market West (Center City Philadelphia), and Philadelphia Waterfront. A total of 34 alternatives were developed for these four areas that satisfied the transit needs. Through discussions between DRPA, PATCO and stakeholder input, three Southern New Jersey alternatives were advanced for further study and are summarized below:

- **NJ-1:** A new PATCO-style service from Williamstown, New Jersey, to Center City Philadelphia via the Atlantic City Expressway (in the median), Route 42 (in the median or along side), I-676, and the existing PATCO tunnel from Camden to Philadelphia. This alternative includes a potential station at or near the southern edge of the I-295/I-76/Route 42 Direct Connection project area in Bellmawr at Leaf Avenue and Route 42.

- **NJ-2:** This is a two-phased alternative, from Glassboro to Center City Philadelphia, and from Millville to Glassboro. The Glassboro to Philadelphia phase would be via Route 55 (in the median), Route 42 (alongside), I-676 (alongside) and the existing PATCO tunnel from Camden to Philadelphia. This alternative includes a potential station at or near the southern edge of the I-295/I-76/Route 42 Direct Connection project area in Bellmawr at Leaf Avenue and Route 42.

6.4 NEW CITY DEVELOPMENT

There is a proposed development (New City Development) in Bellmawr that is currently in the conceptual design stage. It will be located in the abandoned landfill area between I-295 and Route 42, along Big Timber Creek south of the interchange. The type and size of the development is still being studied. As the New City Development project progresses, its potential impacts on the transportation system will need to be analyzed. The proposed project will not preclude the possibility of this development. However, the scale and size of the development is dependent upon improvements to the regional transportation networks.

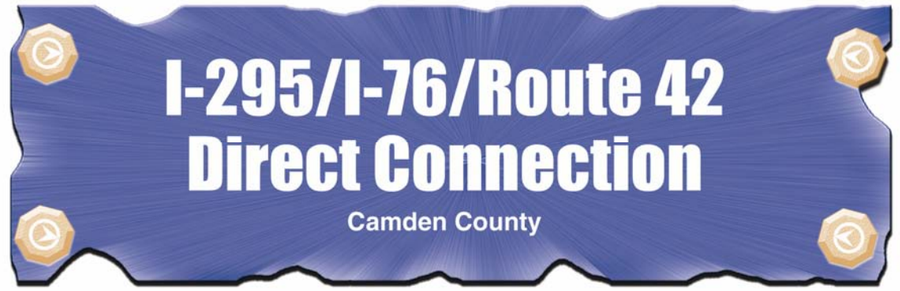
- **NJ-3:** This two-phased alternative utilizes an existing Conrail railroad right-of-way from Glassboro to Center City Philadelphia via the existing PATCO tunnel from Camden to Philadelphia; and from Millville to Glassboro. This alternative's alignment does not intersect the I-295/I-76/Route 42 Direct Connection project area.

Regarding the first two alternatives, the conceptual PATCO horizontal alignment generally parallels southbound I-76/Route 42 through the I-295/I-76/Route 42 Direct Connection project area. PATCO concepts for NJ-1 and NJ-2 were evaluated based on discussions with DRPA and a prior 1975 PATCO study. As per DRPA, the conceptual rail corridor is assumed to be 40 feet wide and requires a vertical clearance of 20 feet.

The community and natural environment would be impacted by the construction of the rail line. The impacts would lie to the west of the I-295/I-76/Route 42 Direct Connection project from Kings Highway to the south of Browning Road and include: the Mount Ephraim Senior Housing parking area, Little Timber Creek wetlands and floodplains, the Annunciation B.V.M. Church parking area, homes within Bellmawr Park, the Bellmawr Park Elementary School Baseball Field, and the northern Bellmawr Baseball League Field. From the south of Browning Road to Creek Road, the rail alignment will generally fall within the Route 42 right-of-way, and impacts would primarily be visual and noise related.

In order for the PATCO rail extension to be constructed through the I-295/I-76/Route 42 interchange, several bridges would need to be lengthened or added where the PATCO alignment and roads cross. The I-295 mainline, Ramp E, Browning Road, and Creek Road bridge spans would need to be lengthened by PATCO. In addition, a new bridge would be required where the rail line crosses Ramp F.

The DVRPC, the federally designated Metropolitan Planning Organization for the Philadelphia-Camden-Trenton Metropolitan Area, produces an agreed-upon list of specific priority projects for which federal funds are anticipated, along with non-federally funded projects that are regionally significant. This list, known as the TIP, is included in Appendix A.



CHAPTER 7:
SECONDARY AND CUMULATIVE IMPACTS

This chapter assesses the secondary and cumulative impacts that may result from the proposed project as well as other proposed projects in the study area.

7.1 SECONDARY IMPACTS

Guidelines prepared by the CEQ for carrying out NEPA broadly define secondary impacts as those that are "caused by an action and are later in time or further removed, but are still foreseeable" (40 CFR 1508.8). Secondary impacts are those normally associated with development that may result from the construction of a facility, such as a transportation improvement project, and differ from those impacts directly associated with the construction and operation of the facility itself. Secondary impacts are commonly referred to as induced development. Generally, these impacts are made possible or feasible by the initial action and comprise a variety of secondary effects, such as changes in land use, development patterns, economic activity, utility service capacity, and population density. Secondary impacts may result in increased development pressures on open space, farmlands, and other natural resources.

The potential for secondary impacts or increased development to occur in any area is determined partly by the individual municipal planning objectives of the local area. Factors that generally induce secondary development are improved transportation access, utility capacity, existing development plans, suitable terrain, and economic incentives.

Based on these criteria, and according to information gathered from meetings held with local officials and DVRPC (August 12, 2005, September 19, 2005, and November 3, 2005), along with the analysis conducted for the *Socioeconomic, Land Use and Environmental Justice TES*, no secondary impacts are anticipated for this project. The proposed project would not alter development patterns in Bellmawr, Mount Ephraim or Gloucester City, either separately or in conjunction with any other project. Based on the developed nature of Bellmawr and Mount Ephraim, the limited amount of improvements within Gloucester City, and the intended purpose of this project (safety and travel time savings), secondary impacts are not anticipated. Bellmawr is fully developed with the exception of the post office/industrial park and abandoned landfill area which is not expected to be affected by the proposed project because the purpose of this project is to reduce traffic congestion and improve safety through the interchange. Mount Ephraim is also fully developed and no significant additional development is planned. In Gloucester City, development has been proposed along the waterfront outside of the primary study area but within the secondary study area. According to the *Socioeconomic, Land Use and Environmental Justice TES*, Gloucester City representatives indicated that none of the build alternatives would affect development along the waterfront.

7.2 CUMULATIVE IMPACTS

The objective of the cumulative impacts evaluation is to determine the impact of the project when combined with other major infrastructure improvement projects that are either planned or have been recently completed in the study area and region. This may affect future land uses and environmental and/or socioeconomic resources.

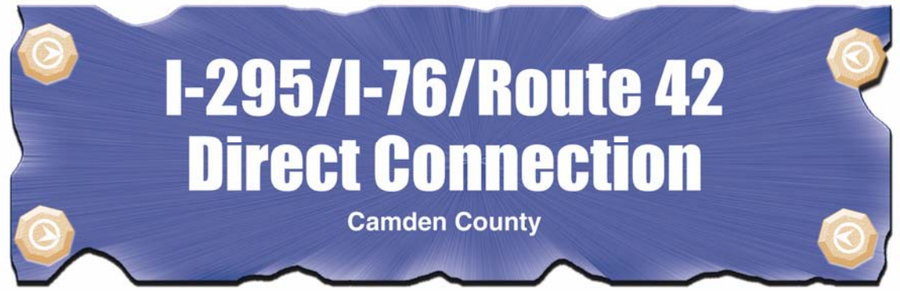
The CEQ's regulations (40 CFR 1500-1508) implementing the procedural provision of NEPA, define cumulative effects as the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes other actions (49 CFR 1508.7)

In addition to the proposed project, the Missing Moves project, which includes a highway connection between I-295 and Route 42 south of the study area, has also been proposed. Because both projects seek to reduce congestion, and to improve traffic flow, no cumulative impacts to air and noise are anticipated. With regard to floodplain, a maximum cumulative total of as much as 7.15 acres (4.45 acres for Alternative D1 and 2.70 acres for the Missing Moves preferred alternative) of the 100-year floodplain of the Little Timber Creek and Big Timber Creek watersheds would be impacted. This amount equals approximately 0.01% of the 100-year floodplain located within the Lower Delaware WMA. With regard to wetlands, a maximum total of 5.660 acres (3.729 acres for Alternative D1 and 1.931 for the Missing Moves preferred alternative) of permanent wetland impact would result. This amount equals approximately 0.02% of the total NJDEP identified wetland areas identified within the Lower Delaware WMA.

An USACE Section 404 Individual Permit Application has been submitted for the proposed Missing Moves project. This project is on hold. Modifications to the design could result in reduced impacts to the aquatic environment. Should the Missing Moves project not proceed, there would be no cumulative wetland or floodplain impacts.

Despite the increase in impervious surface resulting from the proposed project and the Missing Moves project, water quality is expected to improve. These projects would result in a maximum increased impervious coverage of approximately 36 acres (25 acres for Alternative H1 and 10.75 for the Missing Moves preferred alternative). The anticipated unrestricted flow of vehicles would reduce conditions of stopping, idling, and delays, and result in less time for traffic to deposit pollutants. Additionally, the insignificant (0.01%) ratio of cumulative impervious roadway surface to total watershed area for the receiving waters (dilution ratio) is sufficient to protect aquatic life downstream within the watershed. The proposed water quality treatment measures are summarized in the *Natural Ecosystems TES*. The proposed project is not anticipated to result in cumulative impacts to soils, groundwater, surface water quality, aquatic ecology, upland vegetation, and wildlife.

Based on the analyses conducted as part of this DEIS, it is not anticipated that the proposed project would result in cumulative impacts to archaeological resources, historic architectural resources, socioeconomics, land use, environmental justice populations, or hazardous materials.



CHAPTER 8:
TEMPORARY CONSTRUCTION IMPACTS

8.1 TEMPORARY NOISE IMPACTS AND MITIGATION

Regardless of the alternative selected, the area within the proposed project limits would experience an increase in noise levels during the construction phase. Overall, construction activities throughout the study area may have a short-term noise impact on sensitive receptors in the immediate vicinity of the construction site. Specifications for all contracts would require contractors to comply with all applicable laws, regulations, and orders to reduce any impacts.

Equipment such as bulldozers, scrapers, backhoes, graders, loaders, cranes, and trucks would be used in the construction but are subject to construction noise specifications. Construction noise levels for residences and commercial/industrial establishments can reach 90 to 95 dBA L_{eq} during some phases of construction. On-site construction noise mitigation options such as mufflers, vibration dampers, and portable noise walls, can be specified to minimize construction noise impacts. Whenever possible, it is recommended that the proposed noise walls be constructed as early as feasible within the construction schedule of the project to mitigate noise impacts during construction.

8.2 TEMPORARY AIR QUALITY IMPACTS AND MITIGATION

Air quality impacts that arise during construction consist of construction equipment exhausts and dust generated by the movement of equipment over exposed earth. However, construction of the proposed project is expected over an extended period of time and temporary increases in MSAT emissions may result. There are several strategies to mitigate construction-related MSATs including a new USEPA cooperative program that is intended to work toward reducing particulate matter and NO_x. Methods to avoid community exposure may include reducing engine activity or shift times. Others include retrofitting specific construction equipment with devices that provide exhaust emission reduction as well as utilizing an ultra-low sulfur diesel. Additional measures to minimize these temporary impacts will be investigated during final design and specifications will be prepared to identify how air quality impacts will be mitigated. Mitigation measures that can be implemented during construction to ensure dust generation is kept to a minimum include the application of water or dust retardants to heavily traveled portions of the construction area.

As a result of the anticipated contractor mitigation measures described above, adverse impacts of construction activities to residents proximate to the primary study area would be minimized.

8.3 CONSTRUCTION-RELATED ECONOMIC IMPACTS

For all of the alternatives, right-of-way takings, and temporary and permanent easements are required. A summary list of required right-of-way takings and easements can be found in the *Socioeconomic, Land Use and Environmental Justice TES*.

The total construction cost of the proposed improvements would range from a low of approximately $608 million for Alternative D to a high of approximately $893 million for Alternative H1. These expenditures would result in some additional employment opportunities during construction in the secondary impact area through the employment of construction workers. Additionally, with the influx of workers in the area, local retail services (i.e., restaurants, grocery stores, etc.) may see an increase in business.

8.4 TEMPORARY ECOLOGY IMPACTS AND MITIGATION

Short-term water quality impacts can occur from construction-related soil erosion. These can increase turbidity and suspended solids, lower dissolved oxygen, and alter pH values. Water quality impacts due to soil erosion and sedimentation during construction would be minimized through implementation of a soil erosion and sediment control plan in accordance with NJDOT standards. Dewatering effluent is expected to be discharged to surface water and a NJPDES General Permit would be required. Construction techniques, such as prefabrication of various structural elements, also can reduce erosion and sedimentation potential. As construction activities would require large areas of regrading and soil disturbance, phased construction as well as the isolation of work areas could be implemented in order to limit potential impacts. A short-term water use permit-by-rule would be applicable since the dewatering is related to construction activity and cofferdams would be utilized.

Bank stabilization would be achieved through slope protection measures, as well as retaining wall installation in association with the roadway embankment. Erosion and sediment transport would be prevented using silt fencing, seeding, and/or topsoil stabilization matting of exposed soil slope surfaces. Roadway fill materials would be stabilized by asphalt paving of the road surfaces. Turbidity of the water column would be prevented by the use of temporary floating turbidity barriers. Excess soils would be properly disposed at an approved disposal site in accordance with all applicable regulatory requirements. Cofferdams/sheet piling would be installed prior to excavation of the soils and placement of the riprap to prevent entrainment of the excavated soils in the water column.

8.5 TEMPORARY TRAFFIC IMPACTS AND MITIGATION

Construction of the proposed project is not expected to significantly impact traffic conditions in the project area, since the same number of traveled lanes as existing will be maintained during peak hours.

Traffic control for the proposed project would require the reduction of lane widths, the elimination or narrowing of shoulders (see **Photograph 8.5-1**), and numerous shifts in traffic in order to construct the proposed improvements for all alternatives. In many instances, a live lane would be adjacent to a median barrier. The existing number of lanes would be maintained during peak periods. Lane closings would be allowed only at night and on weekends. Ramps would remain operational at all times with all lanes being open during peak periods. In some instances, traffic would need to be split around a construction zone. Temporary widenings would be required in many areas in order to maintain the existing number of lanes. Temporary connections would be required between new and existing pavement on both the ramps and the mainline. Each alternative would require numerous construction stages, therefore requiring numerous changes in traffic patterns.

Northbound Route 42/I-76 will remove the median island separating the local and express lanes early in construction. A median construction barrier would separate local and express traffic. The separation of the northbound local and express roadways will be eliminated under all alternatives. A temporary bridge would be required to carry the I-295 northbound to I-76 local ramp in the Route 42 median area. The I-76 northbound express lane merge from three to two lanes would take place farther to the south.



Photograph 8.5-1: Typical Shoulder Closure during Construction

It is expected that traffic would slow through the construction zone for each of the alternatives. However, any delays are not expected to divert a significant amount of traffic off the freeway onto the local roads (less than 25 vehicles per hour). Diversions to the local arterial system will be located and timed in such a manner as to minimize the chance of overwhelming any specific location.

The only exception is a temporary weaving condition on I-76 southbound (a.k.a. Route 42 southbound) that would exist after the closure of existing Ramp G and prior to the closure of existing Ramp C. Alternative K would not contain this weave condition. The weave condition would take place for Alternatives D, D1, G2, and H1 for the durations listed below:

- Alternative D—8 months;
- Alternative D1—18 months;
- Alternative G2—30 months; and
- Alternative H1—12 months.

It may be possible to shorten these durations with the addition of temporary pavement and use of a temporary bridge. Southbound through-traffic on I-295 and traffic from southbound I-295 to southbound Route 42 will share a three-lane, 900-foot section of roadway with traffic from southbound I-76 to southbound I-295. The travel demand model estimates some diversions of I-76 eastbound mainline traffic to southbound Route 130. An illustration of such diversions (for Alternative D) is shown in **Figure 5.1-5** for the year 2010. More traffic is expected to divert during the AM peak because I-295 southbound through-traffic is projected to be high. As southbound Route 130 is not congested in the morning, it is expected that this roadway should be able to absorb the added load.

PM peak period diversions in 2010 due to the temporary southbound weaving section are much more dispersed. Most roadways, with the exception of I-295 southbound, will generally not be impacted by this temporary weave condition. Average lengths of back-ups on I-295 southbound will be approximately seven miles long with the weave condition compared to four miles long without it. This longer back-up will add about 17 more minutes of travel time through the interchange.

On the local roads (Browning Road, Bell Road, and Creek Road) Bellmawr has requested that each roadway remain operational with one lane of traffic in each direction (see **Photograph 8.5-2**) with one sidewalk for pedestrians. At Browning Road, a temporary bridge is proposed to be constructed to the north of the existing structure. The temporary diversion road would run though a vacant portion of New St. Mary's Cemetery on the east and through the parking lot of the Annunciation B.V.M. Church and School to the west. The removal of the existing Browning Road Bridge must be done before substantial construction can begin for any of the alternatives along I-76/Route 42. The replacement Browning Road Bridge can only be completed in one of the later stages of construction for each of the alternatives. For these reasons, the temporary bridge would be in place for approximately three years.



Photograph 8.5-2: Operational Single Lane in Each Direction

The temporary diversion of Browning Road would impact 30 parking spaces of the Annunciation B.V.M. Church. A total of 36 temporary parking spaces would be constructed adjacent to the rear of the lot to offset the impacted spaces during construction. Circulation within the church parking lot would also be affected since the driveway closest to I-76 would be closed during the period when the temporary diversion road is in place. This would affect circulation of cars for church services as well as school drop-off and pick-up. The remaining entrance and exits would remain and ensure continued access; therefore, it is not anticipated that the closing of the one driveway would result in a significant impact.

Bell Road would be constructed in two stages. First, traffic would be shifted to the east and the westerly half of the existing bridge would be removed. The westerly portion of the new bridge would be constructed slightly wider to accommodate two lanes of traffic in the next stage and at a higher elevation to provide the necessary underclearance in the final condition. Traffic would then be shifted onto the newly constructed bridge to allow the remainder of the existing bridge to be removed, and the completion of the new bridge. The two-stage construction would take approximately 14 months, and would have minimal impact on local motorists and residents under all alternatives.

Creek Road would be replaced in a similar manner to Bell Road. Some impacts to motorists traveling westbound on Creek Road can be expected. Presently, there is a heavy left turn movement from westbound Creek Road onto Harding Avenue. Depending on the size and location of the left turning vehicle, vehicles wishing to go straight onto Creek Road can often squeeze by on the right. During construction, with narrower lane widths and bridge construction restraints, vehicles may not be able to squeeze by depending on how many cars are queued to make a left turn. A short left turn slot would be provided in both stages to help mitigate this "blocking" of vehicles wishing to go straight. Other mitigating measures to aid traffic flow, such as a temporary signal, would be considered during final design. Access to and from some driveways on the north side may be slightly more difficult during this second stage of construction as traffic is shifted closer to the driveways.

The construction durations of the alternatives would be as follows:

- Alternative D and D1—5 years;
- Alternative G2 and H1—6 years; and
- Alternative K—7 years.

Methods of accelerating construction would be investigated during the final design phase of the preferred alternative. In addition, measures would be taken to assist the motorist with traveling through the construction zone. Accelerated construction and motorist assistant measures that would be considered include:

- Proactive community outreach program that educates motorists about changed travel patterns through the use of the NJDOT website, highway advisory radios, variable message signs and public meetings.

- Proactive community outreach program that promotes a reduction of vehicles through the interchange through car pooling, park and ride locations, and staggered work hours.

- Temporary signing that clearly identifies lane shifts and merge/diverge locations.

- The use of pre-cast concrete elements and high-strength materials to expedite construction.

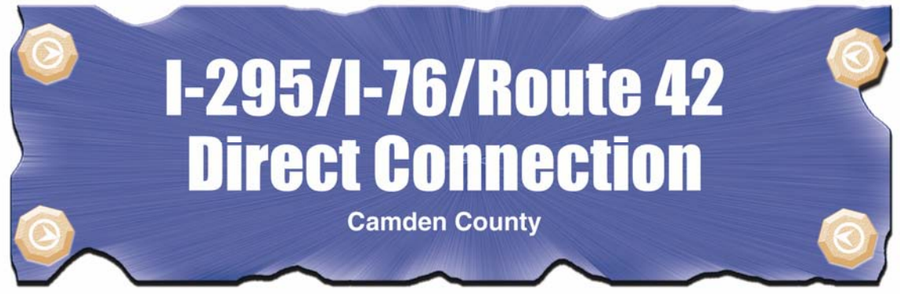
- Incentive/disincentive clauses for the contractor.

- Significant lane occupancy charges to the contractor to ensure all travel lanes are open in advance of the morning rush hour.

- Multiple work crews and shifts.

- Advance purchase/fabrication of structural components.

Detailed plans for maintenance and protection of traffic would be developed as part of the final design that would detail the construction phasing and temporary traffic controls for detours and closures. Public outreach programs would be developed to notify the public of proposed construction activities and associated traffic patterns and delays. The staging of construction activities would be coordinated with the local utilities to ensure that continuous services are provided during the relocation of utilities as required for the construction of the project. Health and safety plans would also be developed to ensure safe working conditions for construction workers, as well as the general public, and would detail procedures to be followed in the event that hazardous conditions or emergency situations occur at the construction site.



CHAPTER 9: ALTERNATIVES ANALYSIS

As discussed in earlier chapters, the proposed project will result in numerous impacts and benefits to the built, natural, and social environment in and around the interchange area both during, and following construction. In order to meet the proposed project's purpose and need, a comprehensive analysis of alternatives was conducted. As the development of alternatives is discussed in Chapter 4, this chapter summarizes the extensive planning that led to the recommendation of the Preferred Alternative.

9.1 SUMMARY OF FINDINGS, IMPACTS, AND BENEFITS

This section summarizes the findings, impacts, and benefits of the proposed project with respect to each alternative. The engineering and environmental summaries can be found in **Tables 9.1-1** and **9.1-2,** respectively.

9.1.1 No Build Alternative

Other than maintenance work within the existing right-of-way, this alternative proposes no changes to the existing interchange. For a depiction of the No Build Alternative, see **Figure 9.1-1**. Impacts to the project area have been evaluated in the same way as the build alternatives, with the assessment of current conditions projected to the design year (2030) serving as the impact assessment for the No Build Alternative. The No Build Alternative serves as the benchmark to measure the costs and benefits of each build alternative evaluated. Since there are no changes to the interchange under this alternative, there are very few impacts, other than those that are a result of the perpetuation of existing conditions.

The No Build Alternative does not meet the purpose and need of the proposed project and is therefore not a viable alternative. Local noise and dust impacts resulting from the routine maintenance operations and bridge deck replacements to the existing interchange may cause an inconvenience for less than a few months. Since any temporary construction impacts would be within the existing right-of-way, no encroachment onto adjacent properties would be required and no visible changes to the interchange would occur. The No Build Alternative assumes resurfacing operations would be performed at night and would involve lane closures and traffic diversions, as needed, over relatively short durations. Since no tunnel or significant viaduct would be constructed under the No Build Alternative, breaches to the security of the interchange would result in minor damage to existing facilities with a short recovery time for repair. No geometric improvements to the numerous substandard design elements, or the 35 mph posted speed, would be implemented through the year 2030. Mainline I-295 would not be accommodated with a direct connection and the northbound weave with Route 42 and the use of Al Jo's Curve for I-295 southbound would remain. Since the amount of structure would not increase, maintenance would be routine and no operation of stormwater pump stations or tunnel sections would be required.

Noise impacts to a total of 287 receptors would occur with the No Build Alternative, without any additional mitigation measures (e.g., noise walls) over what are presently in place. Of the 269 residential impacts, 250 would be unperceivable (< 3 dB), four are perceivable (3-7 dB), none are noticeable (> 7 dB), and 15 are anticipated impacts to approved, yet-to-be-constructed, residences.

CRITERIA	NO BUILD ALTERNATIVE	BUILD ALTERNATIVES				
		D	D1	G2	H1	K
Meets Purpose and Need	No	Yes	Yes	Yes	Yes	Yes
Temporary Construction Impacts						
Noise	Low	Medium	Medium	High	High	Medium
Dust	Low	Medium	Medium	Medium	Medium	Medium
Vibration	Low	Medium	Medium	Medium	Medium	Medium
Encroachment	None	High	High	Medium	Medium	High
Visual	None	Medium	Medium	High	High	Low
Overall Rating	Low	Medium	Medium	High	High	Medium
Maintenance and Protection of Traffic						
I-76 Southbound Diversion	0	8 Months	18 Months	30 Months	12 Months	0
Construction Duration	As Needed	64 Months	63 Months	70 Months	73 Months	88 Months
Overall Rating	Low	Medium	High	High	High	High
Security						
Mainline Tunnel	No	No	No	No	No	Yes
Significant Viaduct	No	No	No	Yes	Yes	No
Potential Impact to Multiple Facilities	Yes	Yes	Yes	Yes	Yes	Yes
Overall Rating	Low	Medium	Medium	High	High	High
Design Criteria (Substandard Elements)						
Substandard Design Elements	High	Low	Low	Low	Low	Low
Mainline Posted Speed	35 mph	55 mph	55 mph	55 mph	55 mph	55 mph
Ramp Posted Speed	35 mph	40 mph	40 mph	40 mph	40 mph	40 mph
Overall Rating	High	Low	Low	Low	Low	Low
Cost To Build	N/A	$608 million	$642 million	$833 million	$893 million	$822 million
Construction Duration	As Needed	64 Months	63 Months	70 Months	73 Months	88 Months
Maintenance and Operations						
Need to Operate and Maintain Stormwater Pump Stations	No	Yes	Yes	Yes	Yes	Yes
Amount of Structure To Maintain	Low	Medium	Medium	High	High	High
Tunnel Operations and Maintenance	No	No	No	No	No	Yes
Overall Rating	Low	Medium	Medium	High	High	High

Table 9.1-1: Summary of Engineering Impacts and Benefits

CRITERIA	NO BUILD ALTERNATIVE	BUILD ALTERNATIVES				
		D	D1	G2	H1	K
Noise						
Category B Residences	269	340	342	378	380	327
Category B Recreation	2	3	5	3	5	3
Category B Cemeteries	1	2	2	2	2	2
Category E Schools (interior)	2	3	3	3	3	3
Category E Churches (interior)	2	2	2	2	2	2
Category C Commercial/Industrial	11	11	11	15	15	10
Total Number of Impacts Without Mitigation	287	361	365	403	407	347
Walls to be Removed	0	4	4	4	4	4
Noise Wall Costs	0	$11.2 million	$11.5 million	$12.7 million	$13 million	$8 million
Mitigation for School Impacts (Air Conditioning)	0	2	2	3	3	2
Noise Impact Reduction	0	109	109	91	91	113

Table 9.1-2 (1 of 3): Summary of Environmental Findings, Impacts, and Benefits

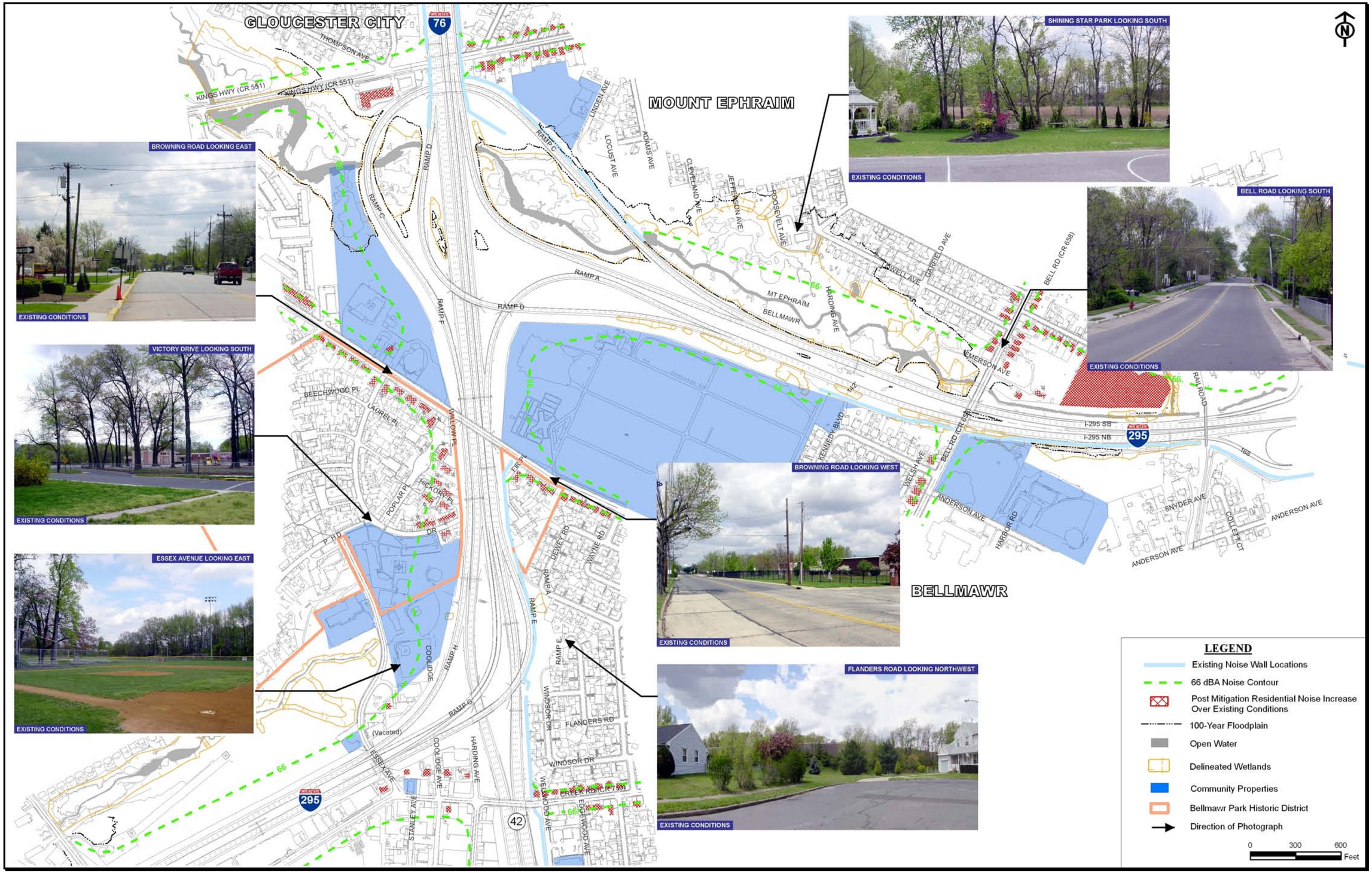


Figure 9.1-1: Alternatives Analysis – Environmental Impact Plans (No Build Alternative)

While the noise impacts to the Bellmawr Park Mutual Housing Historic District are higher than any of the build alternatives, these impacts would be unperceivable (< 3 dB). Due to the substandard stormwater drainage system, any ongoing impacts to surface water quality from the existing roadway and drainage system would continue. There would be no opportunities for public access to Little Timber Creek under the No Build Alternative.

9.1.2 Alternative D

If this alternative were recommended to be built, mainline I-295 would be accommodated with a direct connection and a 55 mph posted speed. For a depiction of Alternative D, see **Figure 9.1-2.** Interchange ramps would have a 40 mph posted speed. Some substandard elements would remain following construction, but would be limited to existing bridges and/or facilities at the limits of the project. The cost to build Alternative D would be $608 million. The amount of structure would increase over existing conditions requiring an increased need for maintenance and there would be a need to operate and maintain stormwater pump stations.

Temporary construction impacts, including easements, increased noise, dust, and vibrations, would inconvenience neighboring properties and cause visual impacts for several years. Existing noise walls may be removed for short durations during construction but will be replaced. During the 64-month construction duration, I-76 may have to be diverted for up to eight months. While a potential breach in security could cause significant facility damage and require an extended duration for repair, there would be no tunnel and no significant viaduct added to the interchange.

The purpose and need of the proposed project would be met by Alternative D. Following construction, without mitigation, Alternative D would cause noise impacts to 361 receptors. The noise walls proposed to mitigate these impacts would cost $11.2 million. Following mitigation, 155 residences would experience an increase in noise impacts. Of these post mitigation impacts, 135 are unperceivable, 15 are perceivable, none are noticeable, and five are anticipated impacts to approved, yet-to-be-constructed, residences. The viewshed would be changed by a single level being added above the existing interchange. However, the view would still be recognizable despite the additional, 49-foot-tall infrastructure. Right-of-way and permanent easement acquisitions would total 11.97 acres. This alternative would cause impacts to the floodplain and wetlands/open waters at 2.28 and 1.97, respectively. It would create a total impervious coverage of 61 acres. In addition, wild rice habitat could be increased, waterfront access would be available, and the opportunity for on-site mitigation would be 100% with the removal of Al Jo's Curve. For a depiction of the altered viewshed, refer to **Photograph 9.1-1**.

The demolition/relocation of five residential buildings (12 dwelling units) in the Bellmawr Park Mutual Housing Historic District would result in an adverse effect to this resource. Following mitigation, no residences in the historic district would experience perceivable noise increases over existing conditions.

CRITERIA	NO BUILD ALTERNATIVE	BUILD ALTERNATIVES				
		D	D1	G2	H1	K
Post Mitigation Residential Noise Increase over Existing Conditions						
Less than 3 dBA (Not Perceivable)	250	135	125	150	140	133
Greater than 3 dBA but less than 7 dBA (Perceivable)	4	15	26	35	46	7
Greater than 7 dBA (Noticeable)	0	0	0	12	12	0
Approved Additional Residential Units (not present under existing conditions)	15	5	5	18	18	5
Total Number of Remaining Noise Impacts	269	155	156	215	216	145
Air Quality	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Socioeconomics						
Visual Impacts						
Number of additional levels in interchange	0	1	1	2	2	1
Height of structure including noise walls	0	49 feet	49 feet	78 feet	78 feet	55 feet
Economic Benefits						
Regional Accessibility						
Travel Time Savings-Car (dollars saved)	0	$26 million	$26 million	$26 million	$26 million	$26 million
Travel Time Savings-Truck (dollars saved)	0	$13 million	$13 million	$13 million	$13 million	$13 million
Total Travel Time Savings through the Interchange (dollars saved)	0	$39 million	$39 million	$39 million	$39 million	$39 million
Cost Benefit from Reduction in Accidents (annual dollars saved)	0	$11 million	$11 million	$11 million	$11 million	$11 million
Community Impacts						
Minority Population	No Change	No Impact	No Impact	No Impact	No Impact	No Impact
Senior Citizen	No Change	No Impact	No Impact	No Impact	No Impact	No Impact
Disabled	No Change	No Significant Impact	No Significant Impact	No Significant Impact	No Significant Impact	No Significant Impact
Linguistically Isolated Population	No Change	No Impact	No Impact	No Impact	No Impact	No Impact
Female Head of Household	No Change	No Impact	No Impact	No Impact	No Impact	No Impact
Transit Dependent	Negative Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Low Income	No Change	No Significant Impact	No Significant Impact	No Significant Impact	No Significant Impact	No Significant Impact
Land Use and Zoning	No Change	No Impact	No Impact	No Impact	No Impact	No Impact
Total Acquisition Including Right-of-Way and Permanent Easements	None	11.97 acres	14.40 acres	9.46 acres	11.91 acres	12.88 acres
Bellmawr						
Proposed Right-of-Way Acquisitions	0	10.50 acres	12.99 acres	11.41 acres	8.02 acres	10.54 acres
Permanent Easements	0	1.18 acres	1.11 acres	1.18 acres	1.14 acres	1.07 acres
Temporary Easements	None	2.18 acres	2.12 acres	2.11 acres	1.93 acres	1.95 acres
Residences Acquired	0	13	13	5	5	13
Businesses Relocated	0	1	1	0	0	1
Community Facilities Impacted - number of sites	0	5	5	5	5	5
Community Facilities Impacted- (Acquisition and Permanent Easement)	None	8.61 acres	11.03 acres	7.67 acres	10.10 acres	8.62 acres
Bellmawr Baseball League	None	0.86 acres	0.86 acres	0.30 acres	0.30 acres	0.88 acres
Bellmawr Park Elementary School (4(f))	None	0.70 acres	0.70 acres	0.32 acres	0.32 acres	0.70 acres
New St. Mary's Cemetery	None	6.26 acres	6.26 acres	6.26 acres	6.26 acres	6.26 acres
Annunciation B.V.M. Church and Regional School	None	0.72 acres	3.15 acres	0.72 acres	3.15 acres	0.72 acres
Resurrection of Christ Cemetery	None	0.07 acres	0.07 acres	0.07 acres	0.07 acres	0.07 acres
Community Facilities - Impact on services provided	No Impact	No impact	No impact	No impact	No impact	No impact
Public Access to Little Timber Creek	No	Yes	No	Yes	No	Yes
Mount Ephraim						
Proposed Right-of-Way Acquisitions (in acres)	0	0.03 acres	0.03 acres	0.03 acres	0.03 acres	0.03 acres
Permanent Easements (in acres)	0	0.22 acres	0.22 acres	0.22 acres	0.22 acres	0.22 acres
Temporary Easements (in acres)	0	0.11 acres	0.11 acres	0.11 acres	0.1 acres 1	0.11 acres

Table 9.1-2 (2 of 3): Summary of Environmental Findings, Impacts, and Benefits

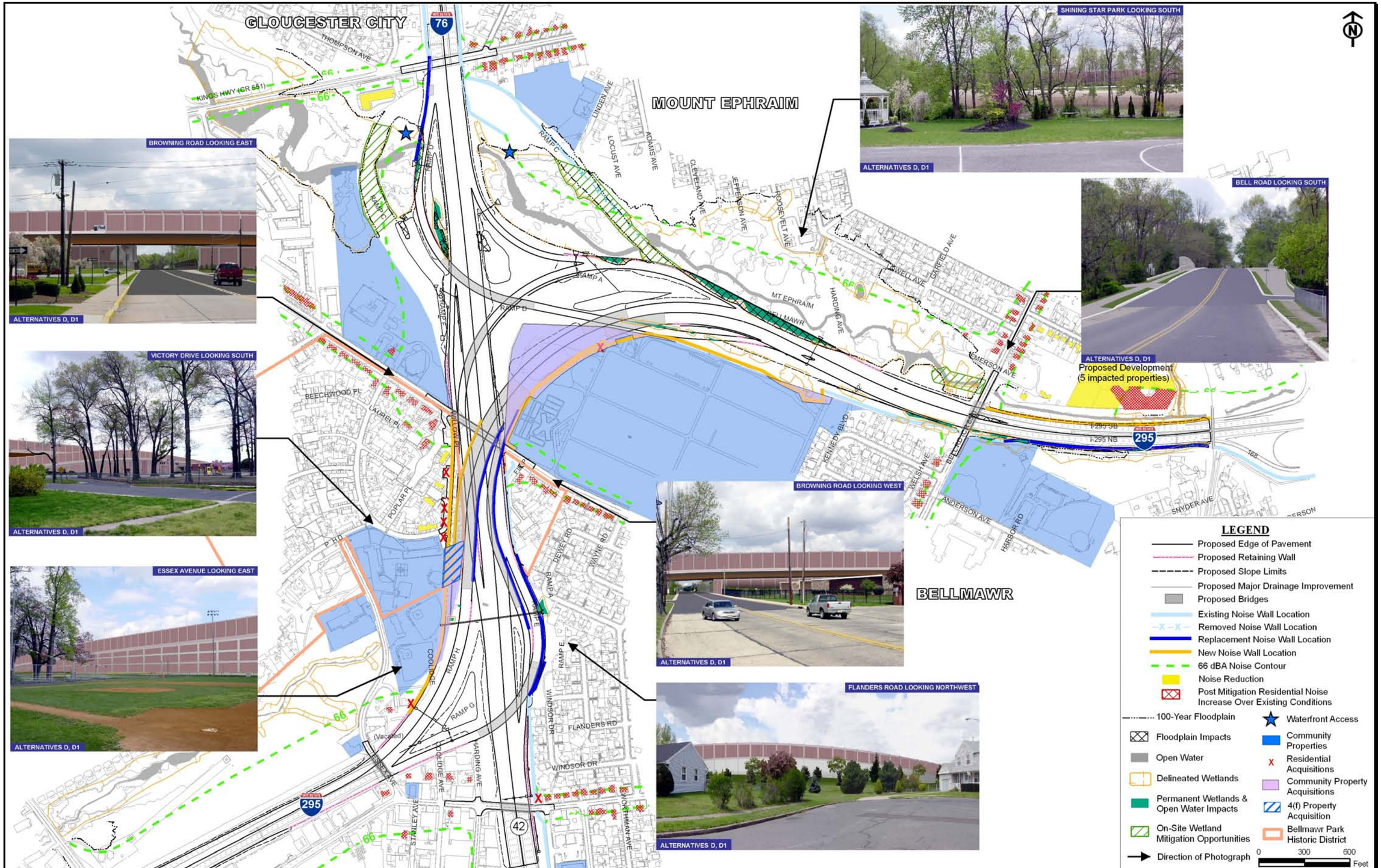


Figure 9.1-2: Alternatives Analysis – Environmental Impact Plans (Alternative D)



Photograph 9.1-1: Essex Avenue Looking East, Alternatives D and D1

It is not anticipated that the proposed project would result in any impacts to air quality, archaeological resources, or hazardous materials.

9.1.3 Alternative D1

If this alternative were recommended to be built, mainline I-295 would be accommodated with a direct connection and a 55 mph posted speed. For a depiction of Alternative D1, see **Figure 9.1-3**

Interchange ramps would have a 40 mph posted speed. Some substandard elements would remain following construction, but would be limited to existing bridges and/or facilities at the limits of the project. The cost to build Alternative D1 would be $642 million. The amount of structure would increase over existing conditions requiring an increased need for maintenance and there would be a need to operate and maintain stormwater pump stations.

Alternative D1 meets the purpose and need of the proposed project. Temporary construction impacts, including easements, increased noise, dust, and vibrations, would inconvenience neighboring properties and cause visual impacts for several years. Existing noise walls may be removed for short durations during construction but will be replaced. During the 63-month construction duration, I-76 may have to be diverted for up to 18 months. While a potential breach in security could cause significant facility damage and require an extended duration for repair, there would be no tunnel and no significant viaduct added to the interchange.

The viewshed would be changed by a single level being added above the existing interchange. However, the view would still be recognizable despite the additional, 49-foot-tall infrastructure. (see **Photograph 9.1-2**). Total acquisitions including right-of-way and permanent easements would be 14.40 acres with this alternative.

CRITERIA	NO BUILD ALTERNATIVE	BUILD ALTERNATIVES				
		D	D1	G2	H1	K
Gloucester City						
Proposed Right-of-Way Acquisitions (in acres)	0	0	0	0	0	0
Permanent Easements (in acres)	0	0.05 acres	0.05 acres	0.05 acres	0.05 acres	0.05 acres
Temporary Easements (in acres)	0	0	0	0	0	0
Natural Ecosystems						
Total Wetland & SOW Permanent Impacts	None	1.97 acres	3.73 acres	0.95 acres	3.15 acres	2.90 acres
State Open Water	None	0.06 acres	0.10 acres	0.06 acres	0.22 acres	0.06 acres
Tidal Wetlands	None	0.64 acres	2.14 acres	0.04 acres	1.53 acres	1.44 acres
Non-Tidal Wetlands	None	1.28 acres	1.49 acres	0.86 acres	1.40 acres	1.40 acres
Stream Ecology Impacts	No Impact	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact
Total Impervious Coverage	42 acres **	61 acres	65 acres	64 acres	67 acres *	67 acres
Requires Relocation of Little Timber Creek Channel	No	No	No	No	Yes	No
Floodplain	No Impact	2.28 Ac	4.45 Ac	0.90 Ac	4.26 Ac	3.04 Ac
Freshwater Wetland Buffer Impacts	None	3.59 Ac	4.20 Ac	2.48 Ac	4.67 Ac	3.35 Ac
On-Site Wetland Mitigation Opportunities	0	100%	10%	100%	12%	93%
Opportunity to Increase Wild Rice (Wildlife Food Source) Habitat	No	Yes	No	Yes	No	Yes
Surface Water Quality	Negative Impact	Improved Storm Water Quality	Improved Storm Water Quality	Improved Storm Water Quality	Improved Storm Water Quality	Improved Storm Water Quality
Waterfront Access	No	Yes	No	Yes	No	Yes
Upland Vegetation Impacts	None	19.04 Ac	20.92 Ac	20.57 Ac	21.95 Ac	21.43 Ac
Geology Impacts	None	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact
Soils Impacts	None	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact
Groundwater Flow / Quality Impacts	None	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact
Archaeological Resources	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Historic Architectural Resources						
Physical Destruction of Resource in Acres (% of total acreage)	No Impact	2.11 Ac (8.87%)	2.11 Ac (8.87%)	1.05 Ac (4.4%)	1.05 Ac (4.4%)	2.20 Ac (9.27%)
Demolition/Relocation of Contributing Resources	5 buildings; 12 dwelling units	5 buildings; 12 dwelling units	1 building; 4 dwelling units	1 building; 4 dwelling units	5 buildings;12 dwelling units	No Impact
Noise Impact Reduction to Historic District	14	14	14	14	18	0
Post Mitigation Residential Noise Increase over Existing Conditions						
Less than 3 dBA (Not Perceivable)	16	16	18	18	12	23
Greater than 3 dBA but less than 7 dBA (Perceivable)	0	0	1	1	0	0
Greater than 7 dBA (Noticeable)	0	0	0	0	0	0
Total Number of Remaining Noise Impacts to Historic District	16	16	19	19	12	23
Impact to Viewshed	Moderate	Moderate	High	High	Low	No Impact
Hazardous Waste						
Areas of Concern Impacted	3	3	2	2	3	1
Area of Ramp C at I-295, MP 27	Yes	Yes	Yes	Yes	Yes	No
New St. Mary's Cemetery	Yes	Yes	Yes	Yes	Yes	No
Bill Sea's Towing	Yes	Yes	No	No	Yes	No
Number of Buildings on AOCs to be Demolished (LBP/ACM issues)	4	4	2	2	4	0
Number of Residential Buildings to be Demolished (LBP/ACM issues)	6	6	2	2	6	0
Acreage of Potentially Contaminated Soil Impacted (Maintenance Areas)	0.35 Ac.	0.35 Ac.	0.30 Ac.	0.30 Ac.	0.35 Ac.	0.00
Roadway Spill Area Impacted	Yes	Yes	Yes	Yes	Yes	Yes
Aboveground Storage Tanks to be Removed	1	1	1	1	1	0
Underground Storage Tanks to be Removed	1	1	1	1	1	0

NOTES: *Italicized* impacts are distinguishing characteristics.
* Includes channel realignment/relocation.
** Does not provide for stormwater treatment.

Table 9.1-2 (3 of 3): Summary of Environmental Findings, Impacts, and Benefits

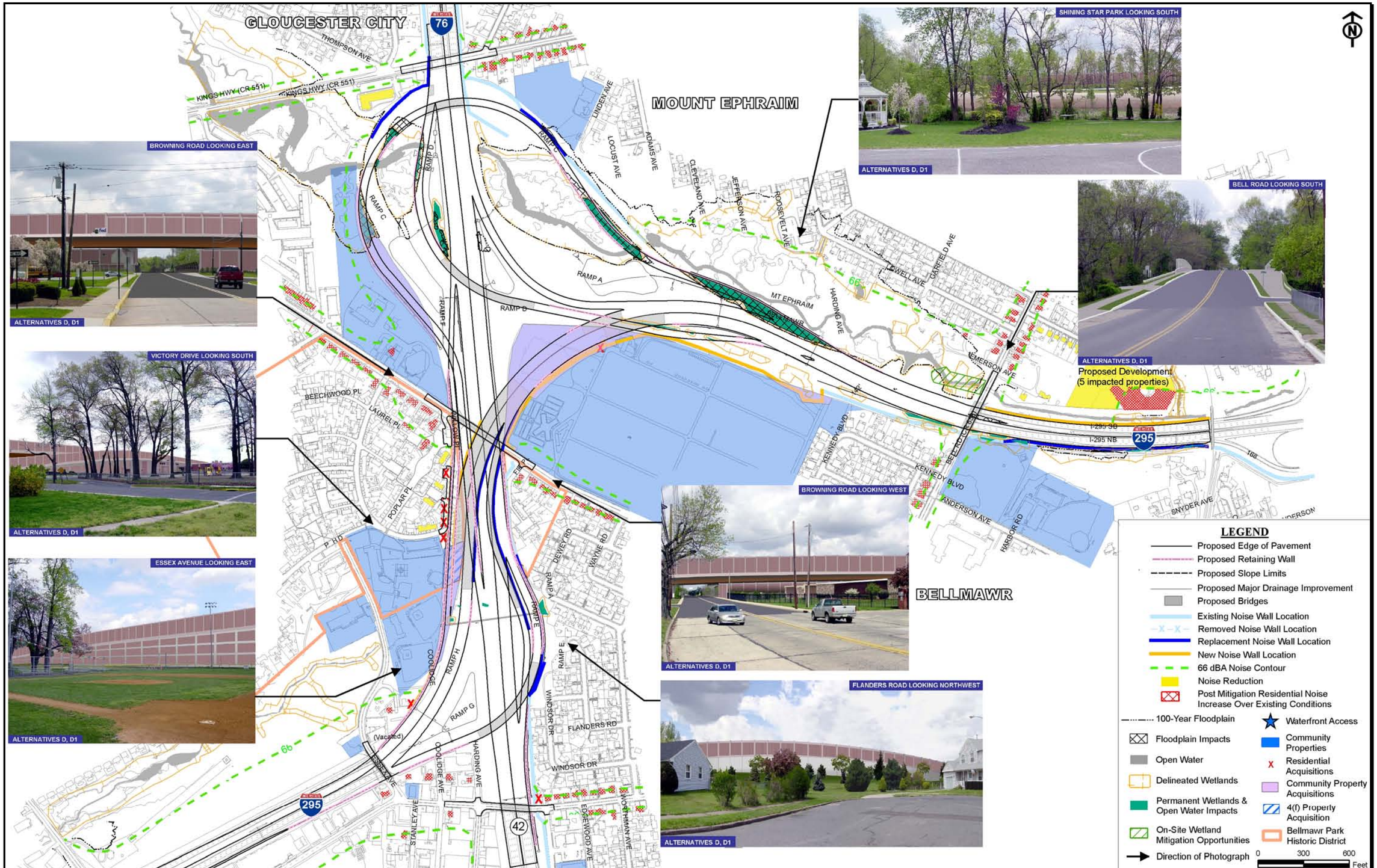


Figure 9.1-3: Alternatives Analysis – Environmental Impact Plans (Alternative D1)



Photograph 9.1-2: Browning Road Looking West, Alternative D1

Alternative D1 would cause impacts to the floodplain and wetlands/open waters at 4.45 and 3.73 acres, respectively. A total of 4.20 acres of freshwater wetland buffer and 20.92 acres of upland vegetation would be impacted. Since this alternative calls for the reuse of Al Jo's Curve, it does not provide waterfront access to the public or opportunities to increase wild rice habitat. In addition, it would provide the smallest opportunity for on-site wetlands mitigation at only 10% of the total required. The total impervious coverage resulting from Alternative D1 would be 65 acres.

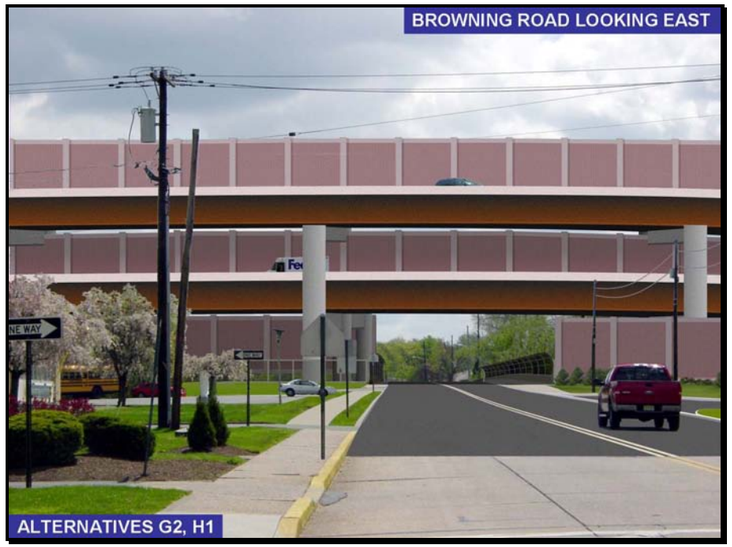
As part of the acquisitions, five residential buildings (12 dwellings) in the Bellmawr Park Mutual Housing Historic District would require demolition/relocation and would result in an adverse effect to this resource. Following mitigation, no residences in the historic district would experience perceivable noise increases over existing conditions.

It is not anticipated that the proposed project would result in any impacts to air quality, archaeological resources, or hazardous materials.

9.1.4 Alternative G2

If this alternative were recommended to be built, mainline I-295 would be accommodated with a direct connection and a 55 mph posted speed. For a depiction of Alternative G2, see **Figure 9.1-4.** Interchange ramps would have a 40 mph posted speed. Some substandard elements would remain following construction, but would be limited to existing bridges and/or facilities at the limits of the project. The cost to build Alternative G2 would be $833 million. This alternative's viaduct would result in the amount of structure increasing significantly over existing conditions requiring an equally increased need for maintenance. In addition, there would be a need to operate and maintain stormwater pump stations.

Alternative G2 meets the purpose and need of the proposed project. During construction, there would be considerable noise and visual impacts to surrounding properties for several years. Easements, dust, and vibrations, would also inconvenience neighboring properties for several years. Existing noise walls may be removed for short durations during construction but will be replaced. During the 70-month construction duration, I-76 may have to be diverted for up to 30 months. Due to the addition of a significant viaduct to the interchange, a potential breach in security could cause multiple



Photograph 9.1-3: Browning Road Looking East, Alternative G2

extreme failures of facilities with an extended duration needed for repair. No mainline tunnel would be constructed under Alternative G2.

Following construction, without mitigation, 403 receptors would incur noise impacts. The noise walls proposed to mitigate these impacts would cost $12.7 million. For a depiction of the proposed noise walls, refer to **Photograph 9.1-3.** Following mitigation, 215 residences would experience an increase in noise impacts. Of these post mitigation impacts, 150 are unperceivable, 35 perceivable, 12 noticeable, and 18 are anticipated impacts to approved, yet-to-be-constructed, residences. The field of view of the local community would be dominated by two new, massive (78-foot high), intrusive highway overpass structures and 9.46 acres of right-of-way and permanent easement acquisitions would be required.

Alternative G2 would cause floodplain and wetlands/waters impacts of 0.90 and 0.95 acres, respectively. This alternative would also provide waterfront access to the public, opportunities to increase wild rice habitat, and 100% on-site wetland mitigation with the removal of Al Jo's Curve. In addition, 2.48 acres of freshwater wetland buffer and 20.57 acres of upland vegetation would be impacted. The total impervious coverage resulting from Alternative G2 would be 64 acres.

One residential building (four dwelling units) in the Bellmawr Park Mutual Housing Historic District would require demolition/relocation and would result in an adverse effect to this resource. Following mitigation, one residence in the historic district would experience perceivable noise increases over existing conditions. In addition, the historic district's field of view would be intruded upon by the two new highway overpass structures.

It is not anticipated that the proposed project would result in any impacts to air quality, archaeological resources, or hazardous materials.

9.1.5 Alternative H1

If this alternative were recommended to be built, mainline I-295 would be accommodated with a direct connection and a 55 mph posted speed. For a depiction of Alternative H1, see **Figure 9.1-5.** Interchange ramps would have a 40 mph posted speed. Some substandard elements would remain following construction, but would be limited to existing bridges and/or facilities at the limits of the project. The cost to build Alternative H1 would be $893 million. This alternative's viaduct would result in the amount of structure increasing significantly over existing conditions requiring an increased need for maintenance and operation of stormwater pump stations.



Photograph 9.1-4: Victory Drive Looking South, Alternative H1

Alternative H1 meets the purpose and need of the proposed project. During construction, there would be considerable noise and visual impacts to surrounding properties for several years. Easements, dust, and vibrations would also inconvenience neighboring properties for several years. Existing noise walls may be removed for short durations during construction, but will be replaced. During the 73-month construction duration, I-76 may have to be diverted for up to 12 months. Due to the addition of a significant viaduct to the interchange, a potential breach in security could cause multiple extreme failures of facilities with an extended duration needed for repair. No mainline tunnel would be constructed under Alternative H1. With respect to noise impacts following construction, 407 receptors would be impacted by Alternative H1 if no noise mitigation measures were implemented. The cost to build the proposed noise walls is $13.0 million. For a depiction of the proposed noise walls, refer to **Photograph 9.1-4**. The post mitigation residential noise increase over existing conditions is 216

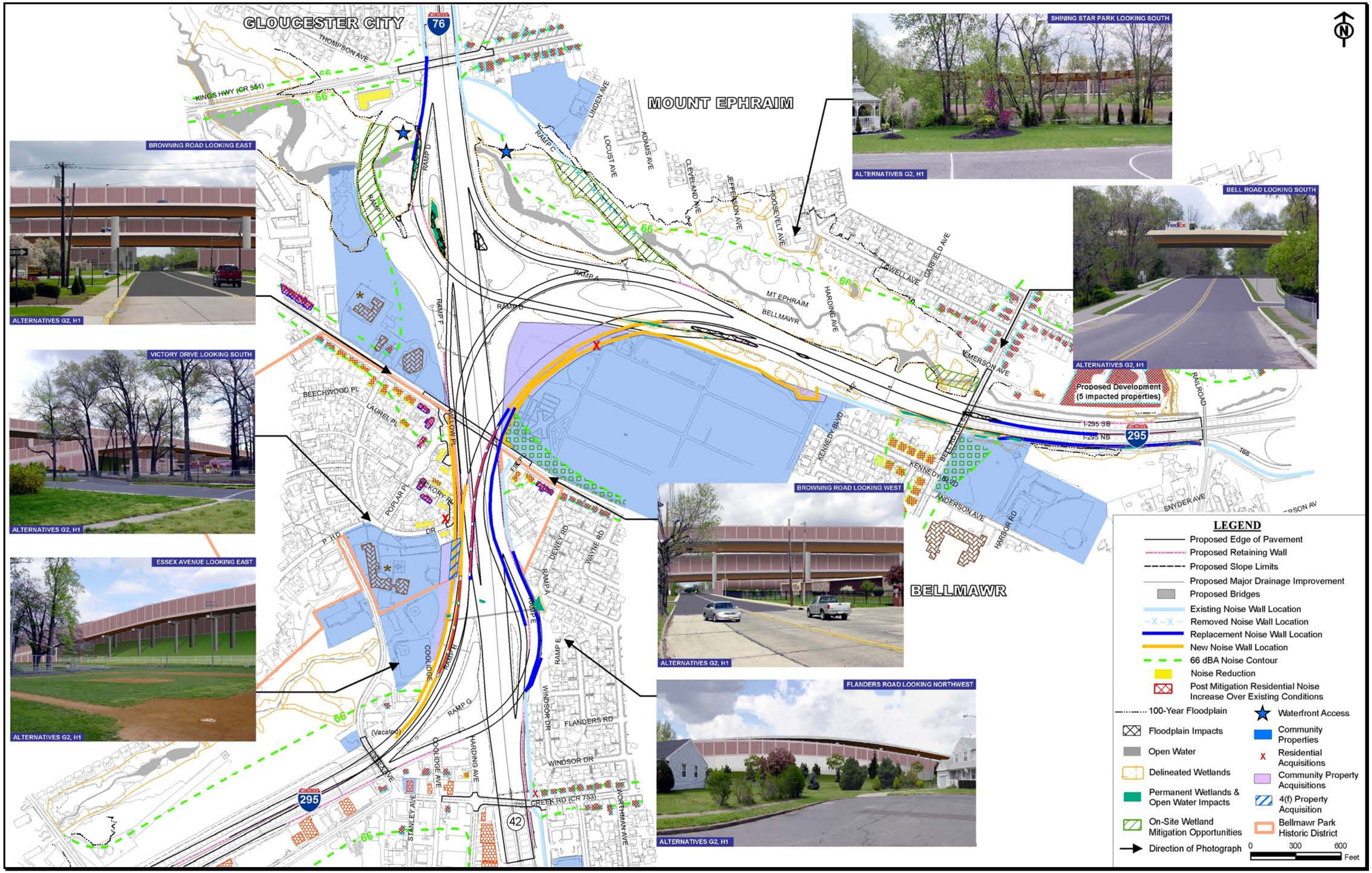


Figure 9.1-4: Alternatives Analysis – Environmental Impact Plans (Alternative G2)

residences. Of these impacts, 140 are unperceivable, 46 are perceivable, 12 are noticeable, and 18 are anticipated impacts to approved, yet-to-be-constructed, residences.

The field of view of the local community would be dominated by two new, massive (78-foot high), intrusive highway overpass structures and 11.91 acres of right-of-way and permanent easement acquisitions would be required. This alternative would cause impacts to the floodplain and wetlands/open waters of 4.26 and 3.15 acres, respectively. This is due in large part to approximately 250 feet of the Little Timber Creek channel being relocated. Alternative H1 is the only alternative that requires channel relocation. In addition, there would be no opportunity for waterfront access, no opportunity to increase wild rice habitat, and only 12% of the required wetland mitigation would be possible on-site. The impact to freshwater wetland buffers is 4.67 acres and 21.95 acres of upland vegetation would be impacted by Alternative H1. This alternative would result in a total impervious coverage of 67 acres.

One residential building (four dwelling units) in the Bellmawr Park Mutual Housing Historic District would require demolition/relocation and would result in an adverse effect to this resource. Following mitigation, one residence in the historic district would experience perceivable noise increases over existing conditions. In addition, the historic district's field of view would be intruded upon by the two new highway overpass structures.

It is not anticipated that the proposed project would result in any impacts to air quality, archaeological resources, or hazardous materials.

9.1.6 Alternative K

If this alternative were recommended to be built, mainline I-295 would be accommodated with a direct connection and a 55 mph posted speed. For a depiction of Alternative K, see **Figure 9.1-6.** Interchange ramps would have a 40 mph posted speed. Some substandard elements would remain following construction, but would be limited to existing bridges and/or facilities at the limits of the project. The cost to build Alternative K would be $822 million. This alternative's mainline tunnel would result in the amount of structure increasing significantly over existing conditions requiring an increased need for maintenance and operation of stormwater pump stations.

Alternative K meets the purpose and need of the proposed project. During construction, there would be considerable encroachment upon surrounding properties for several years. Impacts from noise, dust, and vibrations would inconvenience neighboring properties for several years. Visual impacts under this alternative would last less than a few months. Existing noise walls may be removed for short durations during construction, but will be replaced. During the 88-month construction duration, an I-76 southbound diversion would not be required. Due to the addition of a mainline tunnel to the interchange, a potential breach in security could cause multiple extreme failures of facilities with an extended duration needed for repair. No significant viaduct would be constructed under Alternative K.

This alternative would cause noise impacts to 347 receptors without mitigation through the use of a mainline tunnel. The cost to build the noise walls is $8.0 million and 145 residences would experience post mitigation noise increases. Of these post mitigation impacts, 133 are unperceivable, seven are perceivable, none are noticeable, and five are anticipated impacts to approved, yet-to-be-constructed, residences. For a depiction of the proposed noise walls, refer to **Photograph 9.1-5**.

The viewshed would be changed by a single level being added above the existing interchange. However, this additional 55-foot tall infrastructure improvement would result in a limited visual intrusion. Right-of-way and permanent easement acquisitions would total 12.88 acres. The impacts to the floodplain and wetlands/open waters for this alternative would be 3.04 and 2.90 acres, respectively. While Alternative K does provide for waterfront access and opportunities to increase wild rice habitat, only 93% of the wetland mitigation is possible on-site. A total of 3.35 acres of freshwater wetland buffer and 21.43 acres of upland vegetation would be impacted. The total impervious coverage resulting from Alternative K would be 67 acres.



Photograph 9.1-5: Flanders Road Looking Northwest, Alternative K

The demolition/relocation of five residential buildings (12 dwelling units) in the Bellmawr Park Mutual Housing Historic District would result in an adverse effect to this resource. Following mitigation, no residences in the historic district would experience perceivable noise increases over existing conditions.

It is not anticipated that the proposed project would result in any impacts to air quality, archaeological resources, or hazardous materials.

9.2 ALTERNATIVES ANALYSIS PROCESS

Whereas the Alternatives Screenings Process discussed in Chapter 4 identified the five build alternatives to be advanced for further study, the Alternatives Analysis process examined the ability of each alternative to meet the purpose and need of the proposed project while still taking practicable measures to avoid, minimize, and mitigate potential impacts to the built, natural, and social environment. This process involved the development and evaluation of specific impact criteria that were essential to the decision-making process. The following sections discuss this evaluation and the overall Alternatives Analysis process which ultimately led to the identification of the Preferred Alternative.

9.2.1 Development of Impact Criteria

The Alternatives Analysis process focused on those impact criteria that exhibited distinguishing characteristics between alternatives (e.g., where alternatives differ in regard to types and degrees of effects). Careful consideration of these distinguishing characteristics defined the choices and tradeoffs between alternatives. **Tables 9.2-1** and **9.2-2** summarize the impact criteria and metrics used to evaluate each alternative, while the technical background for the impact criteria is described below.

In order to evaluate the environmental criteria in a spatial context, graphic representations of potential impacts by alternative were developed (see **Figures 9.1-1** through **9.1-6**). Each graphic illustrates future conditions for the specified alternative. The impacts and benefits can be seen in a holistic manner so that tradeoffs are easily identified.

Since the impact criteria provide the basis for rating the alternatives and ultimately for decision making, it was important to reach agreement on the criteria and measurements before ratings were finalized. A series of workshops and stakeholder meetings were conducted in June 2006 with the objective of defining the engineering and environmental criteria. An information packet was distributed to stakeholders two weeks prior to these meetings to prepare them for discussion and to solicit their input. This information included the engineering and environmental criteria. The impact criteria definitions and associated metrics were refined to reflect input from the NJDOT Core Group, LOB, CAC, and ACM.

For example, during the CAC meeting, it was noted that besides noise impacts, there would also be noise reductions due to different road alignments and the construction of new noise walls, something not captured in the original criteria. After some discussion, a new criterion for noise reduction was agreed upon and added for consideration. Similarly, the Project Cost as reflected in the original Findings Summary was revised to "Cost to Build" in order to include design, inspection and right-of-way costs for a more comprehensive cost comparison based on ACM participants' comments. In addition, stormwater concerns were addressed by adding a criterion for impervious coverage.

9.2.1.1 Engineering Impact Criteria

Meets Purpose and Need

The purpose of this project is to improve traffic safety, reduce traffic congestion and meet driver expectations by improving the direct connection of the I-295 mainline and the interchange of I-295/I-76/Route 42. All of the build alternatives meet the purpose and need, while the No Build Alternative does not.

Temporary Construction Impacts

Temporary construction impacts include increased noise, dust, vibrations, encroachment and inconvenience to residents during construction. Local residents and community facilities will be impacted due to construction activities taking place that will increase noise levels, create dust, cause

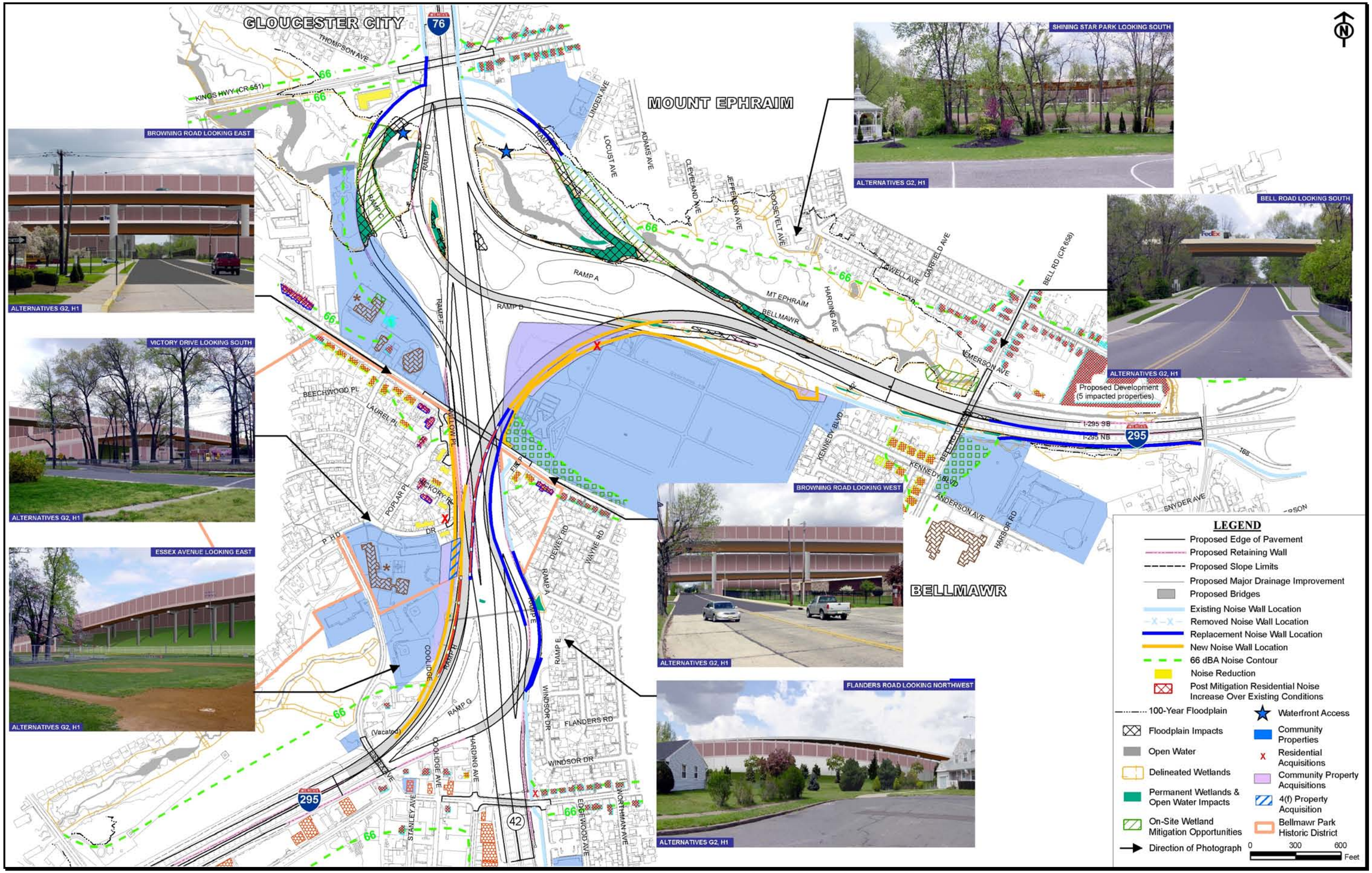


Figure 9.1-5: Alternatives Analysis – Environmental Impact Plans(Alternative H1)

vibration, encroach upon their properties through temporary easements and cause visual impacts. Existing noise walls may have to be removed for short durations while new ones are constructed. Revised access into some homes (Willow Place and/or Hickory Place) homes will be required. Construction activities are required on lands and community facilities (New St. Mary's Cemetery, the Annunciation B.V.M. Church, Bellmawr Elementary School and the Bellmawr Baseball fields). The No Build Alternative assumes all maintenance work will be performed within the existing right-of-way, require no new excavation or structures, and be of significantly shorter duration than any of the build alternatives.

Maintenance and Protection of Traffic

A preliminary maintenance and protection of traffic (MPT) scheme has been developed for each alternative. Each alternative will require reduction of lane widths, the elimination or narrowing of shoulders, numerous traffic shifts, a temporary bypass roadway on Browning Road which impacts parking at the Annunciation B.V.M. Church, and staging of the other local road bridges. It can be expected that traffic will slow through the construction zone for each alternative; however, the delays will not divert a significant amount of traffic off the freeway onto local roads (less than 50 VPH). However, when the existing I-76 southbound to I-295 southbound ramp is closed, a weave condition will exist on the new Ramp F which will also be carrying I-295 southbound and I-295 southbound to Route 42 southbound traffic. The overall construction schedule is also a governing factor. The No Build Alternative assumes resurfacing operations will be performed at night, over relatively short durations, with multiple lane closures and only minimal disruption to traffic. In addition, it assumes at least one lane of traffic will be maintained on the two lane ramps during bridge deck reconstruction which will cause traffic diversions onto local roads for short durations.

Security

With homeland security issues being much more significant over the last five years, the security of each of the alternatives has been evaluated. Incidents which can impact multiple facilities are of greatest concern. There is also concern for alternatives that are elevated and are in close proximity to residential properties and/or community facilities. Types of preventative measures (such as hardening) will be considered for each of the build alternatives. The No Build Alternative assumes no preventive measures will take place on existing facilities.

Design Criteria (Substandard Elements)

Each alternative has been designed for compliance with applicable design standards (NJDOT-Design Manual and AASHTO 2001 – A Policy on Geometric Design of Highways and Streets). The number of substandard design elements have been identified, as well as items in the design that may not be standard (i.e., shoulder transition, shoulder width greater than 12 feet, no superelevation on local roads, acceleration lane length per AASHTO), but do not require design exceptions. The No Build Alternative assumes there will be no geometric improvements to the interchange through the Year 2030.

Cost to Build

Costs to build were developed for each alternative based upon a review of 2005 bid prices for projects in New Jersey, bid prices of recent large transportation projects in New Jersey, and input from contractors and suppliers, along with other recognized sources, to develop unit prices for non-standard items. Prices were then adjusted to reflect construction staging, difficulty of construction, night-time work, etc. Tunnel and depressed road section costs were compared to actual costs from the Boston Artery Tunnel project, and adjusted accordingly. Costs to build include contingencies of 15% to 20%, depending upon the construction operations. Costs to build were then escalated to the anticipated construction midpoint, but were capped at 20% maximum. These costs assume there will be no natural disasters or other unexpected events which will drastically alter material and/or labor costs. An allowance for construction change orders was calculated. Design and Construction Engineering costs have both been assumed to be 10% of the cost to build. Cost to Build also includes costs for design, construction inspection and right-of-way acquisitions.

Construction Duration

Construction durations were developed for each alternative based on preliminary MPT schemes. Durations of large complex items (bridges, walls, tunnel, stormwater pump stations, etc.) were estimated to develop a critical path schedule. Opportunities for acceleration and the split into various construction contracts will be investigated once an alternative is selected. The No Build Alternative would have no construction duration.

Maintenance and Operations

This includes routine maintenance (i.e., bridge/structural inspections, replacing damaged guide rails, replacing luminaries and cleaning drainage facilities) to more significant maintenance work, such as replacement of bridge decks and resurfacing. Operation costs include electrical costs for lighting, Intelligence Transport System (ITS) facilities, stormwater pump stations, special police and fire training by the local municipality, etc. Evaluation factors include the following over the life-cycle of the project:

- Need to operate and maintain stormwater pump stations.
- Amount of major rehabilitation work (i.e., redecking) on bridges.
- Amount of structure (bridges and walls) to be maintained.
- Maintenance and operation associated with the tunnel interior, drainage system, electrical system, ventilation system, lighting system, and control system.

The No Build Alternative assumes the replacement of all bridge decks, the cleaning and painting of structural steel and the resurfacing of all roadways and ramps every 10 years, as well as the routine maintenance and operations associated with the existing roadway facility.

9.2.1.2 Environmental Impact Criteria

Noise

Noise impacts were predicted for the Year 2000 existing conditions, as well as future 2030 No Build and build conditions (all alternatives). New and replacement noise walls were designed to mitigate Category B (exterior)

CRITERIA	METRICS
Meets Purpose and Need	The metric is yes or no.
Temporary Construction Impacts	**Low:** Impacts caused by routine maintenance and potential upgrades which will result in local noise, dust and inconvenience of short duration (less than a few months).
	Medium: Noise, dust, vibration and/or visual impacts and inconvenience to neighboring properties for several years.
	High: Considerable noise, dust, vibrations, visible impacts, inconvenience to neighboring properties for several years.
Maintenance and Protection of Traffic	**Low:** Minimal traffic is diverted off the mainline due to construction.
	Medium: Traffic diversions off the mainline due to the southbound weave are 12 months or less and/or overall construction duration is less than 6 years.
	High: Traffic diversion off the mainline due to the southbound weave is greater than 12 months and/or overall construction duration is 6 years or more.
Security	**Low:** Potential breach of security results in minor facility damage with a short recovery time for repair.
	Medium: Potential breach of security results in significant facility damage with an extended duration for repair.
	High: Potential breach in security results in multiple extreme failures of facilities with an extended duration for repair.
Design Criteria (Substandard Elements)	**Low:** Mainline I-295 is accommodated with a direct connection with 55 mph posted speed, and interchange ramps are designed for a 40 mph posted speed. The substandard design elements are primarily limited to existing bridges and/or facilities at the limits of the project (i.e., Market Street, railroad bridge).
	Medium: Some geometric improvements are made to the interchange with some increase in posted speeds; however, there are still a number of substandard design exceptions or other substandard conditions throughout the project limits.
	High: Mainline I-295 is not accommodated with a direct connection and the northbound weave with Route 42 and the use of Al Jo's Curve for I-295 southbound still exist. There are no changes in posted speed. Numerous substandard design elements and conditions are present for the roadway, ramps, and bridges within the interchange, as well as for bridges or facilities at the limits of the project.
Cost to Build	The metric is the estimated Cost to Build.
Construction Duration	The metric for construction duration is the estimated duration of the project.
Maintenance and Operations	**Low:** Amount of structure has not increased and structure maintenance is routine. Operations of stormwater pump stations and tunnel sections are not required.
	Medium: Amount of structure has increased or structure maintenance is significant. Operations of stormwater pump stations are required. Operations of tunnel sections are not required.
	High: Amount of structure has increased significantly or structure maintenance is significant. Operations of stormwater pump stations and tunnel sections are required.

Table 9.2-1: Engineering Impact Criteria

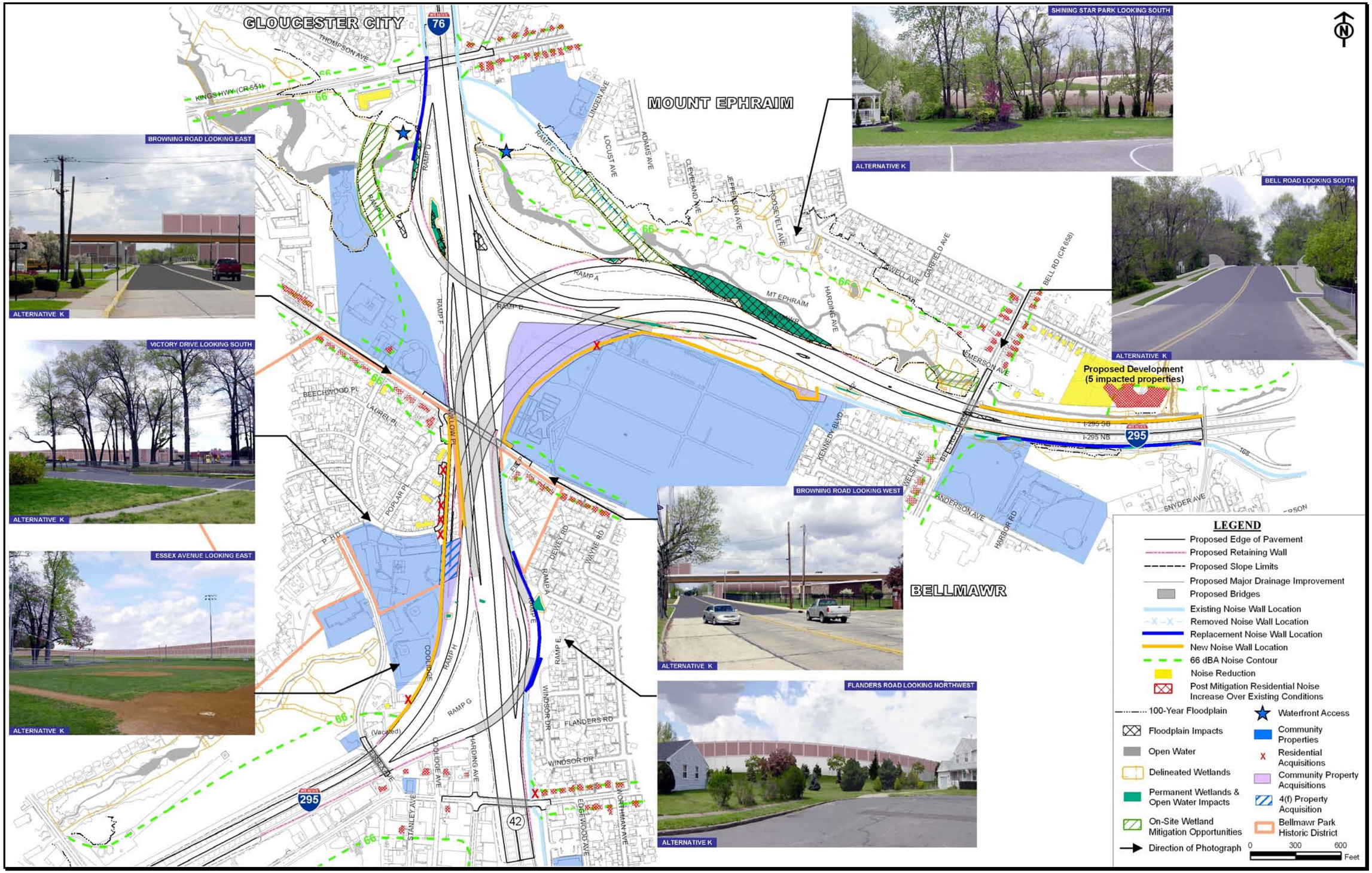


Figure 9.1-6: Alternatives Analysis – Environmental Impact Plans (Alternative K)

NAC noise impacts, which includes recreational areas, cemeteries and residences. Since recreational areas and cemeteries were mitigated through noise wall designs (except for the Annunciation School playground), alternatives will be evaluated based on the Category B NAC residential impacts. While new noise walls were designed to eliminate noise impacts, replacement noise walls were designed to approach in-kind effectiveness of existing noise walls, thus yielding noise levels similar to the No Build condition.

Residential Noise Impact Reduction: The construction of new and replacement noise walls will reduce the number of residential units that experience noise levels in excess of the Category B NAC (66 dBA) compared to the No Build Alternative.

Post Mitigation Residential Noise Increase over Existing Conditions: Noise levels resulting from this project have been projected, assuming that all proposed noise walls and replacement noise wall segments will be constructed. (Although new and replacement noise walls proposed under each design alternative eliminate a significant number of impacts, several residential noise impacts remain. The degree of each remaining impact is determined by the noise level increase over existing conditions.) Under normal circumstances, a change in noise levels less than three decibels is not perceivable to the human ear. A change greater than three decibels is considered to be a perceivable increase in noise. An increase of seven decibels or more is noticeable.

Air Quality

The *Air Quality TES* documents carbon monoxide concentrations for each alternative. No carbon monoxide impact was documented under the 2030 No Build or any of the build alternatives. Air quality is improved under all build alternatives to the same relative degree across the project area. The difference between the No Build and any of the build alternatives at the area-wide level was not significant enough to constitute a distinguishing characteristic.

Socioeconomics

The *Socioeconomic, Land Use and Environmental Justice TES* identified that all build alternatives would have impacts due to right-of-way acquisitions and easements. Visual impacts due to construction affect all build alternatives. There will also be positive economic benefits associated with the build alternatives. The criteria for Socioeconomics follow:

Visual Impacts: Under this criterion, an evaluation will be made of whether an alternative introduces a visual intrusion that does not fit into the context of the project area. A balloon study, in which weather balloons were floated at the heights of the proposed structures, was used to evaluate the range of viewshed impacts. Photo simulations created from photographs of the balloons taken from various locations during the balloon study were used to illustrate the change. The visual quality of the area would be changed by all of the build alternatives. All build alternatives would require the construction of a new structure throughout the interchange, while some would require the construction of new double-decker structures. New noise walls would be constructed on top of these structures to mitigate the noise impacts. None of the visual intrusions fit the current context of the area surrounding the project.

CRITERIA	METRICS
Noise	The metric for noise reduction is measured as the number of receptors presently above the Category B NAC that will be reduced below the Category B NAC as a result of the project.
	The metric for remaining noise impacts are measured as the number of receptors experiencing an increase over existing conditions in each of the following three ranges: **Less than 3 dBA (Not Perceivable):** Number of receptors with a noise level increase that is not perceptible to the average person. **Greater than 3 dBA but less than 7 dBA (Perceivable):** Number of receptors with a perceivable increase over existing conditions. **Greater than 7 dBA (Noticeable):** Number of receptors with a noticeable increase over existing conditions.
Air Quality	Not a distinguishing characteristic.
Socioeconomics	The metric for residential acquisitions is the actual number of residential acquisitions.
	None: No impact to community facility. **Low:** No loss of use of community facility. **Medium:** Temporary loss of use of community facility. **High:** Permanent loss of use of community facility.
	The metric for 4(f) property acquisition is the actual acreage acquired from the 4(f) property.
	None: There will be no change to viewshed. **Low:** View is open with limited intrusion of concrete infrastructure. Landscape is dominated by vegetation and existing buildings of a consistent nature. **Medium:** View has changed to include some road infrastructure, but infrastructure is balanced with the rest of the landscape. Although the view has changed, the view is recognizable. **High:** Field of view is dominated by massive intrusive infrastructure, and the resulting view is barely recognizable from existing conditions.
	The metric for regional accessibility is the annual vehicle dollars saved.
	The metric for cost benefits from reduction in accidents is measured in dollars saved on an annual basis.
Natural Ecosystems	The metric for floodplain is the actual acreage of floodplain lost due to construction and fill.
	The metric for wetland impacts is the actual acreage of permanent wetland and SOW impacts.
	The metric for on-site mitigation is the percentage of acreage available.
	The metric for total impervious coverage is the total acres of impervious coverage.
	The metric for waterfront access is yes or no.
Archaeological Resources	Not a distinguishing characteristic.
Historic Architectural Resources	The overall metric is the actual acres impacted and the number of structures impacted.
	The metric for noise reduction is measured by the number of residential units in the historic district presently above the Category B NAC that will be reduced below the Category B NAC as a result of the project.
	The metric for remaining noise impacts on the historic district is measured as the number of contributing buildings within the historic district that would have an increase in noise levels over current conditions in each of the following three ranges: **Less than 3 dBA (Not Perceivable):** Number of receptors with a noise level increase that is not perceivable to the average person. **Greater than 3 dBA but less than 7 dBA (Perceivable):** Number of receptors with a perceivable increase over existing conditions. **Greater than 7 dBA (Noticeable):** Number of receptors with a noticeable increase over existing conditions.
	None: There will be no change to viewshed. **Low:** The viewshed would remain relatively unchanged and open with limited intrusion of physical infrastructure. **Medium:** The viewshed would be changed to include some new infrastructure at a relatively close distance to the historic district. **High:** The viewshed would be dominated by intrusive infrastructure at a relatively close distance to the historic district.
Hazardous Waste	Not a distinguishing characteristic.

Table 9.2-2: Environmental Impact Criteria

Residential Acquisitions: Impacts to residents were evaluated for each of the alternatives by counting the number of discrete residential structures that would require taking. For multi-family structures, each individual residential unit was counted separately.

Community Property Acquisitions: Impacts to community properties were evaluated for each alternative. Each build alternative would affect four community facilities (not including the 4(f) property discussed below). Although impacted, all facilities would function normally after project completion. Some unavoidable impacts to support facilities result from permanent easements/acquisitions.

4(f) Property Acquisition: Impacts to 4(f) resources were evaluated for each alternative. Each build alternative will affect one facility that is protected by 4(f) regulations. Although impacted, the functionality of this facility will not be impaired after project completion.

Regional Accessibility: This pertains to the ease with which travelers may get to a specific destination. The build alternatives would generally result in improved accessibility within the secondary study area (Bellmawr, Mount Ephraim, and Gloucester City) by reducing congestion on most segments of the principal access roads used for regional destinations. The value of travel time savings and of the reduced variability of travel time can be thought of in terms of dollars saved. Annual dollar cost savings were calculated for trucks and automobiles. The sum of these is annual vehicle dollars saved.

Cost Benefit from Reduction in Accidents: This parameter captures the annual benefit realized by increased safety features and improved road design. The dollar amount reflects the financial benefits of accident avoidance.

Natural Ecosystems

The *Natural Ecosystems TES* identified impacts to floodplains, wetlands, stream ecology and stormwater quality. The opportunity for waterfront access was a beneficial attribute identified in the *Natural Ecosystems TES*. Results of the *Natural Ecosystems TES* are captured in the four rating criteria discussed below.

Floodplain: Floodplains within the project area were mapped. Permanent impacts to floodplains were measured in acres for each build alternative. The No Build Alternative results in no impact to floodplain acreage.

Total Wetland and State Open Waters (SOW) Permanent Impacts: Wetlands were delineated within the project area. Impacts to SOW, tidal wetlands and non-tidal wetlands were quantified for the five build alternatives. All impacts to wetlands must be mitigated in accordance with USACE and NJDEP regulations and directives for all build alternatives.

On-Site Wetland Mitigation Opportunities: Required acres for mitigation were estimated within the TES. The actual acreage available for on-site mitigation is dependent upon final design. Not all alternatives could accommodate on-site mitigation. On-site mitigation is preferred because the mitigation would be in close proximity to the areas of impact and thus, the benefits of mitigation will enhance the natural resources within the project area. On-site mitigation will enhance and restore wetland functional characteristics, including water absorptive capacity, increased water quality and enhanced conditions for wildlife habitat, including the potential expansion of wild rice, an important food source for migratory species. The No Build Alternative results in no impact.

Total Impervious Coverage: Total impervious coverage provides a good working comparative analysis of the effects on stormwater quantity, quality and recharge within this area of a sole source aquifer. Stormwater management will not be provided in the No Build Alternative.

Waterfront Access: Access to stream corridors for passive recreational opportunities is an enhancement for the community. Some alternatives provide the opportunity for waterfront access as a design characteristic, while others do not.

Archaeological Resources

The *Phase I/II Archaeological Investigation TES* involved research and review of existing information obtained from several state and local repositories. Phase II archaeological investigations were conducted at four sensitive sites; however, none of the sites were found to have the potential to yield new information important in prehistory or history. As a result, no adverse effect to archaeological resources will occur from the project and therefore it is not a distinguishing characteristic.

Historic Architectural Resources

One historic resource is located within the project area—the Bellmawr Park Mutual Housing Historic District. For the purpose of evaluating the impacts to the Bellmawr Park Mutual Housing Historic District, physical, visual, and audible impacts were evaluated.

Physical Impacts to Historic District: This is defined by two different criteria which include: 1) the area within the historic district that is impacted by right-of-way takings; and, 2) the number of residential buildings and units requiring demolition and/or relocation within the historic district. For these two criteria, a reduction in integrity of the design, setting, and materials are represented. The No Build scenario for this overall criterion is defined as No Impact since there would be no physical destruction or taking of area of the historic district, no contributing resources (residential buildings) would be demolished, and no open spaces within the district would be removed/reduced if this project were not constructed. The Bellmawr Park Mutual Housing Historic District comprises 82.24 acres and includes 176 multi-unit residential and support buildings.

Noise Impact Reduction to Historic District: The construction of proposed and replacement noise walls will benefit some area residents by reducing the number of residential units that will experience excessive noise levels.

Post Mitigation Residential Noise Increase over Existing Conditions: Noise levels resulting from this project have been projected assuming that all proposed noise walls and replacement noise wall segments will be constructed.

Impact to Viewshed: This criterion incorporates the relative comparative amount of visual intrusions as viewed from the contributing buildings within the Historic District. The visual intrusions are due to the size of the highway structure and noise walls that will be constructed for each alternative. The measurements of low, moderate, and high are not based on quantitative information obtained from studies, but are qualitative in nature and derived solely from visual comparison of the alternatives. The determinations were greatly assisted by the photosimulations of each alternative as viewed from Victory Drive. The reduction in integrity of the design, setting, materials, and feeling is represented by this criterion.

Hazardous Waste

Seventeen Areas of Concern (AOCs) within the study area were identified based on the potential impacts to properties from proposed construction activities. After further study, three of these AOCs were found to have a possibility of affecting the five build alternatives. However, the effect on each alternative was similar such that hazardous waste was found not to be a distinguishing characteristic among the alternatives.

9.2.2 Alternatives Comparison Matrix

The Alternatives Comparison Matrix (see **Table 9.2-3**) provided the basis for the comparative analysis of the alternatives. Each column of the matrix table represents a holistic view of each alternative's distinguishing criteria, developed through a collaborative process. By compiling the impacts and contrasting the alternatives in a matrix, tradeoffs of impacts could be discriminated.

Once consensus was reached on the criteria definitions and their measurements, the alternatives could be rated and the Alternatives Comparison Matrix could be populated using the ratings for each alternative.

Stakeholder meetings were held again in October 2006 to discuss loading the Alternatives Comparison Matrix. Information packets containing the refined criteria and metrics used to rate each of the alternatives and the populated Alternatives Comparison Matrix were provided for stakeholder review. Input was again solicited in this round of meetings (NJDOT Core Group, LOB, CAC, and ACM). During these meetings, the populated Alternatives Comparison Matrix was discussed as well as the recommended Preferred Alternative.

9.3 SUMMARY OF ANALYSIS

Once the alternatives were rated based on the distinguishing criteria developed, the comparison of alternatives could begin. The summary of this comparison is provided below.

The purpose and need of this project involves improving traffic safety, reducing traffic congestion and meeting driver expectations for the users of the highway and the surrounding communities. The existing I-295/I-76/Route 42 interchange is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. The existing traffic congestion and associated impacts will continue to worsen if the No Build Alternative is chosen. The No Build Alternative does not meet the purpose and need and therefore is not a reasonable alternative.

The two stacked alternatives (G2 and H1) are the most visually intrusive of the build alternatives. The visual impacts were assessed by the photo simulations derived from a balloon study conducted as part of the TES process. This impact is significant, permanent and irreversible to the surrounding residential community. Since the community will be directly affected by the short and long-term impacts of the build alternatives it is important to consider if the project is in harmony with that community, and that it preserves the aesthetic, historic and natural resource value of the area.

Alternatives G2 and H1 call for five residential acquisitions as opposed to 13 with Alternatives D, D1, and K. However the eight residences spared demolition would be the ones most affected by the high visual impact of the stacked alternatives, as they are in close proximity to the roadway.

Property acquisitions in the vicinity of Browning Road are shown on **Figure 9.3-1**. The Bellmawr Park Mutual Housing Historic District would lose one residential building with Alternatives G2 and H1, and lose five with Alternatives D, D1, and K. All of these residents would be relocated, potentially within Bellmawr Park, regardless of the build alternative. Although there are less residential acquisitions associated with Alternatives G2 and H1, the viewshed of the Bellmawr Park Mutual Housing Historic District would be dominated by the intrusive nature of the stacked structures, as shown on **Figures 9.1-4** and **9.1-5**. This is not in harmony with the existing historic and aesthetic value of the neighborhood.

The stacked infrastructure of Alternatives G2 and H1 would also present significant security and maintenance concerns. Cost to build and construction duration are also increased due to the length of the southbound viaduct and the stacking of roadways in comparison to the other build alternatives. Noise walls are not as effective with a stacked design, and an increase in post mitigation noise levels would occur.

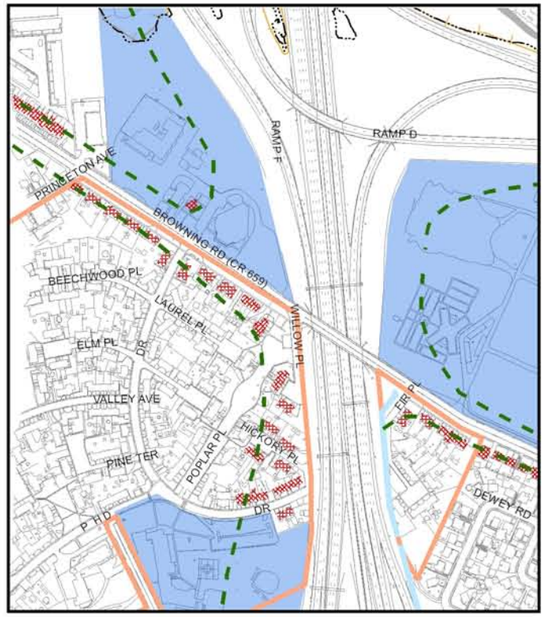
Although G2 had the lowest impact to floodplains and wetlands/open waters, when the community impacts above are considered, Alternatives D, D1, and K present better options. For the reasons stated above, the stacked alternatives G2 and H1 are not preferred.

The main design difference between Alternatives D and D1 is that Alternative D1 proposes Ramp C in the vicinity of Al Jo's Curve. In the screening process this was thought to be beneficial from both a cost and

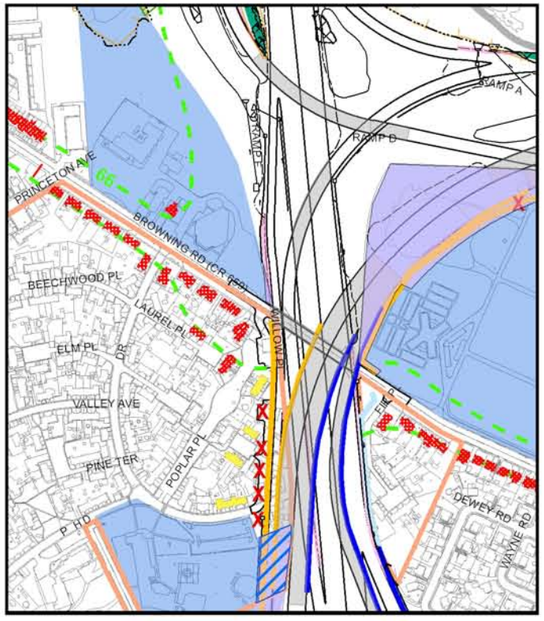
CRITERIA	NO BUILD ALTERNATIVE	BUILD ALTERNATIVES				
		D	D1	G2	H1	K
ENGINEERING CRITERIA						
Meets Purpose and Need	No	Yes	Yes	Yes	Yes	Yes
Temporary Construction Impacts	Low	Medium	Medium	High	High	Medium
Maintenance and Protection of Traffic	Low	Medium	High	High	High	High
Security	Low	Medium	Medium	High	High	High
Design Criteria (Substandard Elements)	High	Low	Low	Low	Low	Low
Cost to Build	N/A	$608 million	$642 million	$833 million	$893 million	$822 million
Construction Duration	As Needed	64 months	63 months	70 months	73 months	88 months
Maintenance and Operations	Low	Medium	Medium	High	High	High
ENVIRONMENTAL CRITERIA						
Noise						
Residential Noise Impact Reduction	0	109	109	91	91	113
Post Mitigation Residential Noise Increase over Existing Conditions						
Less than 3 dBA (Not Perceivable)	250	135	125	150	140	133
Greater than 3 dBA but less than 7 dBA (Perceivable)	4	15	26	35	46	7
Greater than 7 dBA (Noticeable)	0	0	0	12	12	0
Approved Additional Residential Units (not present under existing conditions)	15	5	5	18	18	5
Socioeconomics						
Visual Impacts	None	Medium	Medium	High	High	Low
Residential Acquisitions	0	13	13	5	5	13
Community Property Acquisitions	None	Medium	Medium	Low	Low	Medium
4(f) Property Acquisition	0	0.70 acres	0.70 acres	0.32 acres	0.32 acres	0.70 acres
Regional Accessibility (Annual)	0	$39 million	$39 million	$39 million	$39 million	$39 million
Cost Benefit from Reduction in Accidents (Annual)	0	$11 million	$11 million	$11 million	$11million	$11 million
Natural Ecosystems						
Floodplain	0	2.28 acres	4.45 acres	0.90 acre	4.26 acres	3.04 acres
Total Wetland and SOW Permanent Impacts	0	1.97 acres	3.73 acres	0.95 acre	3.15 acres	2.90 acres
On-Site Wetland Mitigation Opportunities	N/A	100%	10%	100%	12%	93%
Total Impervious Coverage	42 acres**	61 acres	65 acres	64 acres	67 acres*	67 acres
Waterfront Access	No	Yes	No	Yes	No	Yes
Historic Architectural Resources						
Physical Impacts to Historic District	0 acres/ 0 buildings	2.11 acres/ 5 buildings	2.11 acres/ 5 buildings	1.05 acres/ 1 building	1.05 acres/ 1 building	2.20 acres/ 5 buildings
Noise Impact Reduction to Historic District	0	14	14	14	14	18
Post Mitigation Residential Noise Increase over Existing Conditions						
Less than 3 dBA (Not Perceivable)	23	16	16	18	18	12
Greater than 3 dBA but less than 7 dBA (Perceivable)	0	0	0	1	1	0
Greater than 7 dBA (Noticeable)	0	0	0	0	0	0
Impact to Viewshed	None	Medium	Medium	High	High	Low

NOTES: Air Quality, Hazardous Waste and Archaeology are not distinguishing criteria.
* Includes channel realignment/relocation.
** Does not provide for stormwater treatment.

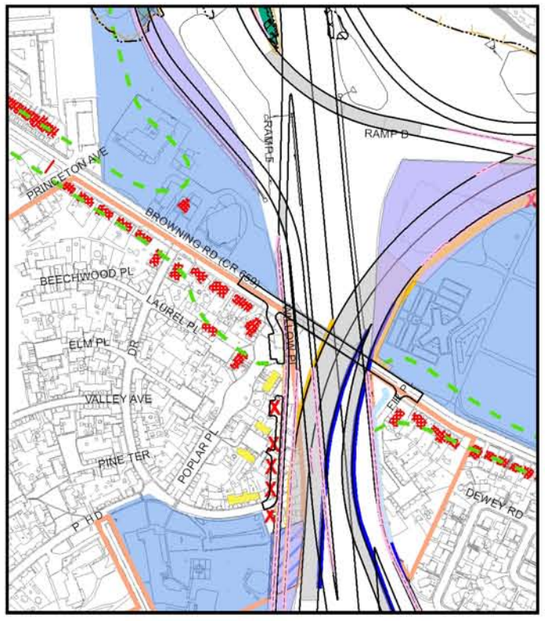
Table 9.2-3: Alternatives Comparison Matrix



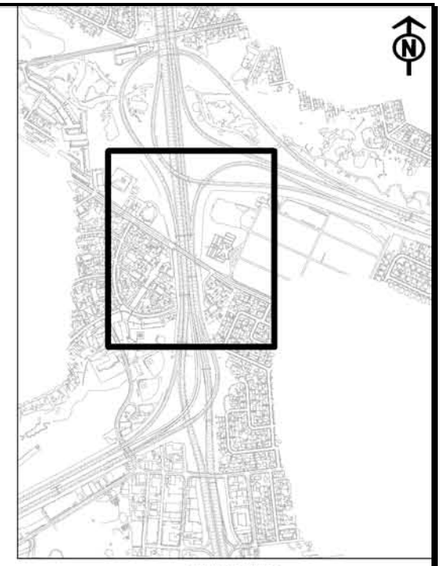
No Build



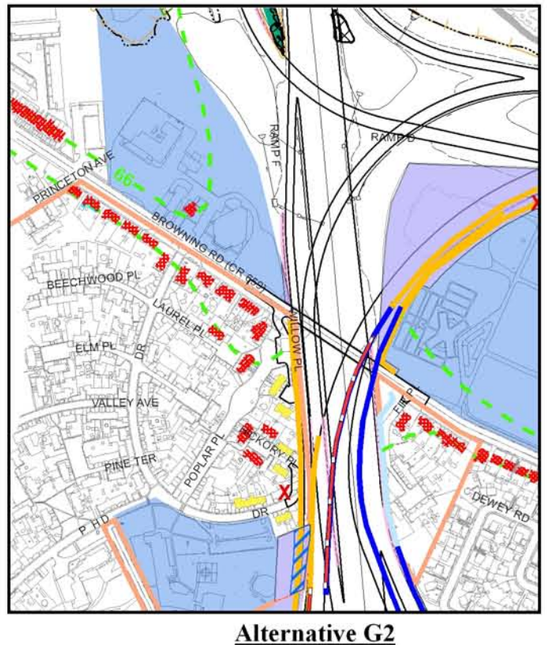
Alternative D



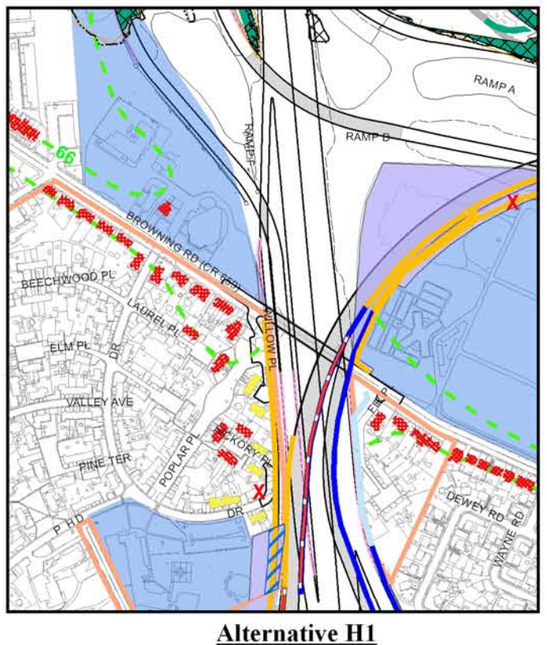
Alternative D1



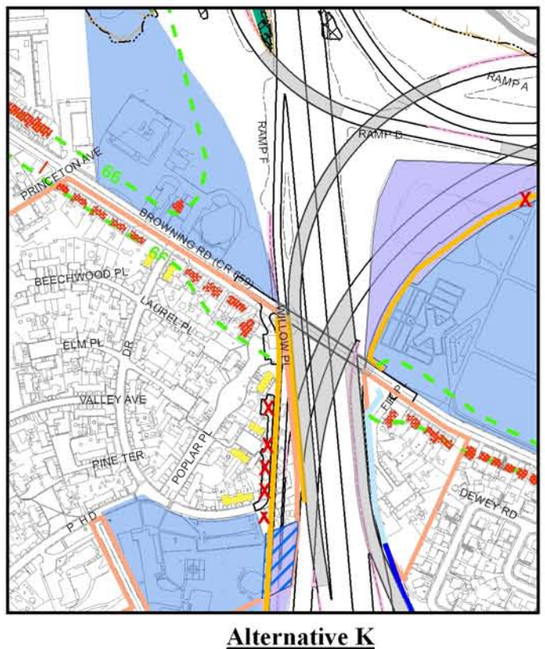
KEY MAP



Alternative G2



Alternative H1



Alternative K

LEGEND

- Proposed Edge of Pavement
- Proposed Retaining Wall
- Proposed Slope Limits
- Proposed Major Drainage Improvement
- Proposed Bridges
- Existing Noise Wall Location
- Removed Noise Wall Location
- Replacement Noise Wall Location
- New Noise Wall Location
- 66 dBA Noise Contour
- Noise Reduction
- Post Mitigation Residential Noise Increase Over Existing Conditions
- 100-Year Floodplain
- Floodplain Impacts
- Open Water
- Delineated Wetlands
- Permanent Wetlands & Open Water Impacts
- On-Site Wetland Mitigation Opportunities
- Waterfront Access
- Community Properties
- Residential Acquisitions
- Community Property Acquisitions
- 4(f) Property Acquisition
- Bellmawr Park Historic District

0 300 600 Feet

Figure 9.3-1: Alternatives Analysis – Environmental Impact Plans (Browning Road)

ecological standpoint, as it would follow the alignment of the existing ramp. Further engineering studies show that due to current design standards, it would actually increase the cost to build and would incur right-of-way impacts to the Annunciation B.V.M. Church property, because the current alignment of Al Jo's Curve could not be fully utilized

The elimination of Al Jo's Curve has substantial ecological benefits. Floodplain and wetlands/open waters impacts are reduced by 50% with Alternative D, as compared to Alternative D1. In addition, 100% of the wetland mitigation can be accomplished on-site compared to only 10% for Alternative D1. Alternative D also has the potential to provide public access to Little Timber Creek, while Alternative D1 would not. A clearer spatial appreciation of the benefits to the natural ecosystem provided in Alternative D by removing Al Jo's Curve are shown on **Figure 9.3-2.**

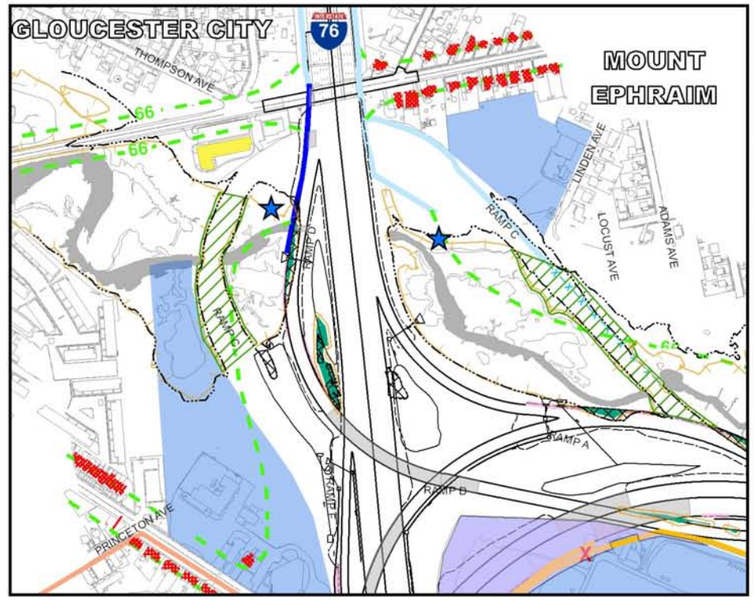
When comparing Alternative D and Alternative K, there are long-term security and maintenance issues with Alternative K, and concerns from the standpoint of emergency response logistics. These complications are not as prevalent with Alternative D as it does not involve a mainline tunnel. Alternative K requires that local emergency response personnel be trained for tunnel emergencies. This training commitment places a long-term burden on local emergency personnel.

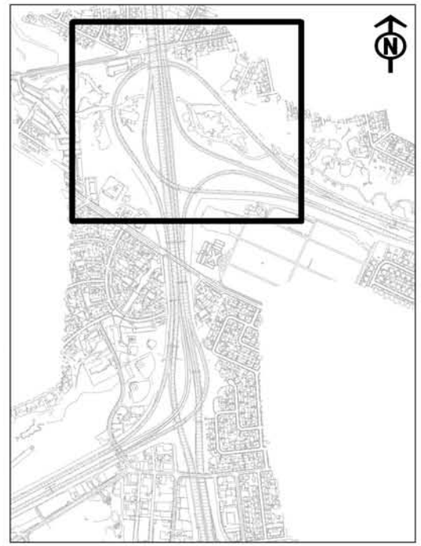
The mainline tunnel element of Alternative K does present less of a visual impact and results in slightly better noise conditions after construction. However, when considering the efficient and effective use of resources (time, budget, community impacts), Alternative D is the better alternative. The cost to build Alternative D is approximately $200 million less than Alternative K and would have a construction duration two years shorter than Alternative K. This is a substantial amount of time for the community and the traveling public to be spared the disruption of the construction impacts that Alternative K would cause.

Based on this Alternatives Analysis, Alternative D is recommended as the Preferred Alternative amongst the five build alternatives studied.

9.4 RECOMMENDATION OF THE PREFERRED ALTERNATIVE

The purpose and need of the project established nine goals and objectives (see Chapter 3). All of the build alternatives would improve safety, incorporate design speeds consistent with the approach roadways, improve local traffic mobility, enhance regional economic development, and decrease the number of vehicle accidents. Although no specific opportunities for intermodal use within the project area are provided, none of the build alternatives would preclude the possibility of future intermodal enhancement projects. Alternatives D, G2, and K all enhance opportunities for other modes of transportation within the project area by providing waterfront access in place of Al Jo's Curve. While all of the build alternatives would require the relocation and acquisition of private and public property, Alternatives D and K best preserve the quality of life of the local communities with respect to visual and noise impacts. As described in this chapter, the avoidance, minimization, and mitigation of environmental impacts is best accomplished by Alternative D.



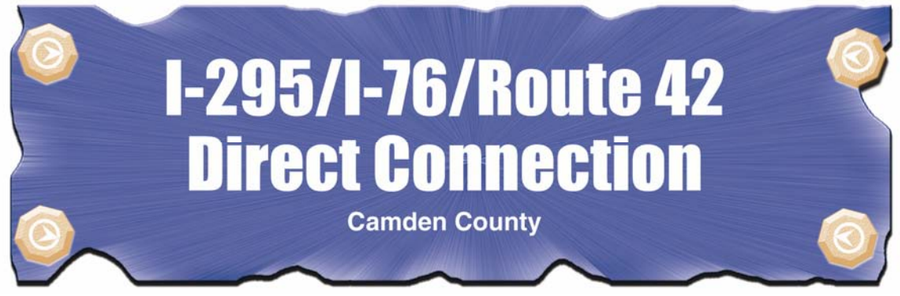


KEY MAP

Figure 9.3-2: Alternative Analysis Environmental Impact Plans (Al Jo's Curve)

As with all of the other proposed alternatives, Alternative D would cause inconveniences to neighboring properties in the form of noise, dust, and/or visual impacts. Some traffic would be diverted off the mainline for Alternative D and construction duration is expected to last 64 months. However, compared to Alternative K, the tunnel alternative, construction time and costs are decreased and potential breaches in security are not considered to be as significant. The maintenance needs for this alternative are the lowest for all build alternatives. Since Alternative D does not use a stacked infrastructure design, permanent visual intrusion on the community will be less of an issue as well. The cost to build Alternative D is approximately $608 million. This alternative would cause the second lowest impacts to the floodplain and wetlands/open waters at 2.28 and 1.97, respectively. The opportunity for on-site wetlands mitigation is 100% with the removal of Al Jo's Curve. This alternative would result in the lowest acreage of total impervious coverage at 61 acres compared to the other build alternatives.

In the process of identifying a Preferred Alternative, qualities and characteristics which integrate highway development with environmental and community considerations were rigorously analyzed. The environmental and engineering impact criteria became the basis for the decision making process. Through analysis of the populated Alternatives Comparison Matrix, the detailed graphics, and photo simulations, it was determined that Alternative D should be recommended as the Preferred Alternative. Participants in subsequent meetings of the NJDOT Core Group, LOB, CAC, and ACM #10, concurred with this recommendation. A PIC meeting was held on February 15, 2007 and most participants supported the recommendation of Alternative D as the Preferred Alternative for this project.



CHAPTER 10: SECTION 4(F) EVALUATION

10.1 INTRODUCTION

This Draft Section 4(f) Evaluation has been prepared as a chapter of the DEIS for the I-295/I-76/Route 42 Direct Connection project. This analysis has been prepared pursuant to Section 4(f) of the U.S. Department of Transportation Act of 1966. Section 4(f) states that land from a publicly owned park, recreation area, wildlife or waterfowl refuge, or land of a historic site can be used for a transportation project only if:

- there is no feasible and prudent alternative to the use of these resources; and
- all possible planning has been taken to minimize harm to the resource.

This Draft Section 4(f) Evaluation has been prepared pursuant to the finding that the proposed project will have an adverse effect on the Bellmawr Park Mutual Housing Historic District, which has been determined eligible for listing in the National Register of Historic Places.

10.2 PROJECT DESCRIPTION

As described in greater detail in Chapter 2, the I-295/I-76/Route 42 Direct Connection project involves the reconstruction of I-295, I-76, and Route 42 and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. The study area is shown on **Figure 2.2-1**.

The existing interchange has numerous geometric design elements and, due to this poor configuration, is unable to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps, combined with the congestion of local streets, adversely affects the quality of life in the surrounding communities.

10.3 PROJECT PURPOSE AND NEED

10.3.1 Project Purpose

The purpose of this project is to improve traffic safety, reduce traffic congestion, and meet driver expectations by improving the direct connection of the I-295 mainline and the interchange of I-295/I-76/Route 42.

10.3.2 Project Need

There is a significant accident history at the interchange. The interchange's existing roadways include a number of geometric deficiencies that can be considered contributing factors to the high number of accidents. The deficiencies were identified from NJDOT record construction drawings and Structural Inventory and Appraisal Sheets. As explained in Chapter 3, the project need includes the following:

- improve safety;
- improve geometric and structural deficiencies;
- meet driver expectations; and
- improve operational deficiencies.

10.4 DESCRIPTION OF SECTION 4(F) RESOURCE

The Bellmawr Park Mutual Housing Historic District is located immediately adjacent to the I-295/I-76/NJ Route 42 interchange. When the I-295/I-76/Route 42 interchange was constructed between 1958 and 1961, the community was divided into two sections (see **Figure 5.7-2**). In addition to the 175 residential buildings within Bellmawr Park, a housing office is located at the intersection of Peach Road and Essex Avenue. Communal open space and one school are also located within the historic district.

The New Jersey Historic Preservation Office (NJHPO) found the district to be significant under National Register Criterion A for its association with the development of the mutual housing concept associated with World War II-era defense housing projects and under Criterion C for its embodiment of the distinctive characteristics of an architectural type (functional military worker housing of the 1940s). The district's period of significance is 1942 to 1945. Contributing elements to the district include all dwellings and communal open space dating from within the period of significance, the Bellmawr Park Mutual Housing Corporation office building, and the Bellmawr Park School. The aspects of integrity that are most important to the district are location, design, setting, feeling, and association.

10.5 IMPACT TO SECTION 4(F) RESOURCE

The proposed project will impact the Bellmawr Park Mutual Housing Historic District. The proposed project will require land acquisition and will impact the visual context of the historic district by introducing numerous elevated roadway structures and noise walls. In addition, the Preferred Alternative would require the demolition of five residential buildings that are considered contributing resources to the historic district. The proposed project would have an adverse effect on the Bellmawr Park Mutual Housing Historic District under all build alternatives due to the permanent acquisition of land, demolition of contributing structures, and roadway construction within the boundaries of the historic district. (See Chapter 5 for additional information regarding potential impacts to the historic district.) Although the proposed project will result in an adverse effect to the historic district, the community will continue to function as before.

10.6 ALTERNATIVES

10.6.1 No Build

In this alternative, only routine maintenance and repairs would be performed as needed. Also, no work would be done to improve the safety of the roadway. Under this alternative, no construction would take place, no property within the Bellmawr Park Mutual Housing Historic District would be acquired, and no buildings would be demolished. The No Build Alternative avoids Section 4(f) resources; however, it does not meet any of the project needs identified in Chapter 3. As a result, the No Build Alternative is not a prudent alternative.

10.6.2 Avoidance Alternatives

As part of the process to develop the conceptual alternatives, it was determined that there was no feasible and prudent alternative that could meet the project purpose and need without using a Section 4(f) property. As explained in Chapter 4, the project scoping process identified 26 conceptual alternatives for consideration. As part of this process, attention was given to the development of alternatives that could avoid or minimize impacts to Section 4(f) properties. All 26 alternatives would have used land from a Section 4(f) resource—the Bellmawr Park Mutual Housing Historic District (see **Table 10.6.1**).

All 26 conceptual alternatives are feasible concepts that met the purpose and need of the project; however, not all 26 were deemed prudent. After extensive community involvement and input from regulatory agencies, five build alternatives (D, D1, G2, H1 and K) and a No Build Alternative were chosen to advance for further study as part of the EIS process. (See Chapter 4 for a detailed description of these alternatives.) The 21 conceptual alternatives that were dismissed were generally found to result in high costs and higher environmental impacts, including high constructability, residential, wetlands, noise, and visual/contextual impacts.

Based upon comments received during the alternatives screening process, these five alternatives were refined and minor alignment adjustments were incorporated into their conceptual design in order to minimize environmental impacts and to improve traffic operations. The five build alternatives were generally found to be the most prudent (least impacts) of the 26 conceptual alternatives developed. As part of the detailed Alternatives Analysis process, Alternative D was ultimately selected as the Preferred Alternative. (See the Alternatives Analysis included in Chapter 9 for more detailed information regarding the selection of the Preferred Alternative.)

Following FHWA's *Section 4(f) Policy Paper*, as all build alternatives use Section 4(f) resources, such that there are no feasible and prudent alternatives that avoid Section 4(f) resources, the impacts to both Section 4(f) and non Section 4(f) resources were evaluated in order to select the prudent and least overall harm alternative. Although Alternative D has slightly higher Section 4(f) impacts than Alternative K, there are additional important environmental impacts associated with Alternative K that Alternative D does not have.

When comparing Alternative D and Alternative K, there are long-term security and maintenance issues with Alternative K, and concerns from the standpoint of emergency response logistics. These complications are not as prevalent with Alternative D, as it does not involve a mainline tunnel. Alternative K requires that local emergency response personnel be trained for tunnel emergencies. This training commitment places a long-term burden on local emergency personnel.

The mainline tunnel element of Alternative K does present less of a visual impact and results in slightly better noise conditions after construction. For these reasons, it was NJHPO's opinion that Alternative K would have the least overall adverse effect to the historic district. However, when considering the efficient and effective use of resources (time, budget, community impacts), Alternative D is the better alternative. The cost to build Alternative D is approximately $200 million less than Alternative K and would have a construction duration two years shorter than Alternative K. This is a substantial amount of time for the community and the traveling public to be spared the disruption of the construction impacts that Alternative K would cause.

Based on this alternative selection process, Alternative D was recommended as the Preferred Alternative amongst the five build alternatives studied. Therefore, it is more prudent to choose Alternative D.

ALTERNATIVE	FEASIBLE?	PRUDENT?	USES 4(F) LAND?	RELATIVE NET HARM TO SECTION 4(F) LAND AFTER MITIGATION
Alternative A	Yes	No	Yes	N/A
Alternative A1	Yes	No	Yes	N/A
Alternative A2	Yes	No	Yes	N/A
Alternative B	Yes	No	Yes	N/A
Alternative B1	Yes	No	Yes	N/A
Alternative B2	Yes	No	Yes	N/A
Alternative C	Yes	No	Yes	N/A
Alternative C1	Yes	No	Yes	N/A
Alternative C2	Yes	No	Yes	N/A
Alternative D	Yes	Yes	Yes	0.70 acres impacted
Alternative D1	Yes	Yes	Yes	0.70 acres impacted
Alternative E	Yes	No	Yes	N/A
Alternative E2	Yes	No	Yes	N/A
Alternative F	Yes	No	Yes	N/A
Alternative F1	Yes	No	Yes	N/A
Alternative F2	Yes	No	Yes	N/A
Alternative G	Yes	No	Yes	N/A
Alternative G1	Yes	No	Yes	N/A
Alternative G2	Yes	Yes	Yes	0.32 acres impacted
Alternative H	Yes	No	Yes	N/A
Alternative H1	Yes	Yes	Yes	0.32 acres impacted
Alternative I	Yes	No	Yes	N/A
Alternative I1	Yes	No	Yes	N/A
Alternative J	Yes	No	Yes	N/A
Alternative K	Yes	Yes	Yes	0.70 acres impacted
Alternative L	Yes	No	Yes	N/A

Table 10.6-1: Comparison of Alternatives

10.7 MEASURES TO MINIMIZE HARM

As explained above, the five build alternatives were designed and further modified to minimize harm to Section 4(f) resources and to reduce overall environmental impacts. Alternative D was selected as the Preferred Alternative as it was found to result in less overall environmental impacts when compared to the other build alternatives. As the proposed project will require the use of the Bellmawr Park Mutual Housing Historic District and impacts to this resource will be unavoidable, mitigation measures (described below) will be developed to minimize harm to this property.

The proposed project would have an adverse effect on the Bellmawr Park Mutual Housing Historic District; therefore, mitigation of adverse effects is necessary. Mitigation measures will be established through consultation between FHWA, NJHPO, NJDOT, as well as the Bellmawr Park Mutual Housing Corporation, and will be outlined in a Memorandum of Agreement (MOA). Potential mitigation measures are summarized in Chapter 5, and may include (but are not limited to) the following:

- Complete a National Register nomination form for the district.
- Investigate whether buildings that would be impacted could be relocated within the district instead of being demolished.
- Prepare photographic documentation and detailed architectural descriptions of buildings slated for demolition.
- Develop a graphic overlay that illustrates the evolution of the district by comparing its original layout to changes that have occurred over time, including changes that would result from the proposed project. This material could be mounted within the district or at a local community center or library. Brief text explaining the district's significance could be incorporated into the design.
- Prepare an historic narrative, including text, photographs, and maps that could be saved as a Compact Disk Read-Only Memory (CD ROM). As a CD ROM stores and reads massive amounts of information on a removable disk and is read-only, this information could be used in local libraries or schools.
- Produce electronic text and/or graphics to be posted on a website that could be used to discuss the historic district's history as well as its evolution and changes. An historic overview, as well as historic and current photographs, could be posted to the website. Assist the Bellmawr Park community in creating this website.
- Conduct interviews with long-time residents, original architects/builders, and/or community administrators in order to compile an oral history of the district.
- Prepare a narrative video that would include interviews with residents, original architects/builders, local historians, etc. The video could also include historic and current images of the district.
- Prepare various display boards and interpretative materials that could be displayed in a public location within the community. These materials could show historic photographs and maps of the district and could be compared to existing photographs and maps.
- Develop strategies to help the community ensure the cohesiveness and stability of the Bellmawr Park Mutual Housing Corporation. Specific mitigation measures would be developed in coordination with the Bellmawr Park community.

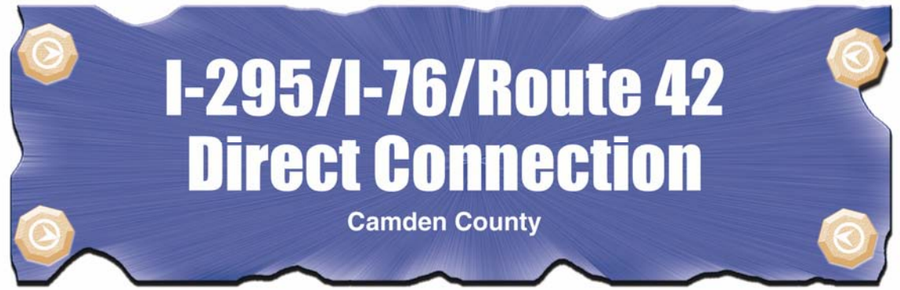
As the proposed project will require the use of a limited number of buildings located within the historic district, it is anticipated that the historic district will continue to serve its same function as a residential community after project construction and after mitigation measures are implemented.

10.8 COORDINATION

As summarized in Chapters 2 and 11, the alternative selection process leading to the preparation of this DEIS/Draft Section 4(f) Evaluation has had extensive agency coordination. Representatives from FHWA and NJHPO have actively participated in the environmental review process and impacts to historic resources and parkland have been discussed at agency and public meetings. Consultation with NJHPO has been ongoing regarding potential impacts to cultural resources and NJHPO will continue to be involved in the development of mitigation measures, including the preparation of an MOA.

The proposed project also involved significant local government and public participation in order to build consensus among the stakeholders in the project area. Public involvement has been an integral part of this project and NJDOT has sought and responded to the input of the community since the beginning of project planning. Public meetings have been held to inform local residents, officials, and members of the business community of the current status of the project. The Project Flow Chart (see **Figure 2.5-1**) illustrates the public involvement opportunities during the project scoping process.

This Draft Section 4(f) Evaluation will be circulated as part of the DEIS to appropriate agencies and interested parties for review and comment. Comments will be reviewed and incorporated into the FEIS/Final Section 4(f) Evaluation.



CHAPTER 11:
CONSULTATION AND COORDINATION

This chapter summarizes the extensive consultation and coordination that took place as part of the proposed project. The proposed project involved significant local, state, and federal government coordination, in collaboration with public participation, in order to build consensus among stakeholders in the project area. The Project Flow Chart (see **Figure 2.5-1**) illustrates the public involvement opportunities during the project scoping, development, and conceptual design process. The Project Flow Chart is based on the Public Involvement Action Plan (PIAP), developed as a roadmap for public and inter-agency involvement in the project (See Appendix C).

The PIAP was developed for conducting early and continuing outreach that was timely in providing public notices, broadly disseminated and responsive to stakeholder needs. Implementation of this plan was a crucial ingredient in gaining support from all key stakeholders. This plan was structured and executed through a phased approach consistent with the project phases and was designed to meet pertinent needs and circumstances as they developed. Achievement of the PIAP fulfills the following goals:

- Provide effective education of the general public about the funding, permitting, design, and construction process, and their role within the project.
- Establish credibility and trust with the communities and highway users.
- Anticipate potential public reaction to real and perceived issues thereby mitigating the need to develop remedial action.
- Obtain public input in the Alternatives Screening Process to arrive at five alternatives and the development of a Preferred Alternative to promote public understanding of the reasons that a Preferred Alternative was selected. Provide clear, concise information in a manner encouraging feedback. Provide a convenient, effective mechanism for the general public to offer feedback and recommendations to the project team so as to allow for mitigation and resolution of any problems related to project goals and alternatives.
- Meet required federal and state requirements for public comment.

11.1 STAKEHOLDERS

An extensive mailing list was developed to maintain ongoing contact with the community, transfer information, and invite people to public meetings. The database contained the names and addresses of project area representatives, media organizations, and representatives from the business community, as well as other stakeholders. The list was continuously updated.

Project stakeholders include the following:

- Annunciation B.V.M. Church
- Bellmawr Baseball League
- Bellmawr Park Board of Education
- Bellmawr Park Mutual Housing Corporation
- Borough of Bellmawr
- Borough of Mount Ephraim
- Business community
- Business-development organizations
- Camden County
- City of Gloucester
- Crescent Park V.F.W.
- Delaware River Basin Commission
- Delaware River Port Authority
- Delaware Valley Regional Planning Commission
- Environmental groups
- Federal Highway Administration
- General public
- Gloucester County
- Local elected officials
- Media organizations
- Minority groups
- Mount Ephraim Girls Softball
- Mount Ephraim Senior Housing
- National Marine Fisheries Service
- New Jersey Department of Environmental Protection
- New Jersey Department of Transportation
- New St. Mary's Cemetery
- Other towns: Runnemede, Barrington, Haddon Heights, Lawnside, Westville, Deptford, Washington Township, and Woodbury
- Project area residents
- Religious and civic groups
- Resurrection of Christ Cemetery
- School districts
- Senior-citizens associations
- United States Army Corps of Engineers
- United States Environmental Protection Agency
- United States Fish and Wildlife Service
- Utility companies

Stakeholders were organized into committees that were part of the decision-making process. These committees met at important milestones to foster working relationships with local leaders and to conduct the necessary public outreach to keep the affected communities apprised and involved in the project progress. The stakeholder committees are described below.

11.1.1 Agency Coordination Meeting

The ACM brings together the participating public agencies to review the progress of the project at important milestones. Each step in the NEPA process builds on the previous step. By meeting regularly and reaching consensus at each step, the participating agencies help move the process forward smoothly. Participating agencies include the USEPA, USFWS, USACE, FHWA, NMFS, NJDOT, NJDEP, DVRPC, and DRBC. The ACM involves those agencies whose regulatory jurisdiction would affect the progress and final design of the project.

11.1.2 Project Partnering Session

The Project Partnering Sessions (PPS) provide a forum for meeting with a large number of critical stakeholders at the same time. The stakeholders invited to the partnering sessions include local and county officials, business owners, and members of the public who would be affected by the project, in addition to agency representatives. The main purpose of the partnering sessions is to develop working relationships, clarify goals for the project, establish communication protocols, and provide a forum for an open exchange of ideas and information between all stakeholder groups.

11.1.3 Community Advisory Committee

The CAC consists of approximately 30 community representatives. While not a decision-making body in itself, the committee helps the NJDOT project team reconcile the community interests represented in the project area and provides NJDOT with recommendations for transportation improvements. In addition, the committee helps NJDOT set priorities and plan outreach activities. Representatives from the following groups have been, or are still, participating in CAC meetings:

- AAA South Jersey
- Bellmawr Baseball League
- Bellmawr Board of Education
- Bellmawr Park Mutual Housing Corporation
- Bellmawr Park Mutual Housing Corporation Board
- Bellmawr Public Works Department (includes Highway and Sewer Departments)
- Bellmawr Senior Citizens Association
- Borough of Bellmawr Park Town Council
- Camden County Council on Economic Opportunity
- Center for Independent Living
- Chamber of Commerce – Southern Jersey
- Delaware Valley Regional Planning Commission
- Diocese of Camden
- Forman Interstate Business Park
- Gloucester City Senior Citizens Association
- Gloucester County Engineer
- Gloucester County NAACP
- Hispanic Family Center of Southern New Jersey
- Mount Ephraim Borough Council
- Mount Ephraim Girls Softball Association
- Old Pines Farm Natural Lands Trust
- Republican Club of Bellmawr
- Residents of Bellmawr, Mount Ephraim, and Gloucester City
- Rotary International – Southern New Jersey
- Senior Citizens United Community Services of Camden County
- Southern New Jersey Development Council
- Transportation Committee, Southern New Jersey Chamber of Commerce

11.1.4 Local Officials Briefing

The LOB are conducted as a method of keeping officials apprised of and involved in the project progress. Representatives from the study area, including the Mayors of Bellmawr, Mount Ephraim, and Gloucester City, are invited to these briefings. The LOB meetings typically consist of presentations to the officials, some of whom are also participants in the PPS and CAC. In addition, New Jersey Senators and Assemblymen, US Senators, or their representatives, are invited to these meetings.

11.1.5 Public Information Center

PIC meetings are held at key milestones during the project and provide an opportunity for members of the community to ask questions and provide input directly to the project team (see **Photograph 11.1-1)**. These meetings are advertised in local newspapers and at civic group meetings. Members of the public are encouraged to attend each meeting, listen to presentations by individual team members, review the provided displays, ask questions, and provide feedback regarding their observations and concerns.

11.2 AGENCIES AND ORGANIZATIONS

Several agencies and organizations were actively involved with the development of the proposed project. The following is a list of those agencies and organizations:

- Bellmawr Park Mutual Housing Corporation
- Camden Combined Sewer Overflow
- Camden County Cultural and Heritage Commission
- Camden County Engineering Department
- Camden County Historical Society
- Camden County Municipal Utilities Authority
- Delaware Valley Regional Planning Commission
- Delaware River Basin Commission
- Federal Highway Administration
- Gloucester City Historic Preservation Commission
- Gloucester City Historical Society
- Bellmawr Borough
- Gloucester City
- Mount Ephraim
- National Marine Fisheries Service
- New Jersey Department of Environmental Protection
- New Jersey Department of Transportation
- New Jersey State Historic Preservation Office
- Port Authority Transit Corporation
- United States Army Corps of Engineers
- United States Environmental Protection Agency
- United States Fish and Wildlife Service

11.3 SUMMARY OF MEETINGS

11.3.1 Stakeholder Correspondence and Meetings

Consistent and fluid communication among agencies involved in the project was essential to achieving project goals. Formal letters were necessary to properly document official comments and concurrence statements. Copies of this correspondence can be found in Appendix B.

A chronological summary of the stakeholder meetings is provided in **Table 11.2-1**. More detailed summaries of the individual meetings follow. The summaries of these meetings have been organized according to the steps outlined in the streamlining process described in **Figure 2.4-1**. A chronological series of stakeholder meeting minutes can be found in Appendix D.

DATE	MEETING	PURPOSE OR RESULT
December 11 - 12, 2001	Project Partnering Session	Introduce the project and initiate the scoping process
January 30, 2002	Local Officials Briefing	Introduce the project
February 8, 2002	Inter-Agency Meeting	Interagency review of streamlining process
April 17, 2002	Local Officials Briefing	Give an update on progress and upcoming activities
April 24, 2002	Public Information Center	Introduce the project process and constraints, initiate the public scoping process
August 20, 2002	Community Advisory Committee	Establish goals, review protocols and procedures for the CAC, discuss purpose and need
October 9, 2002	Inter-Agency Meeting	Discuss project issues
November 12, 2002	Local Officials Briefing	Give an update on progress and get feedback
November 14, 2002	Agency Coordination Meeting	Introduce the streamlining process and discuss purpose and need
November 21, 2002	Community Advisory Committee	Present the nine initial alternatives, discuss rating criteria, and achieve consensus on the purpose and need
December 17, 2002	Agency Coordination Meeting	Further discuss the purpose and need, present environmental background data, review alternatives to date
January 7, 2003	Community Advisory Committee	Discuss impacts of initial alternatives and stakeholder status
January 28, 2003	Local Officials Briefing	Give an update on progress and upcoming activities
February 3, 2003	Agency Coordination Meeting	Begin the discussion of independent utility, review range of alternatives, introduce the screening criteria, and discuss stakeholder status
February 5, 2003	Chamber of Commerce	Introduce the project to the Transportation Committee of the Chamber of Commerce, Southern Jersey
February 6, 2003	Local Officials Briefing	Update on alternatives development
March 26, 2003	Agency Coordination Meeting	Review Independent Utility Statement
May 13, 2003	Agency Coordination Meeting	Field visit to site, design charette, achieve concurrence on purpose and need, achieve consensus on Independent Utility Statement
June 2, 2003	Agency Coordination Meeting	Review screening criteria and Alternatives Comparison Matrix
June 4, 2003	Local Officials Briefing	Give an update on Alternatives Screening and other issues
June 18, 2003	Project Partnering Session	Discuss alternatives schedule for DEIS, identify potential obstacles
June 27, 2003	Inter-Agency Meeting	Discuss wetland delineation methodologies
July 24, 2003	Public Information Center	Solicit feedback on alternatives, discuss rating criteria
October 15, 2003	Agency Coordination Meeting	Discuss Alternatives Screening: Alternatives D, D1, G2, H1, and K recommended for further study
November 5, 2003	Local Officials Briefing	Discuss Alternatives Screening Process
November 25, 2003	Community Advisory Committee	Alternatives D and K recommended for further study
January 7, 2004	Project Partnering Session	Identify Alternatives D, D1, G2, H2, and K for further study
January 28, 2004	Public Information Center	Solicit feedback from public on alternatives recommended for further study
March 23, 2004	Community Advisory Committee	Discuss public outreach efforts for publicizing the alternatives advanced for further study
April 19, 2004	Local Officials Briefing	Discuss alternatives advanced for further study
July 15, 2004	Agency Coordination Meeting – Wetlands Core Group	Discuss wetland delineation methodologies and review LOI/JD application
October 26, 2004	Local Officials Briefing	Update officials as to project status and upcoming project activities
November 10, 2004	Community Advisory Committee	Discuss environmental process and review balloon test photos
November 30, 2004	Public Information Center	Present status of the project
February 16, 2005	Local Officials Briefing	Discuss further alternatives changes
May 18, 2005	Local Officials Briefing	Explain the details of alternatives advanced for further study
June 7, 2005	Agency Coordination Meeting	Discuss status of TES report progress
June 9, 2005	Community Advisory Committee	Review alternatives advanced for further study and explain the TES report process
June 13, 2005	Public Information Center	Present status of the project
June 8, 2006	Community Advisory Committee	Review TES reports and obtain feedback on Alternatives Comparison Matrix
June 8, 2006	Local Officials Briefing	Review TES reports and obtain feedback on Alternatives Comparison Matrix
June 13, 2006	Agency Coordination Meeting	Review TES reports and obtain feedback on Alternatives Comparison Matrix status
October 19, 2006	Community Advisory Committee	Review Alternatives Comparison Matrix, Alternatives Analysis and present Preferred Alternative
October 19, 2006	Local Officials Briefing	Review Alternatives Comparison Matrix, Alternatives Analysis and present Preferred Alternative
October 24, 2006	Agency Coordination Meeting	Review Alternatives Comparison Matrix, Alternatives Analysis and present Preferred Alternative
February 15, 2007	Public Information Center	Present status of the project

Table 11.2-1: Summary of Stakeholder Group Meetings



Photograph 11.1-1: Typical Public Information Center

11.3.2 Purpose and Need Development

The purpose and need was developed through a comprehensive process that involved stakeholders at each level of project development, from technical design staff to community representatives, to members of the general public. These stakeholders were organized into committees that met regularly and at important milestones to foster working relationships with local leaders, and conduct the necessary public outreach to keep the affected communities apprised and involved in the project progress. The stakeholder committee meetings described below led to the development, evolution, and concurrence on the project's purpose and need.

11.3.2.1 Agency Coordination Meetings

November 14, 2002

The purpose of this meeting was to introduce the participants to the formal process of streamlining and NEPA documentation that will be necessary for approval of the proposed project and to discuss the project's purpose and need. Streamlining is intended as a method to reach a progressive consensus between all stakeholders in order to move ahead to the next step in the process. As part of streamlining, concurrence is sought from the participating agencies at each key milestone in the process to preclude revisiting issues later, unless significant new findings are identified. A summary of existing deficiencies in the project area and a draft purpose and need were presented by the project team for input by the participants.

December 17, 2002

The purpose of this meeting was to obtain concurrence on the purpose and need so the planning of the project could continue within the streamlining framework, to present the baseline environmental data, and to present the alternatives developed to date. Certain participants expressed reservations about signing the concurrence form, but all agreed that the purpose and need was acceptable. NJDOT presented a summary of the baseline environmental data collected to-date: land use, minority populations, noise, vegetation and wetlands, cultural resources, 4(f) and hazardous waste sites within the project area. The nine interchange alternatives developed to date were presented. A tunnel alternative was suggested; it was agreed that several alignments may have to be evaluated for this alternative.

February 3, 2003

This meeting was held to develop the Alternatives Screening Criteria. NJDOT explained that it had modified various alternatives and developed new alternatives, based on community and agency comments. NJDOT stated that it would ask for concurrence from the agencies on the alternatives recommended for further study, when developed. Some of the participants then expressed concerns regarding the separation of the I-295/I-76/Route 42 Direct Connection and the Missing Moves projects and the potential impacts the two projects might create. NJDOT stated that, from an engineering perspective, the two projects are separate. A Transportation Investment Study concluded that they should be constructed separately. NJDOT agreed to review the potential I-295/I-76/Route 42 Direct Connection project alternatives that include the area of the Missing Moves project to determine if a better alternative exists. The participants did not review the Alternatives Screening Criteria, as the discussion regarding the separation of the projects continued until the meeting ended.

March 26, 2003

The purpose of this meeting was to provide the participants with a history of the evolution of the I-295/I-76/Route 42 Direct Connection project. NJDOT provided a presentation illustrating the alternatives considered for this project since studies began in 1987. The presentation showed how the projects began as one and split into two, as they stand today. This presentation provided for discussion among the participants as to the separation of the projects and the purpose and need for the I-295/I-76/Route 42 Direct Connection project as it reads now. The participants were unable to reach a conclusion on this matter and it was agreed that a field visit might aid in this process.

May 13, 2003 and June 2, 2003

Concurrence on the purpose and need was achieved at the May 13, 2003 ACM, held in conjunction with a field visit to the project site. The major focus of the May 13, 2003 meeting was a design charette. The USACE confirmed their concurrence in a letter that was received and read at the June 2, 2003 ACM, which, like the May 13th meeting, was dedicated primarily to alternatives development and summarized in the Alternatives Development section (11.3.3).

11.3.2.2 Project Partnering Session

December 11 and 12, 2001

The purpose of this PPS was to initiate the agency scoping process, promote stakeholder coordination over the life of the project, receive input regarding the purpose and need of the project, and identify important issues among all participants. During the two-day process, participants toured the project area and exchanged ideas about project issues through in-depth group discussions and break-out groups.

11.3.2.3 Community Advisory Committee

August 20, 2002

This meeting introduced the I-295/I-76/Route 42 Direct Connection project, the project team, and explained the roles and responsibilities of the CAC. The project team stressed that CAC commitment and consistency is vital to an effective public outreach effort. The purpose and need was also discussed with the participants. Comments included:

- The process—reality of moving forward and the difference between this process and the one in the 1950s and 1960s that saw the original construction of the highways.
- The extent of the project and the relationship between the Missing Moves project and the I-295/I-76/Route 42 Direct Connection project.
- The anticipated impact on the community—management of condemnation, consideration of the cemetery, the potential for noise walls, and consideration of underground utilities.
- Alternatives—the necessity of the project and potential alternative small projects in lieu of reconstruction of the interchange, including express lanes or light rail.

November 21, 2002

This meeting addressed the nine initial project alternatives and discussed the rationale, impacts, and advantages of each. Members of the CAC reviewed the alternatives and made comments and recommendations for improvement. Participants also agreed upon the purpose and need for the project. During the question and answer session, committee members inquired about the speed of ramps versus the speed limit on the mainline, the costs of construction, noise and air pollution, wetlands impacts, right-of-way takings, and construction duration. The project team explained that the alternatives screening process and DEIS will examine many of their concerns in depth. Factors such as the cost and duration of construction, impact to residences and the cemetery, and the overall relative safety of each design, are criteria for evaluating the alternatives.

11.3.2.4 Public Information Center

April 24, 2002

This PIC initiated the public scoping process. Two presentations were given to introduce the project and engage the public in a dialogue regarding their experiences with the interchange. After the presentations, questions and comments from the public were welcomed. Comments received were incorporated into the development of the purpose and need. The topics of the comments and questions included the Missing Moves project, emergency call boxes, traffic volume, local road congestion, alternatives selection, noise, property compensation, funding, and interim roadway projects. As a scoping meeting, this PIC served to gather information that would be used to guide the further development of the project. The comments were documented in the minutes for the meeting, and shared with the ACM and Partnering Session participants so that the public's concerns were reflected in the final language of the purpose and need.

11.3.2.5 Other Meetings

February 8, 2002

This meeting was attended by NJDOT, Dewberry-Goodkind, Inc., USEPA, USACE, and FHWA. The purpose of the meeting was to review and discuss the NEPA streamlining process being employed for the DEIS. It was explained that while streamlining may not shorten the NEPA process, it assures that the points of concurrence achieved will not be revisited later in the process. Additionally, the Independent Utility Statement was reviewed and concurred with by FHWA.

October 9, 2002

This meeting was attended by NJDOT, NJDEP, USACE, Dresdner-Robin, and Dewberry-Goodkind, Inc. The purpose of this meeting was to discuss project issues, including purpose and need, Independent Utility, project schedule, wetland delineation methodology, and streamlining. It was determined that agency agreement on the Independent Utility and project limits was necessary and had not yet been achieved. There was discussion of the wetland delineation schedule and other applicable issues.

February 5, 2003

This meeting was held to introduce the project to the Transportation Committee of the Chamber of Commerce of Southern Jersey. Presentations were made by representatives of Dewberry-Goodkind, Inc., and NJDOT. It was explained that the Missing Moves project would remove some traffic from the interchange, but that the project is not focusing on congestion on I-295 near Route 130. The Committee generally approved of the local outreach being undertaken.

11.3.2.6 Inter-Agency Correspondence

The NOPA was submitted by NJDOT to various federal, state, and local agencies, along with numerous non-government agencies and individuals, in December 2001 (see Appendix A). Responses were received from NMFS, NJDEP-Office of Coastal Planning and Program Coordination (OCPPC), USFWS, Delaware River Basin Commission) (DRBC), USACE, NJTA, NJ Transit, and USEPA in December 2001 and January 2002.

A January 30, 2002 letter from the USCG requested NJDOT to notify the USCG of any changes in plans that could potentially impact navigable waters, specifically the Market Street Bridge.

NJDEP OCP sent a letter to NJDOT on December 9, 2002, stating that while they have no comments or objections to the project purpose and need at that time, they "reserve the right to request modifications to the document as the environmental review process for this project proceeds."

A letter sent by the USFWS to NJDOT on December 16, 2002, responded to Section 7 of the Endangered Species Act of 1973 and also the USFWS's response to the project purpose and need, streamlining, wetland impacts, environmental contamination, and further coordination. They also agreed to be part of the ACM.

On May 29, 2003, a letter was sent by USACE to NJDOT regarding the Independent Utility Statement and the purpose and need. The USACE concurred with FHWA's determination that the I-295/I-76/Route 42 Direct Connection project and the Missing Moves project have independent utility. They also concurred with the purpose and need of the I-295/I-76/Route 42 Direct Connection project.

11.3.3 Alternatives Development

The purpose and need for the I-295/I-76/Route 42 Direct Connection project identified critical deficiencies of the existing interchange: geometric and structural deficiencies, and operational deficiencies (level of service) that affect safety, increase congestion, and affect driver expectation when moving through the interchange. These formed the basis for the development of 26 project alternatives generated through a collaborative effort similar to the one that resulted in the development and endorsement of the purpose and need. The stakeholder committee meetings described below led to the development of the 26 conceptual alternatives.

11.3.3.1 Agency Coordination Meetings

May 13, 2003

The participants met at the Wyndham Hotel in Mount Laurel, New Jersey and took a bus tour through the I-295/I-76/Route 42 Direct Connection project area. Various environmental resources, existing substandard features and community resources were identified to the ACM participants. The bus stopped at the Browning Road overpass and Shining Star Park adjacent to Little Timber Creek so attendees could leave the bus for a more detailed view. During the tour, the project team manager described various points of concern and interest associated with the planning of the project. The group returned to the hotel where they viewed the current alternatives for the project and discussed the agency comments on the project to that point. Finally, a design charette was held where the participants were invited to participate in the design of alternatives for the project. Though no new alternatives were created, each team provided suggestions on possible refinements to the alternatives currently under consideration. Following the charette, the attendees discussed the purpose and need. There was a consensus among the attendees that the I-295/I-76/Route 42 Direct Connection project and the Missing Moves project would have Independent Utility Statements and may proceed as individual projects.

June 2, 2003

The participants confirmed the purpose and need, as well as the Independent Utility Statement of the I-295/I-76/Route 42 Direct Connection and Missing Moves projects, and discussed in detail the screening criteria and the Alternatives Comparison Matrix. Participants concurred that each alternative would be analyzed using the following criteria: construction costs, right-of-way requirements, wetlands criteria, noise impacts, socioeconomics, and historic resources. Following the discussion about the wetlands criteria, a "Wetlands Working Group" was formed to discuss the wetland delineation process.

11.3.3.2 Project Partnering Session

June 18, 2003

This meeting addressed the tentative schedule for the DEIS and then broke into groups for a brainstorming session to address possible issues facing the project. The brainstorming session involved both design and policy/procedural recommendations, as participants considered how to achieve the best results with the least impacts to the community. In some instances, such as the avoidance of impacts to the wetlands, specific design suggestions were made, although no specific new alternative was developed. In other instances, such as bolstering public support and resolving conflicts with special interest groups, policy and procedural recommendations were offered by the participants. A general discussion followed the brainstorming session, wherein participants asked a variety of questions that mirrored those asked by the CAC, including hours of construction, coordination with the Missing Moves project, impacts to the New St. Mary's Cemetery, and compensation for taking of residential structures. At this stage in the project, the agency representatives were able to answer many of the questions raised. Those that could not be answered were documented in the minutes, to be taken into consideration during subsequent project activities.

11.3.3.3 Community Advisory Committee

January 7, 2003

The project team updated the committee on the ACM progress, and presented additional alternatives that had been created since the November CAC meeting. Among the new alternatives was a revised alignment for Alternative A (a recommendation that came from the CAC at the November meeting) and a tunnel alternative. The project team also presented a right-of-way impacts chart illustrating residential, institutional, commercial, and recreational impacts. Additionally, a wetlands impact chart illustrating potential impacts to both freshwater and tidal wetlands was presented. Committee members reported that many had presented the alternatives to their respective groups. None objected to the alternatives under consideration as of the November CAC meeting. The committee and project team also discussed the planning for a PIC in the spring. The committee felt that a strong attendance was important and offered suggestions for advertising the PIC through newspaper advertisements, church bulletins, notices distributed to school children, and cable television announcements.

11.3.3.4 Public Information Center

July 24, 2003

The purpose of this PIC was to present the alternatives developed to date and solicit feedback on their design. The PIC was attended by more than 250 members of the general public and five elected officials. The day was divided into two information sessions—one at 4 pm and a second at 7 pm. Each session began with formal presentations regarding the alternatives and the screening criteria that would be used to evaluate them. Each session concluded with an informal question and answer period. During both sessions, attendees were invited to review boards and handouts and offer suggestions on potential roadway improvements. Comments from the public generally fell into the following categories:

- Traffic and congestion—the concern that the project may worsen local conditions for residents while improving conditions for commuters.
- Roadway issues—safety improvements and the potential for a signing-only alternative to construction.

- Alternatives—number, scope, and affected residents and business owners for each, the viability of tunnel or overpass, and potential for commuter or freight rail.
- Property issues—the needs of Bellmawr Park and fixed-income residents of Bellmawr Park Mutual Housing Corporation and the management of historic resources and the cemetery.
- Construction—duration, sound wall construction, and local traffic management.

Participants were encouraged to mark up the maps of the alternatives to illustrate particular design ideas that may address their quality of life concerns expressed in the question and answer session. All PIC attendees that signed in were added to the project mailing list to receive project information and meeting notices.

11.3.3.5 Other Meetings

June 27, 2003

A small meeting attended by the NJDEP-Land Use Regulation Program, USACE, and Dewberry-Goodkind, Inc., was held to discuss the wetland delineation methodologies of the USACE and NJDEP, along with the proposed schedule and necessary coordination. Coordination regarding the multiple wetland delineation methods was discussed, as well as the 1987 Manual USACE utilizes, and the 1989 Interagency Manual NJDEP utilizes. Stormwater regulations and wetland map specifics were also discussed.

11.3.3.6 Inter-Agency Correspondence

Part of the Alternatives Analysis process involved initializing communication with the agencies that would participate in the project review process. A set of letters were sent by FHWA on October 22, 2002 inviting EPA, NJDEP DPF, NJDEP OCPPC, NMFS, and USFWS to participate. The USFWS responded to the invitation in a December 27, 2002 letter thanking FHWA for the opportunity to comment and recommending a Section 7 Review. On January 31, 2003, USACE accepted the invitation to be a cooperating agency in the preparation of the I-295/I-76/Route 42 Direct Connection EIS.

The USFWS conducted an informal Section 7 Review and in a March 21, 2003 letter stated that "no federally listed or proposed threatened or endangered flora or fauna under Service jurisdiction are known to occur within the vicinity of the proposed project site."

11.3.4 Alternatives Screening

The following meeting summaries describe the continuing efforts of partner groups whose work began in the development of the purpose and need and carried through to the development of alternatives. The meetings described below were conducted during the alternatives screening process and resulted in the selection of the five build alternatives recommended for further study.

11.3.4.1 Agency Coordination Meetings

October 15, 2003

The purpose of the meeting was to review the various alternatives and the initial Alternatives Screening Matrix and to obtain consensus from the agencies regarding the alternatives to be advanced for full assessment in the DEIS. The meeting participants were divided into two groups to independently review the Alternatives Comparison Matrix and decide which alternatives to advance for further study. After deliberating, the participants agreed to recommend advancing Alternatives D, D1, G2, H1, and K. The project team and NJDOT Core Group had previously decided on the same alternatives with the exception of G2 and H1, which the project team had dropped based on visual impacts, maintenance, and constructability.

July 15, 2004

The Wetlands Working Group, a subgroup of the ACM, convened to review the LOI/JD application, and stormwater quantity and quality treatment options and requirements. It was reported that the LOI/JD application had been submitted and potential wetland mitigation areas had been inspected for the Missing Moves project. It was suggested that one of those areas might be appropriate for the project. Groundwater recharge was also discussed and it was generally decided that recharge requirements were not pertinent to a large portion of the site. Fluvial and tidal flood plains were reviewed and it was suggested that the 100-year flood be treated as a fluvial situation. Stormwater options were discussed for different alternatives. Concerns regarding the high water table, soil contamination, and water freezing in storm drain pipes were raised.

11.3.4.2 Project Partnering Session

January 7, 2004

The PPS convened to review the alternatives and the initial Alternatives Screening Matrix. The goal was to obtain consensus from the participants on the alternatives to be advanced for further study. The meeting began with a summary of the project's progress and then moved on to a discussion of the alternatives screening process. Alternatives D, G2, and K were selected by the project team. Alternatives D and K were selected by the NJDOT Core Group. Alternatives D, D1, G2, H1, and K, were selected by the agencies, and the CAC had selected Alternatives D and K. The participants then broke into three groups to review the various alternatives and make their own recommendations regarding the alternatives to be advanced for further study. The groups' consensus following the brainstorming session was that Alternatives D, D1, G2, and K should be advanced through the DEIS process for the following reasons:

- Alternative D—removes Al Jo's Curve, allows for mixed use of land, minimal impact on community and surrounding property, moderate construction costs.
- Alternative D1—provides an increased weave distance, less visual impacts than the ramp alternative (D).
- Alternative G2—high potential for environmental remediation and minimal environmental impact, minimal community and right-of-way impacts, eliminates Al Jo's Curve.
- Alternative K—moderate impacts to community and environment.

A general discussion followed the brainstorming session. Participants inquired whether the state and federal representatives would contribute the additional funding necessary to construct the tunnel alternative. Representatives from FHWA said that they would fund the higher cost if it showed appropriate benefits.

11.3.4.3 Community Advisory Committee

November 25, 2003

The CAC convened to recommend alternatives to be studied further in the DEIS process. The alternatives selection and criteria used in the screening process were reviewed. The group then provided feedback on the alternatives to dismiss and those to recommend for further study. The group agreed that overall, Alternative K offered the lowest noise and visual impacts. The group agreed that Alternatives D and K should be recommended and presented at the PPS meeting and advanced for further study for the following reasons:

- Alternative D—eliminates Al Jo's Curve; and
- Alternative K—has the least impacts of all other alternatives.

Five representatives were nominated to participate in the PPS on January 7, 2004.

March 23, 2004

The CAC convened to discuss alternatives advanced for further study and to review the roles and responsibilities of the technical professionals and project team members. The group was informed that balloon tests would be performed for the alternatives that would significantly raise the roadway over present heights. The results of these tests would be used by the team in concert with NJHPO to determine the APE. The need for network development to inform the public of activities was discussed. Suggestions were made on how best to inform the public of ongoing activities regarding the project and it was agreed that information, including the alternatives advanced for further study, should be placed on boards in public places with a contact/information sheet delineating ongoing activities. In addition, it was explained that each alternative and the status of the project entering into the TES report phase would be presented in the next newsletter. It was also suggested that residents of neighborhoods in areas to be specifically affected by noise associated with alternatives advanced for further study should be informed to that end.

November 10, 2004

The CAC convened to discuss the environmental process and potential impacts to both the natural and built environment and to explain the various disciplines (wetlands, floodplains, archaeological and historic architectural resources, noise, and visual) that will be investigated. Other highway projects in the area were reviewed, as well as the next steps in the I-295/I-76/Route 42 Direct Connection project. A computerized traffic simulation was presented comparing existing and projected traffic patterns. Balloon test photographs were also presented to the CAC. It was explained that the environmental impacts would be presented to the group when all the disciplines were prepared. It was suggested that immediate traffic signage be posted to alleviate an existing high accident area.

11.3.4.4 Public Information Center

January 28, 2004

This PIC presented a forum where citizens could provide input into the Alternatives Screening Process. The list of alternatives to be advanced for further study in the DEIS process was finalized upon receipt of comments from the PIC participants. Formal presentations included a discussion of project milestones, definition of the purpose and need, and a review of the screening process resulting in alternatives recommended for further study and those dismissed from further study by all groups that participated in the process. Comments and questions were solicited from the audience. The topics of the comments received generally fell into the following categories:

- personal disruption, specifically how many and which homes will be lost;
- property value issues, particularly any increase or decrease in resale value and the reimbursement process;
- community disruption (traffic) during construction;
- impacts on businesses and residences; and
- questions about CAC members and how to contact them.

November 30, 2004

The purpose of this PIC was to give the public an opportunity to view the different aspects of the ongoing study in an open house situation. Areas were set up to illustrate the project with stations manned by project team members for presenting the five alternatives recommended for further study. Areas were also set up for computer traffic simulations, balloon test information, wetlands/floodplains, and the archaeological study. Additionally, boards displaying projects other than the I-295/I-76/Route 42 Direct Connection project were displayed.

11.3.4.5 Inter-Agency Correspondence

On January 27, 2004, a letter was sent from NJDOT to the PPS participants thanking them for their participation in the January 7, 2004 Partnering Session. Another letter was sent by the NJDOT on March 12, 2004 to the participants of the ACM thanking them for their participation in the alternatives screening process and requesting concurrence with the five alternatives recommended for advancement.

A letter was sent by the DRPA on May 3, 2004 reminding NJDOT of the discussed issue of PATCO right-of-way allowance.

A letter was sent by FHWA on June 30, 2005 requesting guidance from the EPA regarding the preparation of a water quality assessment.

11.3.5 TES Development

As the TES reports were developed, partner groups were kept up-to-date on TES report progress through the meetings described below.

11.3.5.1 Agency Coordination Meetings

June 7, 2005

The purpose of this meeting was to discuss the status of the TES reports and their analysis of the five alternatives advanced for further study. It was noted that the alignments had been refined to reduce impacts to the Bellmawr Park Mutual Housing Corporation and the Bellmawr Baseball League Fields and to reduce wetland impacts along Little Timber Creek. The attendees were informed of the meetings previously held with the impacted property owners (including representatives of New St. Mary's Cemetery, Annunciation B.V.M. Church, Bellmawr Park Mutual Housing Corporation, Bellmawr Park Board of Education and Bellmawr Baseball League) during which the right-of-way advance acquisition process was discussed. It was stated by one of the attendees that advance acquisition would require the use of state funds. Noise and air impacts, as well as wetland mitigation options, were also discussed. A thorough review of the TES reports was presented. A question arose regarding conflicts with potential PATCO plans for a rail line and it was reported that none of the alternatives advanced for further study would preclude anything that PATCO may want to do in the future, and also that the proposed project is years ahead of any PATCO plans for this area.

11.3.5.2 Community Advisory Committee

June 9, 2005

The purpose of this CAC meeting was to present a detailed review of the five alternatives advanced for further study and to provide the group with an explanatory narrative for each TES report discipline (*Noise; Air Quality; Socioeconomic, Land Use, and Environmental Justice; Natural Ecosystems; Phase I/II Archaeological Investigation; Historic Architectural Resources;* and *Hazardous Waste Screening*). A timeline was reviewed for remaining meetings and activities through the FEIS. Details regarding the five alternatives were then discussed, including Al Jo's Curve, noise walls, and the fact that all five alternatives will be maintained through the end of the review when the Preferred Alternative will be chosen.

11.3.5.3 Public Information Center

June 13, 2005

The purpose of this PIC was to give the public an opportunity to view the different aspects of the ongoing study in an open house situation. Areas were set up to illustrate the project with stations manned by project team members for presenting the five alternatives advanced for further study. Areas were also set up to show wetland impacts, impacts to Browning Road, Creek Road, and Bell Road, right-of-way impacts, photo simulations, cultural resources, and noise impacts.

11.3.5.4 Inter-Agency Correspondence

In support of the *Natural Ecosystems TES*, letters were received concerning threatened and endangered species. The NMFS (May 27, 2005, revised July 15, 2005), USFWS (October 9, 2003), and NJDEP (September 11, 2003) all indicated that there were no threatened and endangered species listed as being present in the project area with the exception of an occasional transient bald eagle. NJDEP responded to the LOI request agreeing with the wetland delineations on February 9, 2005. Attachments to the USACE letter sent on February 15, 2005 depicted the extent of federal jurisdiction in the project area (Jurisdictional Determination).

In support of the *Historic Architectural Resources TES*, letters were received from NJHPO regarding the review and balloon test. In a letter dated July 6, 2005, NJHPO issued an opinion of eligibility for the Bellmawr Park Mutual Housing Historic District. NJHPO commented that the potential effects "to the historic district will be reviewed once a Preferred Alternative is selected."

11.3.6 Alternatives Analysis

The following meeting summaries describe the final stages of the Alternatives Analysis process and the recommendation of a Preferred Alternative.

11.3.6.1 Community Advisory Committee

June 8, 2006

The purpose of this meeting was to review the completed TES reports and explain the Alternatives Analysis process leading to the DEIS. Details were given regarding the Summary of TES Findings, Impacts, and Benefits Table and the Alternatives Comparison Matrix. Comments regarding the Alternatives Comparison Matrix criteria were reviewed by the group. Concerns voiced included splitting the contract for bidding, noise walls, and the potential for the presence of a red-headed woodpecker, a threatened and endangered species.

October 19, 2006

The purpose of this meeting was to present the CAC with the Preferred Alternative recommended by NJDOT. The Alternatives Analysis process was explained along with the Impact Criteria, Engineering Summary, Summary of TES Findings, Impacts, and Benefits Table, and the Alternatives Comparison Matrix. Alternative D was presented as the Preferred Alternative. Several comments were made inquiring about specifics, such as traffic during construction, noise, and visual impacts. The next steps of funding for the DEIS and its preparation, preparing the Conceptual Section 404 USACE Permit, and Section 4(f) documentation were then explained. The general consensus of the CAC members was that they were satisfied with the screening out of Alternatives G2, H1, and D1. The CAC indicated that they needed additional information on traffic, visual, and noise impacts prior to supporting either Alternative D or K. Subsequent to the meeting, additional information was provided and feedback indicated that the CAC is in support of Alternative D. A letter was sent by NJDOT on December 13, 2006 to the CAC participants thanking them for their participation in the alternatives analysis process and requesting their concurrence or comments in writing regarding recommending Alternative D as the Preferred Alternative.

11.3.6.2 Agency Coordination Meetings

June 13, 2006

The purpose of this meeting was to review the project status, discuss the Alternatives Analysis process and evaluate the criteria to be developed and the metrics to be used on the Alternatives Comparison Matrix to be sure that all relevant criteria have been included. Topics reviewed in the progress of the project since the last meeting included the completion of the TES reports that had been reviewed by NJDOT. Five of the seven studies were under review by FHWA. The DEIS will summarize the results of each TES report, leading to the recommendation of a Preferred Alternative. Two tables were presented and reviewed summarizing the TES findings and a draft Alternatives Comparison Matrix. The criteria for the Alternatives

Comparison Matrix were discussed and it was noted that if the impacts were similar for each of the alternatives including the No Build Alternative, they were not included in the Alternatives Comparison Matrix, as they did not distinguish one alternative from another. Another meeting was scheduled in the fall of 2006 to discuss the ratings proposed by the project team for all criteria used in the Alternatives Comparison Matrix and to discuss the recommendation of a Preferred Alternative. A detailed review of the TES results for the seven environmental disciplines studied was presented. The ACM members agreed that there is no "formula" for the Alternatives Comparison Matrix; the Preferred Alternative will be selected following a similar qualitative, informed decision-making process as was used in the initial Alternatives Screening phase. The team's goal was to have a Preferred Alternative by the end of 2006.

October 24, 2006

The purpose of this meeting was to discuss the Alternatives Analysis process and achieve a consensus on a Preferred Alternative. The Alternatives Comparison Matrix, Impact Criteria, and Summary of Engineering Criteria tables were reviewed. The Summary of TES Findings, Impacts, and Benefits Table was reviewed and concerns voiced included stormwater and wetland shading issues. The Environmental Impact Plans were then reviewed and there was one concern regarding critical wildlife impacts. The Alternatives Comparison Matrix was reviewed in detail and it was emphasized that the numbers came directly from the TES report. It was explained that G2 and H1 had significant visual and noise impacts along with high cost and a high ecological impact. D1 did not score as well as D in a direct comparison. Alternatives D and K were compared and D was considered the Preferred Alternative primarily due to security issues, maintenance and operations, and its lower cost and shorter build time. The remaining steps of funding and preparing the DEIS, preparing the Conceptual Section 404 USACE Permit and the Section 4(f) documentation were then reviewed. The group agreed that there was consensus for recommending Alternative D as the Preferred Alternative.

11.3.6.3 Public Information Center

February 15, 2007

The purpose of this PIC was to present the TES findings, as well as the Alternatives Analysis process, in an open house setting and to solicit public comments to the Preferred Alternative. Presentation stations included the Project Purpose and Project Milestones (Flow Chart); 200 Scale Plans depicting the five alternatives (D, D1, G2, H1, and K) as well as their respective environmental impacts; a PowerPoint presentation of noise wall photo simulations; the Alternatives Analysis Process including the Summary of TES Findings/Summary of Engineering Criteria, Alternatives Comparison Matrix, Alternatives Analysis and a Concurrence Board; Alternative D, the Initially Preferred Alternative, was presented on 50 Scale Plans followed by the proposed noise wall locations and design process; the Section 106 Historic Preservation flow chart; and the Project Schedule. Discussion between the public and project representatives included noise wall placement and impacts, specific property impacts and acquisition, and project schedule.

11.3.6.4 Inter-Agency Correspondence

A letter was sent from NJHPO on August 16, 2006, regarding the opinion of eligibility added in the July 6, 2005 letter. It is the opinion of NJHPO that "the proposed project will have a direct effect on the Bellmawr Park Mutual Housing District" and that Alternative K represents the least overall impact. Additionally, NJHPO stated that they "would like to commend the staff of A.D. Marble and NJDOT, and especially recognize Dewberry-Goodkind, Inc. for their dedication to the NEPA process. [NJHPO] staff have been very impressed with the transparent and honest dialog that has occurred. The sheer project scope, with a half a billion-dollar project cost, has made it essential that the regulatory review community work collaboratively."

On March 30, 2007, NJHPO sent a concurrence letter to NJDOT in response to the NJDOT January 10, 2007 letter regarding agencies that should be invited to participate in the alternatives analysis process as consulting parties. On January 16, 2007, letters were sent to the consulting parties transmitting a copy of the *Archaeological Resources TES* and *Historic Architectural Resources TES* as well as the August 16, 2006 letter from NJHPO. On May 15, 2007, another letter was sent by NJDOT to the consulting parties again inviting the parties to participate in the project review process.

11.3.7 Individual Stakeholder Meetings

Many meetings were held in small groups with individual stakeholders to discuss the project impacts and stakeholder concerns. A chronological summary of individual stakeholder meetings is provided in **Table 11.3-1**.

Individual meetings were held with four stakeholder groups in order to present the proposed project and how it would impact their property(s). A meeting was held with local businesses on January 21, 2004, to discuss the potential impact of the project on their businesses. Two meetings were held with the Bellmawr Board of Education on May 23, 2005, and July 31, 2007, to discuss the relocation of their baseball field located at the Bellmawr Park Elementary School. A meeting with Annunciation B.V.M. Church was held on May 23, 2005, to discuss potential projects on their Browning Road property. A meeting with Mount Ephraim Senior Housing was held on August 17, 2005 to discuss potential project impacts (particularly noise) on their four-story building. Relevant correspondence and meeting minutes and for these meetings are listed in chronological order in Appendices B and D, respectively.

11.3.7.1 Bellmawr Park Mutual Housing Corporation (BPMHC)

Four meetings were held with representatives of the BPMHC. These meetings were attended by both board members and potentially impacted residents. The project was presented with emphasis on how the BPMHC will be affected. Potentially impacted residents had the opportunity to voice concerns and learn about relocation options and how residents would be compensated. These meetings were held on December 2, 2003, February 23, 2005, May 10, 2005, June 6, 2005, and September 4, 2007.

DATE	INDIVIDUAL STAKEHOLDER
June 25, 2003	DRPA
June 26, 2003	DVRPC
December 2, 2003	BPMHC
January 21, 2004	Local Businesses
February 20, 2004	Diocese of Camden
February 20, 2004	VFW
March 31, 2004	DRPA/PATCO
May 4, 2004	Bellmawr Baseball, Inc.
July 14, 2004	DVRPC/Borough of Bellmawr
November 9, 2004	Diocese of Camden
February 23, 2005	BPMHC
March 23, 2005	Diocese of Camden
May 10, 2005	BPMHC
May 23, 2005	Annunciation B.V.M. Church
May 23, 2005	Bellmawr Baseball, Inc.
May 23, 2005	Bellmawr Board of Education
June 6, 2005	BPMHC
August 17, 2005	Diocese of Camden
August 17, 2005	Mount Ephraim Senior Housing
November 7, 2005	Diocese of Camden
June 6, 2007	Section 106 Consulting Party Meeting
July 31, 2007	Bellmawr Board of Education
September 4, 2007	BPMHC

Table 11.3-1: Individual Stakeholder Meetings

11.3.7.2 Diocese of Camden

Five meetings were held with representatives of the Diocese of Camden, the owners of New St. Mary's Cemetery. In the initial meeting, the project was presented with emphasis on how the Diocese will be impacted. In later meetings, there was considerable discussion regarding the right-of-way requirements and cemetery impacts. These meetings were held on February 20, 2004, November 9, 2004, March 23, 2005, August 17, 2005, and November 7, 2005.

11.3.7.3 Delaware River Port Authority (DRPA)

Two meetings were held with representatives of the DRPA. In these meetings the project was presented and representatives had the opportunity to voice concerns. There was discussion regarding the potential for the project to accommodate the possibility of a transit system without significant reconstruction of the interchange. The proposed project has been designed so as to not preclude the construction of light rail. These meetings were held on June 25, 2003 and March 31, 2004.

11.3.7.4 Delaware Valley Regional Planning Commission (DVRPC)

Two meetings were held with representatives of the DVRPC. In these meetings the project was presented and representatives had the opportunity to voice concerns. Additionally, construction options for local roads during construction were discussed. These meetings were held on June 26, 2003 and July 14, 2004.

11.3.7.5 Bellmawr Baseball, Inc.

Two meetings were held with representatives of Bellmawr Baseball, Inc. to present the project as it pertains to their property, located on Essex Avenue adjacent to the highway south of the Bellmawr Park Elementary School. In these meetings the project was presented and representatives had the opportunity to voice concerns and have questions answered. Field drainage was a particular concern and potential solutions were discussed. These meetings were held on May 4, 2004 and May 23, 2005.

11.3.7.6 Veterans of Foreign Wars (VFW)

One meeting was held with representatives of the VFW Crescent Park Post 9563, located on Essex Avenue adjacent to the existing highway. The VFW property will experience temporary easement impacts during construction, but will not be subject to permanent right-of-way acquisitions. This meeting was held to discuss options for project designs and the status of threatened and endangered species. This meeting was held on February 20, 2004.

11.3.7.7 Section 106 Consulting Parties

Pursuant to Section 106 of the National Historic Preservation Act of 1966, as amended (36 CFR Part 800), consulting parties were identified and invited to participate as such in the Section 106 process. Two meetings were held with consulting parties in order to discuss impacts to historic properties located within the project study area. The first consulting party meeting was held on June 6, 2007. A meeting was held with the BPMHC Board on September 4, 2007, to discuss how the Bellmawr Park Mutual Housing Historic District may be impacted by the proposed project.

11.4 PROJECT NEWSLETTERS

Project newsletters have been a very powerful means to convey information to a broad audience about the project. This medium is particularly useful with a project that has users from a variety of locations and distances. It is an excellent medium to brand the project with name and identity, as well as making a regular, consistent connection with the communities and the traveling public. Newsletters have been published to coincide with the progress of the technical work, alternatives selection, and public meetings. The primary goal has been to convey technical information in clear and concise terms. Newsletters have been mailed to all the addressees on the project mailing list, which is updated regularly for accuracy. Five newsletters have been distributed at the time of this report and copies can be found in Appendix E.

11.5 PROJECT WEBSITE

Use of the Internet for disseminating information has become commonplace. It is an efficient and cost effective method of sharing information. Furthermore, it provides an opportunity for branding the project name, thereby giving it an identity and distinguishing it from other projects in the area. The project website is housed on the NJDOT server at *http://www.state.nj.us/transportation/works/studies/rt295* and includes information on project need, meetings, newsletters, project graphics, the Alternative Analysis process, the Alternatives Comparison Matrix, contact information for key project representatives, opportunities to provide input, and other features, including a summary of frequently asked questions. The website is updated as required to provide the public with current information. Links to the I-295/I-76/Route 42 Direct Connection website have been placed on several stakeholder websites, including the DRPA, DVRPC, and NJTA. The content of the website as of April 13, 2007 has been included in Appendix F.

11.6 PUBLIC CORRESPONDENCE

Input from the public was received from more than five counties throughout the scoping, development and NEPA process. A total of 294 pieces of correspondence were received. These generally came through the website comment submittal page and PIC questionnaires, though some direct e-mails and written letters have been received. A correspondence log has been maintained archiving all inquiries and responses along with some basic information about each inquiry. As shown in **Figure 11.6-1**, 81% of the correspondence came from Camden County with 57% of these from Bellmawr.

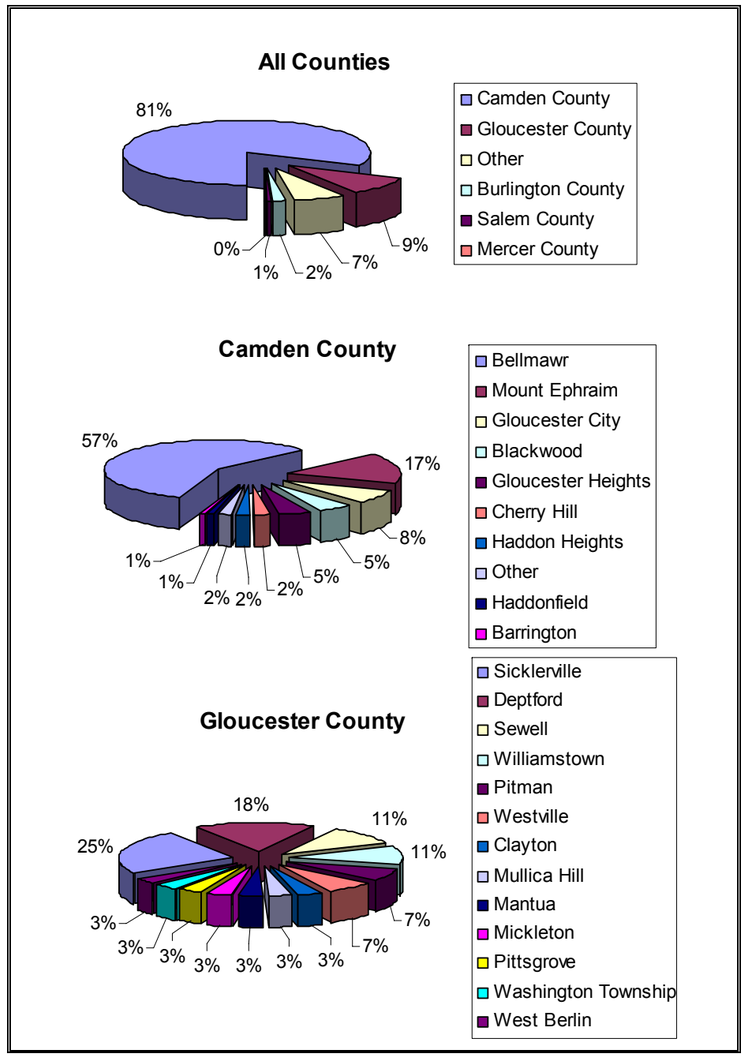


Figure 11.6-1: Correspondence Origins

All correspondence received appropriate responses, including answers to the questions posed and an explanation of the project's facet in question. Often one piece of correspondence would have more than one comment or question within it. A total of 166 requests to be added to the mailing list was received. A total of 99 comments was received regarding existing conditions which generally illustrated traffic problems and high noise volumes. A total of 82 comments was received regarding the proposed improvements which generally dealt with the potential for home loss and concern over community degradation.

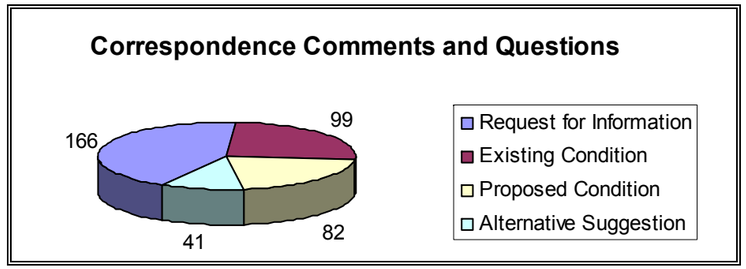


Figure 11.6-2: Correspondence Comments and Questions

As shown on **Figure 11.6-2**, a total of 41 suggestions for alternatives was received. All suggestions regarding alternatives were reviewed and compared to the already developed alternatives. As shown on **Figure 11.6-3**, 40% of the alternatives suggested were alternatives that had been already developed and satisfied the purpose and need of the project. These suggestions are all accommodated by the Preferred Alternative. Of the ideas submitted, 29% of them pertained to the proposed Missing Moves project adjacent to the I-295/I-76/Route 42 Direct Connection project. Suggestions that either did not meet the purpose and need or were part of an alternative already developed that had been dismissed made up 31% of the suggestion submittals.

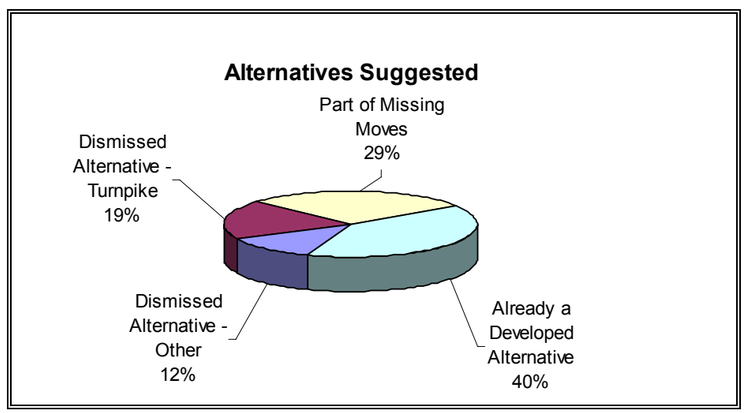
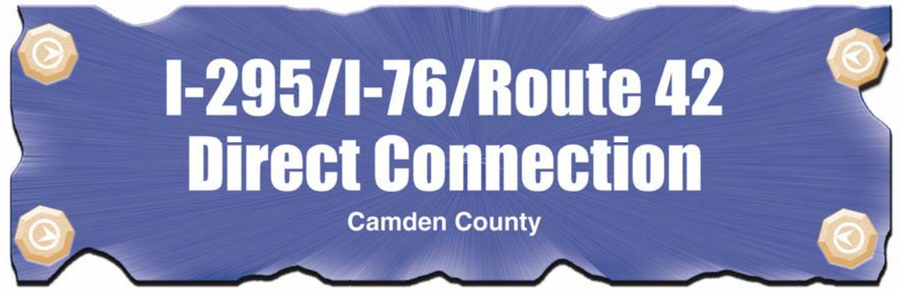


Figure 11.6-3: Alternatives Suggested



CHAPTER 12:
GLOSSARY AND ABBREVIATIONS

"A" Weighted Sound Level – A method of representing the human ear's interpretations of the loudness of an equal sound level throughout the audible frequency range. The scale is usually expressed in units "dBA" and normally referenced to the loudness at 1 kHz.

AASHTO (American Association of State Highway Transportation Officials) – An advocate for multimodal and intermodal transportation, this group serves the USDOT, Congress, and member departments by providing leadership, technical services, information, and advice, as well as by contributing a national policy on transportation issues.

ACBM (Asbestos-Containing Building Material) – ACBM can be found within piping insulation, ceiling and floor tiles, wallboard, roofing and siding materials, and mastic.

ACHP (Advisory Council on Historic Preservation) – An independent federal agency that promotes the preservation, enhancement, and productive uses of the nation's historic resources, and advises the President and Congress on national historic preservation policy.

ACM (Agency Coordination Meeting) – Regularly scheduled project review meetings attended by representatives from state and federal resource and regulatory agencies, FHWA and NJDOT. The ACM goal is to foster effective agency communications during the development of projects so that environmental issues are identified, clearly understood, and properly addressed early in the process.

Acoustic Reflection – The process by which the general direction of sound waves is reversed by barriers.

ADT (Average Daily Traffic) – The total traffic volume during a given time period (in whole days, greater than one day and less than one year) divided by the number of days in that time period.

Adverse Effect – An adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association.

Air Pollution – The undesirable addition to the atmosphere of substances (gases, liquids, and solid particles) that are either foreign to the atmosphere or in quantities exceeding their natural concentrations.

Air Quality – The composition of air with respect to quantities of pollutants frequently used in connection with "standards" of maximum acceptable pollutant concentrations.

Alternative – One of a number of specific transportation improvement proposals, alignments, options, design choices, etc. Following detailed analysis, one improvement alternative—the Preferred Alternative—would be chosen for implementation.

Alternatives Analysis – Systematic and multidisciplinary process to compare alternatives. In the preliminary alternatives analysis, the objective is to reduce the number of alternatives so they may be studied in more detail. After conducting substantial and detailed engineering and environmental studies, a more refined comparison (analysis) can be made to select the best alternative based on agreed-upon criteria.

AM – Ante Meridiem.

AMNET – Ambient Biomonitoring Network.

AOC (Area of Concern) – Potential areas of soil or groundwater contamination, lead-based paint, or asbestos containing material.

APE (Area of Potential Effect) – The geographic area within which the proposed project may directly or indirectly cause changes in the character or use of National Register-listed or eligible properties, if any such properties exist.

Aquifer – A water-bearing unit of permeable rock, sand, or gravel that yields quantities of water to springs or can be extracted through wells.

AST (Above-ground Storage Tank) – One or a combination of storage tanks with capacity in excess of 250 gallons, in which 90% or more of this volume is stored above the ground surface.

Average Travel Speed – The summation of distances traveled by all vehicles or a specified class of vehicles over a given section of highway during a specified period of time, divided by the summation of overall travel lanes.

Background Level – The concentration of a pollutant that would exist in the absence of the particular source under study.

bgs – below ground surface.

Building Attenuation – The reduction in the energy of a sound field resulting from its passage through a building's structural elements.

CAA – Clean Air Act of 1970.

CAAA – Clean Air Act Amendments of 1990.

CAC (Community Advisory Committee) – A group of residents, community leaders, and public officials that meets regularly to represent community interests and contribute valuable information about the location, design, and implementation of proposed transportation improvements.

CAL3QHC – The USEPA-approved air dispersion model for predicting carbon monoxide levels near highways and arterial streets.

Capacity – Maximum rate of traffic flow expected to pass a certain point, usually expressed in vehicles per hour.

Car – Vehicle having two axles and four tires and designated primarily for transportation of nine or fewer passengers.

CEQ (Council on Environmental Quality) – The agency responsible for the development of national environmental policy and the oversight of federal agencies implementing NEPA.

CFR (Code of Federal Regulations) – The codification of the general and permanent rules published in the Federal Register by the executive departments and agencies of the Federal Government.

cfs – cubic feet per second.

CO (Carbon Monoxide) – A colorless gas, odorless under atmospheric conditions, having molecular form CO.

Community Cohesion – The ability of a community to function and thrive as a unit. Factors contributing to cohesion include social spaces (i.e., opportunities for social interaction), community facilities, ease of movement, clean environment, civic and religious organizations, aesthetics, public health, and safety and economic opportunities.

Commuter Bus – Vehicle having two or three axles and designated for transportation of nine or more passengers.

Corridor – A band of determined width in which alternatives are located and studied.

Cultural Resources – Building, site, structure, object, or district evaluated as having historic or prehistoric significance.

Cumulative Impact – The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (federal or non-federal) or person undertakes such other actions.

CWA (Civil Works Administration) – This administration was established during the Great Depression to create jobs for millions of the unemployed.

dB (Decibel) – A unit of measure of sound pressure level used to describe the loudness of sound.

$dB = 10 \log (P/P_o)2$

Where: $P_o = 0.00002$ microbar

P = root mean square sound pressure

(0.00002 microbar is the threshold of hearing for a normal, healthy human ear)

dBA – Unit commonly used to define the human ear's interpretation of the loudness of an equal sound level throughout the audible range.

de minimis impact – For the purposes of Section 4(f), a *de minimis* impact is a minimal impact to a Section 4(f) resource that is not considered to be adverse.

DEIS – Draft Environmental Impact Statement.

Dendritic – A drainage pattern that resembles the branches of a tree.

Design Year – The future year for which a roadway facility is designed, normally 20 years in the future, to be used as a base for projections on a proposed project.

Developed Land – Those tracts of land, or portions thereof, which contain improvements or activities devoted to frequent human use or habitation.

DHV (Design Hourly Volume) – The 30th highest hourly volume of vehicles of all hourly volumes recorded for a section of roadway over a one-year period.

Disability – According to the U.S. Census, any of the following long-lasting conditions: (a) blindness, deafness, or a severe vision or hearing impairment (sensory disability) and (b) a condition that substantially limits one or more basic physical activities, such as walking, climbing stairs, reaching, lifting, or carrying (physical disability). The DVRPC only uses data from physically disabled populations to determine areas of community concern.

DO – Dissolved Oxygen.

DRBC (Delaware River Basin Commission) – Agency responsible for water quality protection, watershed planning and conservation, water supply allocation, regulatory review, drought management, flood control, and recreation in the Delaware River Watershed. It was formed in 1961 by compact with the four basin states (Pennsylvania, New Jersey, New York, and Delaware) and the federal government.

DRN (Delaware Riverkeeper Network) – A nonprofit membership organization responsible for environmental advocacy, volunteer monitoring programs, stream restoration projects, and public education throughout the entire Delaware River Watershed including portions of Pennsylvania, New Jersey, New York, and Delaware.

DRPA (Delaware River Port Authority) – Agency responsible for regional transportation and economic development in southeastern Pennsylvania and southern New Jersey. DRPA owns and operates several transportation entities including: major bridges, PATCO Speedline, RiverLink Ferry, the Philadelphia Cruise Terminal at Pier 1, and the AmeriPort Intermodal Rail Center.

DVRPC (Delaware Valley Regional Planning Commission) – Works with member governments (city, county, and state representatives) and others to foster regional cooperation in a nine-county, two-state area regarding transportation, land use, environmental protection and economic development through planning analyses, data collection, and mapping services.

EFH (Essential Fish Habitat) – Those waters and substrate necessary for fish spawning, breeding, feeding, or growth to maturity.

e.g. – For example.

EIS (Environmental Impact Statement) – Detailed statements required under NEPA that federal agencies are required to prepare to assess the environmental impact of and alternatives to major federal actions significantly affecting the environment.

EJ (Environmental Justice) – A 1994 Presidential Executive Order that directed every federal agency to identify and address the effects of all programs, policies, and activities on minority populations and low-income populations.

Emission Factor – The amount of a pollutant discharged over a distance traveled, measured in grams per mile.

EPT – Ephemeroptera, Plecoptera and Trichoptera species.

ETC (Estimated Time of Completion) – The year that a particular proposed project is completed and opened for utilization.

Existing Air Quality – Present day or base year air quality levels.

Existing Noise – That noise which is characteristic of an area before the construction of the proposed project.

E-Z Pass (Electronic Toll Collection) – Electronic toll collection program that has been instituted by several states in the northeast United States and offers discount programs, helps reduce congestion, auto emissions, and fuel consumption.

FEIS (Final Environmental Impact Statement) – Detailed study of the proposed alternatives and the impact of those alternatives. All substantive comments and questions on the DEIS received during the review period are addressed in this document.

FEMA (Federal Emergency Management Agency) – Agency dedicated to preparing the nation for all hazards and which effectively manages federal response and recovery efforts following any national incident (i.e., natural disaster).

FHWA (Federal Highway Administration) – A federal agency that carries out the federal highway programs in partnership with the state and local agencies to meet the nation's transportation needs. FHWA administers and oversees federal highway programs to ensure that federal funds are used efficiently.

Final Design – The development of detailed drawings, specifications, and estimates for approved transportation projects. Final Design follows the receipt of necessary design and/or environmental approval, and includes right-of-way acquisition, utility relocation, and contract advertisement and award.

FIRM (Flood Insurance Rate Map) – Depicts the spatial extent of special flood hazard areas and other thematic features related to flood risk assessment.

Floodplain – The lowland adjacent to a river, lake, or ocean. Floodplains are designated by the frequency of the flood that is large enough to cover them. For example, the 10-year floodplain will be covered by the 10-year flood, and the 100-year floodplain by the 100-year flood.

Floodway – The channel of a river, or other watercourse, and the adjacent land areas that must be reserved in order to discharge the base flood without cumulatively increasing the water surface elevation more than a designated height.

Flora – Plant life, especially those of a specific region or period.

ft – feet.

FW1 (Fresh Water Designated One Waters) – Fresh waters, as designated in N.J.A.C. 7:9B-1.15(h) Table 6, that are to be maintained in their natural state of quality (set aside for posterity) and not subjected to any man-made wastewater discharges or increases in runoff from anthropogenic activities. These waters are set aside for posterity because of their clarity, color, scenic setting, other characteristic of aesthetic value, unique ecological significance, exceptional recreational significance, exceptional water supply significance, or exceptional fisheries resource(s).

FW2 (Fresh Water Designated Two Waters) – The general surface water classification applied to those fresh waters that are not designated as FW1 or Pinelands Waters. There are three (3) sub-categories within the FW2 designation:

- FW2-TP - Trout production waters for trout spawning or nursery during their first summer;
- FW2-TM - Trout maintenance water for the support of trout throughout the year;
- FW2-NT – Non-trout waters – these are not considered suitable for trout, but may be suitable for many other fish species.

Geometric – Vertical and horizontal configuration of a roadway.

GIS (Geographic Information System) – A collection of computer hardware, software, geographic data, and personnel designed to efficiently capture, store, update, manipulate, analyze, and display all forms of geographically referenced information.

Glauconite – A mineral, green in color, and chemically comprised of a hydrous silicate of iron and potassium.

Grade Separation – A crossing with an overpass or underpass.

Groundwater – Water located beneath the ground surface in soil pore spaces and in the fractures of geologic formations.

Hazardous Waste – Defined by 40 CFR Part 261, as any material that is: a) a solid waste, and b) is a listed hazardous waste (Subpart D), or c) exhibits any of the characteristics of ignitability, corrosivity, reactivity, or toxicity (Subpart C).

HC (Hydrocarbons) – A collective term used to describe a long list of organic air contaminants. A major component in total hydrocarbons is methane, which is considered unreactive. Hydrocarbons, other than methane, are considered capable of entering into photochemical reaction and, therefore, are referred to as being reactive.

Head-of-Tide – The inland or upstream limit of water affected by the tide.

Heavy Trucks – Vehicle with three or more axles and more than six tires. Any motor vehicle designated primarily for the transportation of property and rated at more than 8,500 pounds gross vehicle weight or designated primarily for transportation of people and having a capacity of more than 12 persons.

Hectare – A metric unit of surface area equal to 100 acres.

Historic – Of, relating to, or existing in times post dating the development of written records.

Historic Cultural Resources – All evidence of human occupations that date to recorded periods in history. These resources include documentary data (e.g., records, archival material, photographs, maps, etc.), sites, artifacts, environmental data, and all other relevant information. Historic resources also may be considered archaeological resources when archaeological work is involved in their identification and interpretation.

Historic Integrity – The unimpaired ability of a property to convey its historical significance.

Historic Resource – A building, site, district, object, or structure evaluated as historically significant.

Hot-Start Operation – Vehicle startup after less than the one-hour engine-off period.

hr – hour.

Hydric Soil – Soil that is saturated, flooded, or ponded long enough during the growing season to develop anaerobic conditions in the upper part of the soil profile.

Hydrophyte, Hydrophytic Vegetation – Any plant that grows in water or on a substrate that is at least periodically deficient in oxygen as a result of excessive water content; plants typically found in wet habitats.

Hz (Hertz) – Frequency in cycles per second.

i.e. – that is.

in – inches.

Interchange – A grade separated intersection where ramps are provided to connect the intersecting streets.

Intersection – The at-grade crossing of two or more streets.

Interstate System – An interconnected system of over 4,000 miles of limited access highways across the United States. It is designated under the Intermodal Surface Transportation Efficiency Act to focus federal resources on roads that are the most important to interstate travel and national defense, that connect with other modes of transportation, and that are essential for international commerce.

ISC3 – The USEPA-approved Gaussian plume model utilized to assess pollutant concentrations from point sources.

JD (Jurisdictional Determination) – A site survey performed by the USACE to officially determine whether or not a given parcel of land is subject to wetlands regulations, and if so, the extent of the area.

L_{10} Noise Level – That level of noise where the A-weighted sound pressure level in decibels is exceeded ten percent of the time.

L_{90} Noise Level – That level of noise where the A-weighted sound pressure level in decibels is exceeded 90 percent of the time.

L_{eq} Noise Level – That level of constant noise which contains the same amount of acoustic energy as time varying noise levels (e.g., traffic noise) during a given time interval.

LBP – Lead-based paint.

Light Trucks – Any motor vehicle designated primarily for transportation of property and rated at 8,500 pounds gross vehicle weight or less.

Limited Access – A specific level of access control which features only grade separated interchanges and no driveway connections of any kind on the mainline or ramps.

LOB (Local Officials Briefings) – Conducted as a method of keeping officials apprised of and involved in the project progress. These meetings typically consisted of presentations to the officials.

LOI (Letter of Interpretation) – Provides the NJDEP's official determination of the presence, absence, and/or location of freshwater wetlands, transition areas, and/or State Open Waters, as well as the resource values of freshwater wetlands for a given site.

LOS (Level of Service) – Operating conditions within a stream of traffic describing safety, traffic interruptions, speed, freedom to maneuver, comfort and convenience. Six levels of service are defined, designated A through F, with A representing the best conditions and F the worst.

LOS C (Level of Service "C") – With respect to vehicle movements, represents stable flow; however, most drivers have some moderate restriction in selecting their own speeds, change lanes or pass due to the presence and influence of other vehicles in the roadway. This combination of speed and volume usually creates the worst noise condition.

Low-Income Population – Any readily identifiable group of low-income persons who live in close geographic proximity and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT program, policy, or activity.

Macroinvertebrate – Invertebrates visible to the naked eye, such as insect larvae and crayfish.

Medium Truck – Vehicle with two axles and six tires.

Meteorology – The study of atmospheric phenomena, usually referring to weather conditions.

mg/L – milligrams per liter.

mg/m^3 – milligrams per cubic meter.

mi – mile.

Minority Population – Any readily identifiable groups of minority persons who live in geographic proximity and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed USDOT program, policy, or activity.

Mitigation Measures – Specific design commitments made during the environmental evaluation that serve to moderate, lessen, or replace impacts from the proposed action.

MOA (Memorandum of Agreement) – As part of the resolution of adverse effects under Section 106, a MOA outlines agreed-upon measures that the agency will take to avoid, minimize, or mitigate adverse effects.

MOBILE6.2 – The USAPE-approved motor vehicle emission factor model.

Motorcycle – Vehicle having two or three tires with an open-air driver and/or passenger compartment.

MP – Mile post.

mph – Miles per hour.

MSAT (Mobile Source Air Toxics) – Compounds emitted from highway vehicles and non-road equipment which are known or suspected to cause cancer or other serious health and environmental effects.

NAAQS (National Ambient Air Quality Standards) – The United States Environmental Protection Agency uses six criteria pollutants (carbon monoxide, ozone, nitrogen dioxide, particulate matter, sulfur dioxide, and lead) as indicators of air quality, and has established for each of them a maximum concentration above which adverse effects on human health occur.

NAC (Noise Abatement Criteria) – Noise levels established by FHWA in 23 CFR 772 for various land use activities. When the predicted noise level approaches or exceeds the NAC as given in Table 1 of 23 CFR 772, an impact exists and mitigation must be considered.

Natural Resources – Land, fish, wildlife, water (surface and groundwater), wetlands, and other resources, such as public beaches and parks, that are managed by or held in trust by the government for the benefit of the public.

NAVD (North American Vertical Datum, 1988) – A set of constants established in 1988 specifying the coordinate system used for geodetic control, i.e., for calculating the coordinates of points on the earth.

NEPA (National Environmental Policy Act) – Federal law that requires federal agencies to integrate environmental values into their decision

making processes by considering the environmental impacts of proposed actions through the preparation of an EIS.

NJAC (New Jersey Administrative Code) – The compilation of the administrative regulations which specify how New Jersey state laws will be implemented.

NJDEP (New Jersey Department of Environmental Protection) – State agency responsible for preserving, sustaining, protecting, and enhancing the environment to ensure the integration of high environmental quality, public health, and economic vitality.

NJDFW (New Jersey Division of Fish and Wildlife) – State environmental agency responsible for the protection, management and wise use of New Jersey's fish and wildlife resources.

NJDOT (New Jersey Department of Transportation) – State agency funded by state and federal tax dollars that has jurisdiction, along with FHWA, over interstate highways in New Jersey.

NJDOT Core Group – Consists of technical specialists in all relevant fields who provide input to the project development process.

NJHPO (New Jersey Historic Preservation Office) – State agency responsible for identifying, protecting, preserving, and sustaining New Jersey's historic resources.

NJSA (New Jersey Statutes Annotated) – The collection of the state laws of New Jersey currently in effect.

NMFS (National Marine Fisheries Service) – Federal agency responsible for conserving, protecting, and managing living marine resources.

No Build Alternative – An alternative that serves as a baseline for comparison of alternatives considered. Option of maintaining the status quo by not building transportation improvements.

NO_x (Nitrogen Oxides) – A highly toxic gas under atmospheric conditions, essentially nitric oxide (NO) and nitrogen dioxide (NO_2).

Noise – Unwanted or undesirable sound, usually characterized as being so loud as to interfere with, or be inappropriate to, normal activities such as communication, sleep, study, or recreation.

Noise Abatement – A solid wall, earth berm, or other methodology located between the roadway and receiver location, which breaks the line of sight between the receiver and roadway noise sources. Noise abatement is considered warranted for areas where predicted noise levels are expected to approach or exceed NAC or substantially exceed existing noise levels.

Noise Contours – Areas along a roadway within which noise levels would exceed a specified noise level. (Not to be interpreted as any single line.)

Noise Sensitive Areas or Locations – General areas of land or specific locations having activities that are affected by excessive noise levels.

Noise Wall – Solid wall located between the roadway and receiver location, intended to reduce traffic noise levels.

Non-Attainment – A condition where a pollutant exceeds the NAAQS established.

NRCS (Natural Resources Conservation Service) – Formerly the Soil Conservation Service. This agency is part of the United States Department of Agriculture and provides leadership in a partnership effort to help America's private land owners and managers conserve their soil, water, and other natural resources.

NRHP – (National Register of Historic Places) – Official federal list of districts, sites, buildings, structures, and objects significant in American history, architecture, archaeology, engineering, and culture.

NWI (National Wetlands Inventory) – Produces and provides information on the characteristics, extent, and status of wetlands and deepwater habitats and other wildlife habitats in the United States.

O_3 – Ozone.

O&D (Origin and Destination) – The beginning point (origin) and ending point (destination) recorded for each trip generated in a particular area.

ONRW (Outstanding Natural Resource Waters) – Waters of exceptional recreational or ecological significance. Waters designated as ONRW include: Fresh Water One (FW1) and Pinelands waters (PL). All remaining waters are categorized as Fresh Water Two (FW2).

Palustrine Wetlands – All non-tidal wetlands dominated by trees, shrubs, persistent emergents, emergent mosses, or lichens, and all such wetlands that occur in tidal areas where salinity due to ocean-derived salts is below 0.5 %.

Pb – Lead.

Peak Hour Traffic – The highest number of vehicles found to be passing over a section of a lane or roadway during 60 consecutive minutes of a designated year.

PEM (Palustrine Emergent) – A Palustrine wetland characterized by erect, rooted, herbaceous hydrophytes, excluding mosses and lichens, that may be temporarily to permanently flooded at the base but does not tolerate prolonged inundation of the entire plant. This vegetation is present for most of the growing season in most years. Perennial plants usually dominate these wetlands.

PEMR (Palustrine, Emergent, Seasonal-Tidal) – A Palustrine Emergent wetland that experiences both seasonal and tidal flooding.
PEMV (Palustrine, Emergent, Permanent-Tidal) – A Palustrine Emergent wetland that experiences flooding at all times of the year in all years.

PFLR (Palustrine, Flat, Seasonal-Tidal) – A Palustrine Emergent wetland of shallow grade that experiences both seasonal and tidal flooding (e.g., a mud flat).

PFO1 (Palustrine, Forested, Broad-Leaved Deciduous) – A Palustrine wetland dominated by broad-leaved deciduous woody vegetation that is 6.0M or taller.

PIC (Public Information Center) – Held at key milestones during the project and provide an opportunity for members of the community to ask questions and provide input directly to the project team. These meetings are advertised in local newspapers and at civic group meetings.

PL (Pinelands Designated Waters) – One of the two Outstanding Natural Resource Waters in New Jersey.

PM – Post Meridiem.

$PM_{2.5}$ – Inhalable particulate matter smaller than 2.5 micrometers in diameter.

PM_{10} – Inhalable particulate matter smaller than 10 micrometers in diameter.

Post-Discharge – Condition after which stormwater runoff has been combined with the waters of the receiving water body.

ppm – Parts per million.

Prehistoric – Of, relating to, or existing in times antedating written history.

Prehistoric Cultural Resources – Those resources that antedate written records of the human cultures that produced them.

Preliminary Design – All major design steps associated with the development and comparison of alternate locations, alternate alignments, detailed engineering and environmental studies, ongoing public and agency interaction, project review, and final project selection of a project alternative.

PRM – Potomac-Raritan-Magothy aquifer.

Project Partnering Session – Provides a forum for meeting with a large number of critical stakeholders at the same time. The stakeholders invited to the partnering sessions include local and county officials, business owners, and members of the public who would be affected by the project, in addition to agency representatives.

PSS Wetland (Palustrine, Scrub-Shrub) – A Palustrine wetland dominated by woody vegetation less than 6.0 m tall. The species may include true shrubs, young trees, and trees or shrubs that are small or stunted because of environmental conditions.
Public Hearing – An advertised, open meeting required by the NEPA process. It is normally scheduled to be held within 45 days after the distribution of the DEIS to receive public comment.

Public Meeting – Meeting conducted to facilitate participation in the decision-making process and to assist the public in obtaining project information.

Receiver – A location at which noise levels are predicted and analyzed.

Receptor – A location where carbon monoxide levels and noise levels are determined.

Reconnaissance – Inspection, survey, or exploration of an area.

RFL Wetlands – A Riverine wetland of shallow grade that experiences both seasonal and tidal flooding (e.g., a mud flat).

Right-of-Way – Land, property, or interest therein acquired for and devoted to transportation purposes, including construction, maintenance, operations, and protection of a facility.

Riverine Wetland – All wetlands and deepwater habitats contained in natural or artificial channels periodically or continuously containing flowing water or which forms a connecting link between the two bodies of standing water. Upland islands or Palustrine wetlands may occur in the channel, but they are not part of the Riverine System.

ROD (Record of Decision) – A document prepared by an agency in order to identify all alternatives considered by the agency reaching its decision, specifying the alternative or alternatives which were considered to be environmentally preferable, as well as stating the decision.

SDRP – State Development and Redevelopment Plan.

Section 106 – A provision of the National Historic Preservation Act of 1966 that requires federal agencies to take into account the effects of their undertakings on historic properties, and afford the ACHP a reasonable opportunity to comment.

Section 4(f) – A component of the Department of Transportation Act of 1966 that protects historic sites, parks, recreation areas, and wildlife or waterfowl refuges.

Section 404 of the Clean Water Act – A provision that requires approval by the USACE prior to the dredging or placement of any fill materials into the waters of the United States, including wetlands.

SI&A – Structural Inventory and Appraisal.

SIP – State Implementation Plan.

SO_2 – Sulfur dioxide.

Sole Source Aquifer – An aquifer designated by the USEPA as the "sole or principal source" of drinking water for a given aquifer service area.

Sound Proofing – Improvements to public-use buildings to assist in reducing interior sound levels, such as air conditioning, sealing windows, installing noise-absorbing materials in walls, etc.

SOW (State Open Waters) – An open water or wetland area over which NJDEP exerts jurisdiction.

spp – Species.

STIP – Statewide Transportation Improvement Program.

Surface Atmospheric Stability – The tendency of the atmosphere near the ground surface to enhance vertical motions (instability) or to damp out vertical motions (stability).

TIP (Transportation Improvement Program) – Long-range plan established by the Metropolitan Planning Organization consisting of a prioritized list of transportation projects or project segments to be implemented within the next three years after its adoption.

TIS – Transportation Investment Study.

TNM (Traffic Noise Model) – A FHWA-approved model.

Topography – Natural surface features of a region, including its relief.

TRSR – Technical Requirements for Site Remediation.

TSP – Total Suspended Particulates.

Type I Project – A proposed project for the construction of a highway on a new location, or the physical alteration of an existing highway which significantly changes either the horizontal or vertical alignment or increases the number of through-traffic lanes.

Type II Project – A proposed project of noise abatement on an existing highway.

UEZ – Urban Enterprise Zone.

ug/m^3 – Micrograms per cubic meter or 1/1,000 mg/m^3.

Undeveloped Land – Tracks of land, or portions thereof, which contain no improvement or activities devoted to frequent human use or habitation.

USACE (United States Army Corps of Engineers) – Federal agency that has regulatory authority over all activities in navigable waters of the United States and the discharge of dredged or fill material into all waters of the United States, including wetlands.

USC (United States Code) – The compilation and codification of the general and permanent federal law of the United States.

USEPA (United States Environmental Protection Agency) – Federal agency that has review and policy-setting authority under Section 404 of the Clean Water Act and which is responsible for enforcing environmental regulations.

USFWS (United States Fish and Wildlife Service) – Bureau within the United States Department of the Interior responsible for conserving, protecting, and enhancing fish and wildlife and their habitats.

USGS (United States Geological Survey) – Federal agency that provides current cartographic information to describe and understand the earth.

USRA – United States Railway Administration.

UST (Underground Storage Tank) – Any tank, including underground piping connected to the tank, which is or was used to store a hazardous substance, including petroleum, with 10% or more of the tank volume, including piping, beneath the ground surface.

Vehicle Operating Mode – A term used to describe the type of speed changes undergone by traveling vehicles. Operating modes are a reaction of acceleration and deceleration, periods of idle, and a steady state of cruise conditions that vehicles experience on a traffic facility.

VFW – Veterans of Foreign Wars.

VHT (Vehicle Hours of Travel) – The total number of hours of vehicle travel on a designated set of roadways.

VMT (Vehicle Miles Traveled) – Vehicle Miles of Travel are key data for highway planning and management, and a common measure of roadway use. It is the amount of vehicle travel on a designated set of roadways, multiplied by the total mileage of those roadways.

VPH – Vehicles per hour.

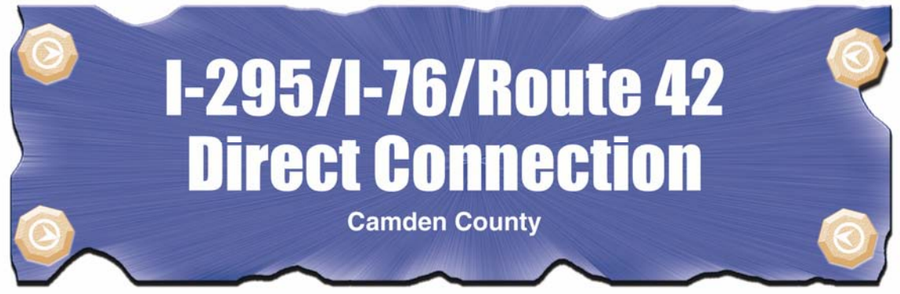
Watershed – A specific geographic area drained by a major stream or river.

Wetland – Those areas that are inundated or saturated by surface or groundwater at a frequency and duration to support, and that under normal circumstances do support a prevalence of vegetation typically adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs, and similar areas.

Wetland Delineation – The process of determining the jurisdictional boundary of a wetland for regulatory purposes.

WMA – Watershed Management Area.

WPA (Works Progress Administration) – The largest and most comprehensive New Deal agency created in 1935. The administration provided jobs and income to the unemployed during the Great Depression.



CHAPTER 13: BIBLIOGRAPHY

A.D. Marble and Company. August 2006. *Historic Architectural Resources Technical Environmental Study.* Camden County, New Jersey.

A.D. Marble and Company. March 2006. *Phase I/II Archaeological Investigation Technical Environmental Study.* Camden County, New Jersey.

Borough of Bellmawr. 1977. *Borough of Bellmawr Master Plan*. Camden County, New Jersey.

Borough of Bellmawr. 2004. Borough of Bellmawr Tax Assessment Roll. Camden County, New Jersey.

Borough of Bellmawr. 1979. *Borough of Bellmawr Zoning Ordinance*, as amended through 1979. Camden County, New Jersey.

Borough of Mount Ephraim. n.d. *Borough of Mount Ephraim Master Plan*. Camden County, New Jersey.

Borough of Mount Ephraim. 2004. *Borough of Mount Ephraim Tax Assessment Roll*. Camden County, New Jersey.

Borough of Mount Ephraim. *Borough of Mount Ephraim Zoning Ordinance*, as amended through 2003. Camden County, New Jersey

Buchart Horn, Inc. February, 1998. *I-295/I-76/Route 42 Interchange Study*. New Jersey.

Camden County Clerk's Office. Camden County Deeds. Camden, New Jersey.

Camden County Surrogate's Office. Camden County Estate Index. Camden, New Jersey.

Camden County Clerk's Office. Camden County Filed Plans. Camden, New Jersey.

Courier-Post daily newspaper. Camden, New Jersey.

Council on Environmental Quality. December 10, 1997. *Environmental Justice, Guidance under the National Environmental Policy Act.*

Dames & Moore. 1977. *Report of 1977 Symposium on Highway Construction Noise.* Report No. FHWA-TS-77-211. Cranford, New Jersey.

Delaware River Port Authority (DRPA). October 2005. *Southern New Jersey to Philadelphia Transit Study.*

Delaware Valley Regional Planning Commission (DVRPC).
Source: *http://www.dvrpc.org/*

DVRPC. September 2001. *"And Justice For All" – DVRPC's Strategy for Fair Treatment and Meaningful Involvement of All People*

Dewberry-Goodkind, Inc. March 2007. *Draft Section 4(f) Evaluation, Draft Environmental Impact Statement. Appendix F. FY 2006-2008 State Transportation Improvement Program (STIP).* Camden County, New Jersey.

Dewberry-Goodkind, Inc. July 2006. *Feasibility Assessment Report.* Camden County, New Jersey.

Dewberry-Goodkind, Inc. March 2006. *Hazardous Waste Screening Technical Environmental Study.* Camden County, NJ.

Dewberry-Goodkind, Inc., and Dresdner Robin. July 2004. *Letter of Interpretation/Jurisdictional Determination Application*. I-295/I-76/Route 42 Direct Connection, Borough of Bellmawr, Mount Ephraim, and Gloucester City, Camden County, New Jersey.

Dewberry-Goodkind, Inc. and Urbitran. June 2006. *Traffic Report.* Camden County, New Jersey.

Dewberry-Goodkind, Inc. September 2002. Independent Utility Statement for I-295/I-76/Route 42 Interchange Reconstruction and I-295/Route 42 Missing Moves.

Dresdner Robin. May 2006. *Natural Ecosystems Technical Environmental Study.* Camden County, New Jersey.

Dresdner Robin. June 2006. *Socioeconomic, Land Use and Environmental Justice Technical Environmental Study.* Camden County, New Jersey.

Environmental Data Resources. July 16, 2004. *EDR® DataMap™ Area Study Report*, 01229169.1r.

Environmental Data Resources. December 5, 2001. *The EDR® Area Study Report*, 709584.1s.

Executive Order 12898. February 1994. *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*

Federal Emergency Management Agency. 1996. *Flood Insurance Map Plan*.

Federal Highway Administration (FHWA). September 1996. *Community Impact Assessment – A Quick Reference for Transportation*.

FHWA. *Environmental Review Toolkit, Section 4(f).*
Source: *http://www.environment.fhwa.dot.gov/projdev/pd5sec4f.asp*

FHWA. October 30, 1987. Technical Advisory T6640.8A, *Guidance for Preparing and Processing Environmental and Section 4(f) Documents.*
Source: *http://www.fhwa.dot.gov/legsregs/directives/techadvs.htm*

Gloucester City. 1996. *Gloucester City Master Plan*. Camden County, New Jersey.

Gloucester City. n.d. *Gloucester City Zoning Ordinance*, as amended through 1996. Camden County, New Jersey.

Gloucester County Clerk's Office. *Gloucester County Deeds*. Woodbury, New Jersey.

Gloucester County Clerk's Office. *Gloucester County Road Return Books*. Woodbury, New Jersey.

Gloucester County Historical Society. n.d. Map Collection. Gloucester County Historical Society. Woodbury, New Jersey.

Greenberg, Gail. 1992. *Sites and Structures: The Camden County Inventory of Historic Places*. New Jersey State Historic Preservation Office. Trenton, New Jersey.

*Guidance for Determining De Minimis Impacts to Section 4(f) Resources***.**
Source: *http://www.fhwa.dot.gov/hep/guidedeminimis.htm*

McCormick, Taylor & Associates, Inc. June 1996. *Draft Summary Report for I-295/I-76/Route 42 Interchange Study Camden and Gloucester Counties*. New Jersey.

McCormick, Taylor & Associates, Inc. October, 1990. *Final Report for I-295/I-76/Route 42 Interchange Study Camden and Gloucester Counties*. New Jersey.

National Archives and Records Administration. *Public Law*. Federal Register. Microform edition. Washington, D.C.

New Jersey Department of Environmental Protection (NJDEP). November 2001. *Air Quality Analysis for Intersections*. Air Quality Permitting Program, Bureau of Air Quality Evaluation. Trenton, New Jersey.

NJDEP. 1995-1997. Bureau of Geographic Information & Analysis. Trenton, New Jersey.

NJDEP. 2002. Bureaus of Geographic Information & Analysis and Natural Resources Conservation. Trenton, New Jersey.

NJDEP. 1995/97. *Color Infrared Digital Imagery*. Bureau of Geographic Information Systems. Trenton, New Jersey.

NJDEP. 1987. *Freshwater Wetlands Protection Act.*

NJDEP. *GIS Resource Data*. Bureau of Geographic Information Systems. Trenton, New Jersey.

NJDEP. 2001. *Known Contaminated Sites in NJ*, 2001 Edition. Site Remediation & Waste Management.

NJDEP. 2005. *Known Contaminated Sites in NJ*, 2005 Edition. Site Remediation & Waste Management.

NJDEP. n.d. *Sheet 378-1872, Sheet 371-1872, and Sheet 378-1878.* Bureau of Tidelands. Trenton, New Jersey.

NJDEP 1986. *Wetlands Map for Camden County*. New Jersey.

New Jersey State Highway Department. 1955. *Official Map and Guide of New Jersey*. New Jersey State Highway Department. Trenton, New Jersey.
New Jersey State Planning Commission. 2001. *New Jersey State Development and Redevelopment Plan*.

New Jersey Department of Transportation (NJDOT). 2003. *I-295/Route 42 Missing Moves Hazardous Waste Evaluation*. Borough of Bellmawr, Borough of Runnemede, Camden County; Borough of Westville, Township of Deptford, Gloucester County, New Jersey.

NJDOT. July 10, 2003. *Revised NJDOT Traffic Noise Management Policy and Noise Wall Design Guidelines,* BDC03T-05. Trenton, New Jersey.

Paul Carpenter Associates, Inc. November 2006. *Air Quality Technical Environmental Study.* Camden County, New Jersey.

Paul Carpenter Associates, Inc. April 2006. *Noise Technical Environmental Study.* Camden County, New Jersey.

Schomer, P.E. & B. Homans. 1975. *Construction Noise: Specification, Control, Measurement, and Mitigation Technical Report E-53*, Washington, D.C.; Construction Engineering Research Laboratory.

State of New Jersey. n.d. New Jersey Tax Ratables Microform Edition. New Jersey State Archives. Trenton, New Jersey.

Transportation Research Board. n.d. *Highway Capacity Manual Special Report #209*, 1994 update-1985 edition.

United States Army Corps of Engineers, et al. Federal Interagency Committee for Wetland Delineation. 1989. *Manual for the Identification and Delineation of Jurisdictional Wetlands*.

United States Census Bureau. 2000. *Census of Population and Housing*.

United States Code of Federal Regulations. 1979. *Capacity Analysis Techniques for Design and Operation of Freeway Facilities, Part 772 (23 CFR Part 772)*. U.S. Department of Transportation. Federal Highway Administration. Washington, D.C.

United States Code of Federal Regulations. *Part 772 (23 CFR Part 772). Code of Federal Regulations 40, Part 50*. National Primary and Secondary Ambient Air Quality Standards.

United States Code of Federal Regulations. *23 CFR Parts 770, 771 and 772*.

United States Department of Agriculture/Soil Conservation Survey. 1957. Soil Survey of Camden County, New Jersey.

United States Department of Interior (USDI)/Fish and Wildlife Service (FWS). 1988. *National List of Plant Species That Occur in Wetlands: New Jersey*. P.B. Reed, Jr., ed. (*for: USDI/FWS Inland Fresh Water Ecology Section*). St. Petersburg, Florida.

United States Environmental Protection Agency (USEPA). November 1992. *Guideline for Modeling Carbon Monoxide From Roadway Intersections.* EPA-454/R-92-005.

USEPA. March 1974. *Information on Levels of Environmental Noise Requisite to Protect Health and Welfare with an Adequate Margin of Safety*. (EPA 550/9-74-004). Washington, D.C.

USEPA Region II: Marine and Wetlands Protection Branch. 1989. *Priority Wetlands for the State of New Jersey.* New York, New York.

USEPA. September, 1995. *User's Guide for the Industrial Source Complex (ISC3) Dispersion Models.* EPA-454/B-95-003a.

USEPA. November 1992. *User's Guide to CAL3QHC: A Modeling Methodology for Predicting Pollutant Concentrations Near Roadway Intersections*. EPA-454/R-92-006.

USEPA. August 2003. *User's Guide to MOBILE6.1 and MOBILE6.2, Mobile Source Emission Factor Model*. EPA420-R-03-010.

United States Fish and Wildlife Service National Wetland Inventory. 1982.

United States Geological Survey (USGS). 2002. Aerial Photography.

USGS. 1995. *7.5' Quadrangle, Camden, NJ-PA.* United States Geological Survey. Washington, D.C.

USGS. 1991. *7.5' Quadrangle, Runnemede, NJ (Photorevised)*. United States Geological Survey. Washington, D.C.

United States Government Printing Office. 1980. *Guidelines for the Specifications of Disposal Sites for Dredged or Fill Material*. 40 CFR Pt. 230: Sect. 404(b)(1) in Federal Register. pp 85352 – 85353.

United States Department of Transportation (USDOT). 1973. *Fundamentals and Abatement of Highway Traffic Noise.* Federal Highway Administration. Washington, D.C.

USDOT. February 2000. *FHWA Highway Noise Barrier Design Handbook*, *PB20000-105872*. Federal Highway Administration. Washington, D.C.

USDOT. December, 1978. *FHWA Highway Traffic Noise Prediction Model.* Report No. FHWA-RD-77-108. Federal Highway Administration. Washington, D.C.

USDOT. n.d. *FHWA Traffic Noise Model User's Guide*, Report No. FHWA-PD-96-009. Federal Highway Administration. Washington, D.C.

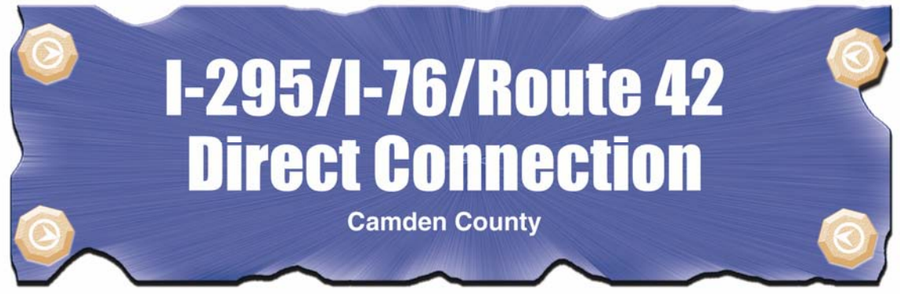
USDOT. 1995. *Highway Traffic Noise Analysis and Abatement Policy and Guidance.* Federal Highway Administration. Office of Environment and Planning Noise and Air Quality Branch. Washington, D.C.

USDOT. May 2, 1977. *Special Report - Highway Construction Noise: Measurement, Prediction and Mitigation.* Federal Highway Administration. Washington, D.C.

USDOT. April 1997. Order 5610.2. *Department of Transportation Actions to Address Environmental Justice in Minority and Low-Income Populations.*

USDOT. December 1998. Order 6640.23. *FHWA Actions to Address Environmental Justice in Minority and Low-Income Populations*.

Vicksburg, Mississippi. 1987. *Wetland Delineation Manual*, *Technical Report Y-87-1*. USACOE: Waterways Experimentation Station. Environmental Laboratory.



CHAPTER 14: LIST OF PREPARERS

FEDERAL HIGHWAY ADMINISTRATION

Jeanette Mar, Environmental Coordinator
Bachelor of Science, Biology, University of San Francisco

Daniel Mott, Area Engineer
Bachelor of Science, Civil Engineering Technology, State University of New York Institute of Technology at Utica/Rome

NEW JERSEY DEPARTMENT OF TRANSPORTATION

Jody Barankin, Project Manager
Bachelor of Science, Business Administration, St Joseph's College

Nicholas Caiazza, Environmental Project Manager
Master of Science, Botany, Rutgers University
Bachelor of Science, Biology, Northeastern University

Jo Ann Asadpour, Environmental Team Leader
Bachelor of Science, Environmental Earth Science, Mary Washington College

PROJECT TEAM CONSULTANTS

Dewberry-Goodkind, Inc.

Craig Johnson, PE, Project Manager
Bachelor of Science, Civil Engineering, Lafayette College

Ileana Ivanciu, PG, Deputy Project Manager
Master of Science, Geology and Geophysics, University of Bucharest
Bachelor of Science, Geology and Geophysics, University of Bucharest

James Heeren, PE, Environmental Task Manager
Master of Science, Environmental Engineering, New Jersey Institute of Technology Bachelor of Science, Civil Engineering, New Jersey Institute of Technology

Executive Summary, Project Description, Purpose and Need, and Alternatives

Andrea Burk, Editor
Master of Science, Historic Preservation, Columbia University
Bachelor of Arts, History and Communication, Rutgers College

Executive Summary, Introduction, Archaeological Resources, Historic Architectural Resources, and Section 4(f) Evaluation

Peter Agnello, PE, Project Engineer
Bachelor of Science, Civil Engineering, Rutgers University

Jennifer Baer, AICP
Master of Arts, Master of Public Administration, New York University
Bachelor of Arts, Political Science, Drew University

Socioeconomics, Land Use and Environmental Justice, Other Projects in Study Area, Secondary and Cumulative Impacts, and Temporary Construction Impacts

Sara Dougherty
Master of Science, Geology, Vanderbilt University
Bachelor of Science, Geology, Hamilton College

Hazardous Materials and Glossary and List of Abbreviations

Miguel Gavino, PE
Master of Science, Civil Engineering (Transportation), University of Washington
Bachelor of Science, Civil Engineering, University of Washington

Traffic and Transportation

Christina Gray
PhD (ABD), Urban Planning and Policy, Rutgers University
Master of Science, Management, Florida Institute of Technology
Bachelor of Science, Environmental Science, University of Massachusetts

Alternatives Analysis

Clifford Moore
Bachelor of Arts, Geography/Cartography, Rutgers University

Graphic Design

Brian Sayre
Master of Science, Environmental Studies, Montclair State University
Bachelor of Arts, Environmental Sciences, University of Virginia

Natural Ecosystems and Section 404 Permit

Matthew Schlitzer
Bachelor of Science, Natural Resource Management, Colorado State University

Natural Ecosystems and Section 404 Permit

Mehmet Secilmis, REP
Master of Science, Environmental Technology, New York Institute of Technology
Bachelor of Science, Chemistry, University of Marmara

Graphic Design

Sara Weimer
Bachelor of Science, Geology, State University of New York

Consultation and Coordination and Glossary and List of Abbreviations

Paul Carpenter Associates, Inc

Sharon Paul Carpenter
Bachelor of Science, Meteorology, Rutgers University

Noise and Air Quality

Jane Burns
Bachelor of Science, Computer Science, Rutgers University

Noise and Air Quality

AD Marble and Company

Elizabeth Amisson
Bachelor of Science, Architectural Studies, Philadelphia University

Review of Historic Architectural Resources

John Lawrence
Master of Arts, Anthropology, University of Pennsylvania
Bachelor of Arts, Anthropology, University of Texas at Austin

Review of Archaeological Resources

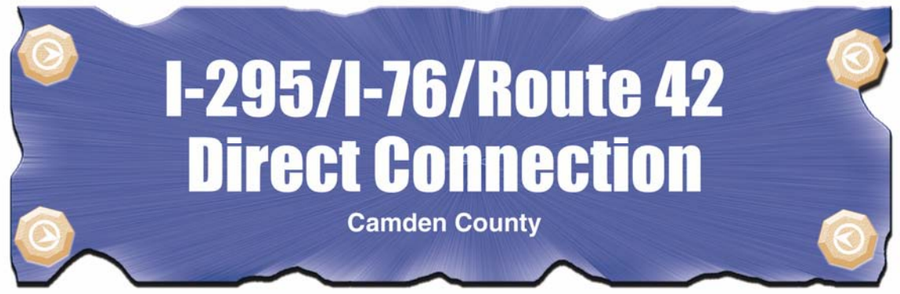
Dresdner Robin

Edward Robin
Bachelor of Law, University of Pennsylvania Law School
Bachelor of Arts, English Literature, Harvard College

Review of Socioeconomics, Land Use and Environmental Justice and Natural Ecosystems

Lawrence Smith, PP
Master of Environmental Planning, Arizona State University
Bachelor of Arts, Environmental Studies, Binghamton University

Review of Socioeconomics, Land Use and Environmental Justice and Natural Ecosystems



APPENDIX A
NOTICE OF PLANNED ACTION AND STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

NOTICE OF PLANNED ACTION

Project Name: **I-295/I-76/NJ Rt. 42 Interchange Reconstruction and Environmental Impact Statement**
Bellmawr Borough, Mount Ephraim Borough and Runnemede Borough
Camden County and Gloucester County
Federal Project No. Q0102952098

Introduction: This project is intended to address operational problems at the I-295/I-76/NJ Rt. 42 Interchange.

Presently, there is no direct connection for I-295 movements to I-76 or NJ Rt. 42 through the interchange. Although continuous, the interchange's existing configuration requires motorists to reduce speed in both northbound and southbound directions of I-295 to negotiate ramps with posted speeds of 35-Miles Per Hour (MPH). Weaving movements with vehicles entering from NJ Rt. 42 and from I-76 exacerbate the problem. Deficient geometric configurations, in conjunction with high volumes of traffic, complicate weaving movements and produce a high number of vehicle accidents.

In 1985, an investigation of a direct connection and a straightened alignment was developed and referred to as the "Unrestricted Alternative." However, the potential substantial impacts to the community of the Unrestricted Alternative resulted in the development of six alternative concepts by the New Jersey Department of Transportation (NJDOT). Community input will assist in the preparation of other possible alternatives. Further input and coordination with project partners (e.g., local elected officials, agency partners, and special interest groups) will then produce a short list of alternatives. Environmental baseline data and context studies, including the Technical Environmental Studies (TES) will examine in detail environmental issues related to the short list of alternatives. The Environmental Impact Statement (EIS) will then be prepared to examine existing environmental conditions, potential significant adverse impacts, and required and feasible mitigation measures. Based on the findings of the EIS, an Initially Preferred Alternative will be identified.

Project Location: The existing project roadways traverse the Borough of Bellmawr, Borough of Mount Ephraim and Gloucester City. Along Route 42, the project area extends from the bridge over the Big Timber Creek at MP 13.10 to MP 14.0 at which point Route 42 becomes I-76. On I-76 the western limit of the study is MP 0.73 which is the CR 634 (Market Street) bridge over I-76. On I-295 the project begins in the north at the interchange with Route 168 at MP 28.16. In the south, the project ends at MP 25.73, where structures cross over the Big Timber Creek. The Big Timber Creek is the boundary between Camden and Gloucester Counties as well as the corporate boundary between the Borough of Westville and Township of Deptford in Gloucester County and Bellmawr Borough in Camden County.

1

Existing Conditions and Project Need: The interchange has numerous geometric deficiencies, operational deficiencies and traffic safety issues.

Geometric deficiencies include: substandard sight distance on Ramp A, Ramp C (Al-Jo's Curve) and Ramp D; a substandard acceleration lane on Ramp B from I-295 southbound to I-76 northbound; a substandard deceleration lane on Ramp A from NJ Route 42 northbound; substandard bridge clearances for the Creek Road, Ramps F, G and H, Browning Road, Ramp D and I-76 overpasses; and substandard weave length between Ramp E and Ramp A and between Ramp G-H and Ramp C.

Operational deficiencies include no direct connection providing a through movement for I-295 users. I-295 users must merge with I-76/NJ Route 42 traffic before exiting back onto I-295, creating significant weaving problems. The connecting ramps are also deficient in that they cannot handle the high volume of traffic using them.

In terms of safety, there have been approximately 2,100 accidents in and around the interchange during a three and one-half year period of January 1, 1995 through June 30, 1998. There were 673 accidents in 1997 alone, including three fatalities. In the vicinity of the interchange, NJ Route 42 has an accident rate nearly double the state average. Approximately half of these accidents in 1997 were rear-end accidents. Rear end accidents are generally the result of unexpected moves which occur in the stop-and-go traffic conditions caused by severe congestion.

The following road segments have higher than average accident rates compared to statewide accident rate for 1995, which was 1.61 accidents per million vehicle miles (accs/mvm):

- I-295, milepost 26.00 to 28.00: 2.49 accs/mvm
- NJ Route 42, milepost 11.5 to 14.0: 3.15 accs/mvm

The interchange is also the location of several clusters of truck accidents. A review of truck accidents over the period 1994-1996 has revealed four clusters of truck accidents. These are locations at which there have been more than 10 truck accidents over the three year period. The locations are listed below:

- I-295, milepost 26.6: 21 accidents (10 on I-295, 11 on NJ Route 42)
- I-295, milepost 27.0 to 26.9: 14 accidents
- I-295, milepost 27.4 to 27.05 (Aljo's Curve): 29 accidents
- I-76, milepost 0.0 to 0.3 (merge/diverge section with I-295): 31 accidents

Range of Alternatives Considered: The alternatives to be considered will include those that contain design and engineering solutions to meet the goal of increased traffic safety through improvements to the interchange's geometric and operational deficiencies. It is anticipated that improvements will also minimize weaving movements, thereby lowering the potential for accidents.

2

All alternatives that are feasible and prudent while meeting the project's purpose and need will be fully evaluated. A short list of alternatives will then be developed for inclusion in the EIS. As per highway funding and NEPA regulations, these alternatives will include the No-Build Alternative. It should be noted that this project is an interchange project. As such, no new roadway(s) will be considered as an alternative. The most appropriate alternative with as minimal adverse impacts as possible will be chosen.

Areas of Environmental and Community Concern:

Cultural Resources: A preliminary cultural resource assessment of the study area has been completed as part of the background studies for this project. The study identified cultural resources, such as archaeological sites and historic buildings, within the project area that are listed on or may be eligible for the National Register of Historic Places. In addition, the study identified cultural resources not eligible for National Register status but documented as state cultural resources by the New Jersey State Historic Preservation Office (SHPO). The field survey identified one individual historic building (The William Harrison House off Browning Road in New St. Mary's Cemetery) and one potential historic district (World War II Era Factory Worker's Housing) as being potentially eligible for the National Register. For archaeological resources, a field reconnaissance and background research data identified three levels of archaeological sensitivity (high, medium and low) in the study corridor. The John Glover House, an 18th century structure on Ruddrow Road in Mt. Ephraim Township, was recently demolished, but still contains the potential for intact subsurface deposits requiring archaeological investigation.

A TES document will be prepared for archaeological and architectural resources. Based upon the previous studies, the TES will include a survey and evaluation of Bellmawr's historic district; individual historic structures in the project area not previously investigated; and other resources that may be potentially impacted.

In preparing the assessment of cultural resources, all activities related to Section 106 of the National Historic Preservation Act will be conducted. The Section 106 process creates a partnership among the project sponsors (the Federal Highway Administration and NJDOT), NJ State Historic Preservation Office (SHPO), and the community to ensure that all archaeological and historic architecture resources are identified.

Hazardous Waste: Previous studies have identified 32 properties within or adjacent to the study area corridor, which may have environmental concerns associated with them. As part of the Hazardous Waste TES, field reconnaissance will be conducted on each of the identified sites. Known contaminated sites will be identified and field checked. Other sites (e.g., landfills) in the project vicinity, but not within the project limits will also be noted in the studies. Also included in the TES will be a full analysis of potential impacts to all hazardous waste sites and necessary mitigation measures.

Ecology and Wetlands: The Ecology and Wetlands TES will provide a complete natural resource investigation that will include an analysis of the estimated 40 acres of wetlands

3

present in the project area. The studies will be conducted in consultation with the U.S. Fish and Wildlife Service, NJDEP and U.S. Army Corps of Engineers (USACOE). Particular attention will be paid to the wetland types illustrated on the NJDEP maps and to streams with tidal connections. Only the wetland areas likely to be impacted by the short listed alternatives will be delineated. Following the delineation, a letter of interpretation and jurisdictional determination will be requested from NJDEP and the Philadelphia District of the Army Corps of Engineers.

A field survey of threatened and endangered species will also be performed, in coordination with Federal and State agencies.

Air Quality: A Technical Environmental Study (TES) will be prepared for the short list of alternatives. The TES will include an analysis of existing air quality conditions, potential impacts and any appropriate mitigation for all alternatives. Particular attention will be paid to impacts at selected sensitive receptor locations. Typically, schools, parks, and other similar community facilities are included in this category. In addition, if a short listed alternative includes a tunnel, carbon monoxide levels will be assessed within tunnel/depressed roadway locations.

Noise: The Noise TES document will include all aspects of noise analysis including potential impacts and necessary mitigation. Similar to air quality, the noise analysis will include the selection of sensitive noise receptors where monitoring will be conducted. Areas of special concern may include sanctuaries, parks, schools, residential areas, and other outdoor activity areas where maintaining existing noise level is essential to the activity.

Socioeconomics/Environmental Justice: An analysis of impacts upon socioeconomic and environmental justice issues will follow the Federal Highway Administration's (FHWA) most recent Community Impact Assessment guidance document. Community facilities in the project area will be identified and potential impacts and mitigation measures evaluated. This analysis will include an evaluation of the appropriateness of design concepts in the context of the community and an investigation of primary and secondary impact areas.

A review of the latest Census and other data available will be included in the report to identify socioeconomic characteristics within the project impact area. Field surveys of properties in the project areas will be conducted to evaluate the number of residents in residential properties, types of businesses, number of employees in commercial and industrial properties and land uses. Further investigation of potential impacts, including economic costs, to identified sites will be undertaken. Proposed mitigation measures will also be evaluated in the EIS.

For the environmental justice component of the TES, a study will be done to determine if a disproportionate share of the proposed project's impacts is likely to be borne by low income or minority populations. The environmental justice analysis will consist of

secondary sources and community surveys to identify groups subject to environmental justice considerations. Appropriate mitigation measures will also be presented in the EIS.

Section 4(f): An evaluation pursuant to Section 4(f) of the National Transportation Act of 1966 will be conducted. The evaluation will identify and examine the potential impact upon all publicly owned parks, recreation areas, wildlife or waterfowl refuges, and historic sites of national, state, or local significance. An analysis of proposed mitigation measures will also be included the evaluation.

Context Sensitive Design: An assessment of the proposed project will consider the view of the existing visual environment, as well as the socioeconomic and land use context of the study area. The evaluation will also serve to ensure that the project is compatible with the surrounding area.

Context sensitive design will also include recognition of the following existing elements: physical landscape (including built and natural environment); building facades and architecture; building form, mass and bulk; highway aesthetics; land use patterns; and signage. The large study area requires not only sensitivity to land use, socioeconomic, and environmental justice issues, but also a particular attention to local concerns that may include aesthetics, cultural significance and historical context.

Congestion Management Study (CMS): A CMS confirmed the proposed project's purpose of resolving the need for a direct connection of I-295 movements through the interchange. The CMS was conducted within the Transportation Improvement Study (TIS), completed in 1999, which identified travel demand reduction strategies and operational improvements that complement an investment such as the proposed project.

C:\Tony\295\NOPA 11-18-01.doc

NOPA MAILING LIST

Jack M. Kanarek
New Jersey Transit
1 Penn Plaza East
Newark, New Jersey 07105-2246

Alan Maiman, Director
Bus Service Planning of Southern New Jersey
New Jersey Transit
1 Penn Plaza East
Newark, New Jersey 07105-2246

Regional Administration, Region II
U.S. Department of Housing and
Urban Development
Environmental Clearance Office
26 Federal Plaza
New York, New York 10278-0022

Regional Director, Region II
Federal Emergency Management Agency
26 Federal Plaza
Room 1337
New York, New York 10278-5806

Grace Musumeci
U.S. Environmental Protection Agency
Region II
290 Broadway, 25th Flr.
New York, New York 10007-1866

U.S. Department of the Interior
Fish and Wildlife Service
927 North Main Street (Bldg. D 1)
Pleasantville, New Jersey 08232
Attn: Clifford Day, Director

U.S. Department of the Interior
Office of Environmental Policy and Compliance
Room 2024 (Mail Stop 2340)
1849 C Street, NW

Washington, D.C. 20240-0418

General Services Administration
Public Building & Real Property
26 Federal Plaza
New York, New York 10278-0022

Regional Administrator
Federal Transit Administration
1 Bowling Green - #429
New York, New York 10004-1415

Lawrence Schmidt
Office of Program Coordination
N.J. Department of Environmental Protection
401 East State Street, 7th Flr. CN 418
Trenton, New Jersey 08625
Attn: Mr. Kenneth Koschek

New Jersey Department of Commerce
& Economic Development
Division of Economic Development
PO Box 823
Trenton, New Jersey 08625

U.S. Department of Agriculture
Natural Resource Conservation Service
1370 Hamilton Street
Somerset, NJ 08873
Attention: Cecil Currin

Director, Eastern Region
Federal Aviation Administration
Federal Building, JFK International Airport
Jamaica, NY 11430-2181

Department of Defense
Deputy Assistant
Secretary of Defense
Environment and Safety
Pentagon, Room 3B, 252
Washington, DC 20301

Federal Energy Regulation Commission
Environmental Evaluation Branch
825 North Capital Street, N.E.
Room 7102
Washington, DC 20426-0001

Regional Director, Northeast Region
National Marine Fisheries Service
1 Blackburn Drive
Gloucester, MA 01930

Commander
5th Coast Guard District
Federal Building
431 Crawford Street
Portsmouth, VA 23705-5004

Department of Energy
Division of NEPA Affairs
Room 4G 064
1000 Independence Ave., S.W.
Washington, DC 20585-0001

Frank Cianfrani
U.S. Amry Corps Of Engineers
Environmental Resources Branch
Philadelphia District
Wanamaker Bldg.
100 Penn Square East
2nd and Chestnut Street
Philadelphia, PA 19107-3396

Center for Disease Control
Center for Environmental Health and Injury
Special Programs Group
Mail Stop F-29
1600 Clifton Road
Atlanta, GA 30333

Executive Director
Delaware River Basin Commission
25 State Police Drive
P.O. Box 7360
West Trenton, NJ 08628-0360

Delaware River Port Authority
Marketing Services
Administration Building
Bridge Plaza
Camden, NJ 08101

Jan S. Odjemski, Program Manager
Delaware Valley Regional Planning Commission
The Boarse Building – 8th Floor
111 S. Independence Mall - East
Philadelphia, PA 19106-2515

Robert J. Grimm, Assistant Chief Engineer
New Jersey Turnpike Authority
P.O. Box 1121
New Brunswick, NJ 08903
Attn: Stephen M. Buente, Supervising Engineer/Planning

Federal Railroad Administration
Intermodal Freight Industry
Analysis Division (RRP-13)
400 Seventh Street, S.W.
Washington, DC 20590

Office of Secretary
New Jersey Department of Agriculture
P.O. Box 330
Trenton, NJ 08625

Director, Office of Ecology and Conservation
National Oceanic and Atmospheric Administration
U.S. Department of Commerce
Rm 5805
Main Commerce Bldg,
14th and Constitution Avenue, N.W.
Washington, DC 20230

Mr. J. Douglas Griffith
Camden County Division of Planning
2311 Egg Harbor Road
Lindenwold, NJ 08021

Mr. Bob Kelly
County Engineer
Camden County Division of Enginering
2311 Egg Harbor Road
Lindenwold, NJ 08021

Mr. Alexander M. Church
Chief Engineer
Camden County Municipal Utilities Authority
1645 Ferry Avenue
Camden, NJ 08104

Mr. Charles Romick
Planning Director
Gloucester County Planning Department
1200 N. Delsea Drive
Clayton, NJ 08312

Jerry Lovell
Gloucester County Engineer
1200 N. Delsea Drive
Clayton, NJ 08312

Mr. Bob Dixon,
Director
Gloucester County Utilities Authority
P.O. Box 340
Thorofare, NJ 08059

Mr. William Ragozine
Cross County Connection TMA
2002D Lincoln Drive West
Marlton, NJ 08053-1530

Mr. Jim Crawford
Southern Jersey Transportation Authority
Farley Service Plaza
Hammond, NJ 08307

Ms. Marlene Asselta,
President
Southern NJ Development Council
Washington Professional Campus
900 Route 168, Suite D-4
Turnersville, NJ 08012

Scott A. Lunn
Mayor of Barrington Borough
229 Trenton Avenue
Barrington, NJ 08007

Joseph E. Wolk
Mayor of Mt. Ephraim Borough
121 S. Black Horse Pike
Mt. Ephraim, NJ 08059-1796

Frank R. Filipek
Mayor of Bellmawr Borough
PO Box 368
Bellmawr, NJ 08099

Robert P. Gorman
Mayor of Gloucester City
512 Monmouth Street
Gloucester City, NJ 08030-1793

John J. Yarabinee
Mayor of Runnemede Borough
PO Box 267

24. N.Black Horse Pike
Runnemede, NJ 08078-0267

William C. Packer, III
Mayor of Westville Borough
1035 Broadway
Westville, New Jersey 08093-1439

William W. Bain, Jr.
Mayor of Deptford
1011 Cooper Street
Deptford Township, New Jersey 08096-3090

John Soubasis
Mayor of Brooklawn Borough
301 Christiana Street
Brooklawn , New Jersey 08030

G:\NJDOT Projects\2652-Interstate 295\NEPA Documentation\NOPA MAILING LIST.doc
Last printed 2/6/2003 1:34 PM

FY 2006-08 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation Projects

PROJECT NAME	*Project ID No.*	*TIP No.*
Route 295/42/I-76, Direct Connection, Camden County	355	355

This project will provide a direct connection for I-295 traffic through the interchange with I-76 and Route 42. The project will improve safety and reduce congestion by eliminating ramp movements on mainline I-295 as well as eliminating the merge of I-295 traffic with I-76 and Route 42 traffic.

Presently, I-295 traffic must use exit ramps that are posted at 35-mph to merge onto I-76 for a short distance before returning to the I-295 mainline. Drivers traveling through the interchange on I-295 must contend with vehicles entering from Route 42 and I-76, creating dangerous weaving movements. As the major carrier of Pennsylvania-bound commuter traffic via the Walt Whitman and Ben Franklin Bridges and as the primary recreational connection to the Jersey shore via Route 42 and the Atlantic City Expressway, this interchange is the busiest in the region. This interchange is one of the 10 most congested locations in New Jersey (#1 in the DVRPC region), and has an average crash rate four times higher than the statewide average.

The project is currently in the Draft Environmental Impact Statement (DEIS) stage. The original list of 26 alternatives has been reduced to a short list of five for further study. Alternatives include a tunnel to carry I-295 under I-76/Route 42, stacking northbound and southbound I-295 over each other, and side-by-side alignments. The proposed project must deal with several constraints and challenges including impacts on residential/commercial properties, a cemetery, and wetlands/floodplains. As a Hyperbuild project, the schedule is to complete technical environmental work in 2005, circulate the DEIS in 2006, issue Final EIS and Record of Decision in 2007, undertake design engineering in 2007-2009, and advance to construction in 2009-2012. The potential cost range is $250-$450 million, depending on the alternative selected.

The following special Federal appropriations were allocated to this project. FY 2003/Q02 $993,500 (balance available $0) and FY 2005/Interstate Maintenance Discretionary $826,667 (balance available $0).

COUNTY: Camden
MUNICIPALITY: Bellmawr Boro Mount Ephraim Boro
MILEPOSTS: 25.71 - 28.20
STRUCTURE NO.: N/A
LEGISLATIVE DISTRICT: 5 **SPONSOR:** NJDOT
PROGRAM CATEGORY: Congestion Relief - Hwy Operational Improvements

MPO	Phase	Fund	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010
DVRPC	PD	DEMO	$1,250,000				

Section III

I-295/I-76/Route 42
Direct Connection
Camden County

APPENDIX B
AGENCY CORRESPONDENCE

CONTENTS

Date	Author
December 19, 2001	USFWS
January 7, 2002	NOAA
January 8, 2002	NJDEP OCP
January 8, 2002	USFWS
January 9, 2002	DRBC
January 9, 2002	USACE
January 9, 2002	NJTA
January 10, 2002	NJ Transit
January 23, 2002	USEPA
January 30, 2002	USCG
October 22, 2002	FHWA
December 9, 2002	NJDEP OPC
December 16, 2002	USFWS
December 27, 2002	USFWS
January 31, 2003	USACE
March 21, 2003	USFWS
May 29, 2003	USACE
September 11, 2003	NJDEP NHP
October 9, 2003	USFWS
March 12, 2004	NJDOT
May 3, 2004	DRPA
February 9, 2005	NJDEP LURP
February 15, 2005	USACE
June 30, 2005	FHWA
July 6, 2005	NJDEP HPO
July 15, 2005	NMFS
August 16, 2006	NJDEP HPO
December 13, 2006	NJDOT
January 10, 2007	NJDOT
January 16, 2007	NJDOT
March 30, 2007	NJDEP HPO
May 15, 2007	NJDOT
August 31, 2007	NJDOT

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New Jersey Field Office
Ecological Services
927 North Main Street, Building D
Pleasantville, New Jersey 08232
Tel: 609/646 9310
Fax: 609/646 0352
http://njfieldoffice.fws.gov

In Reply Refer to:

FP-01/48

December 19, 2001

Andras Fekete, Manager
Bureau of Environmental Services
New Jersey Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625-2824

Dear Mr. Fekete:

This is in response to the Notice of Intent (NOI) to prepare a draft Environmental Impact Statement (EIS) for transportation improvements at the interchange of Routes I-295/I-76/NJ 42 in Camden and Gloucester Counties, New Jersey. The U.S. Fish and Wildlife Service's (Service) New Jersey Field Office is providing comments based upon the NOI as published in the *Federal Register* / Vol. 66, No. 206 / Wednesday, October 24, 2001.

AUTHORITY

These comments provide technical assistance only and do not represent the review comments of the Department of the Interior on any forthcoming environmental documents pursuant to the National Environmental Policy Act of 1969 (NEPA) as amended (83 Stat. 852; 42 U.S.C. 4321 *et seq.*), nor do these comments preclude separate review and comments by the Service as afforded by the Fish and Wildlife Coordination Act (48 Stat. 401; 16 U.S.C. 661 *et seq.*). In reviewing applications where permits are required, the Service may concur, with or without stipulations, or recommend denial of the permit, depending upon the potential for the project to adversely impact fish and wildlife resources. This response also does not preclude Service comments on issues related to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

RECEIVED
DEC 27 200
BEA

GENERAL COMMENTS

The Service recommends that the environmental studies fully address the potential adverse impacts of the proposed project on terrestrial and aquatic ecosystems within the project area. Any forthcoming environmental documents should discuss the impacts of the proposed project on stream communities and associated streamside flora and fauna. Primary, secondary, and cumulative impacts should be identified and discussed. Emphasis should be placed on the avoidance and minimization of adverse impacts to fish and wildlife resources and their supporting ecosystems. Measures to mitigate adverse impacts of fish, wildlife, streams, and wetlands should also be addressed.

In order to obtain Service comments pursuant to the Endangered Species Act for federally listed species under the Service's jurisdiction occurring within New Jersey, please submit a written request for informal Section 7 consultation to the letterhead address, and provide detailed maps of the proposed project impact area.

Thank you for the opportunity to comment. If you have any questions concerning these comments, please contact Allen Jackson of my staff, at 609-646-9310, ext. 23.

Sincerely,

Clifford G. Day
Supervisor

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
NORTHEAST REGION
One Blackburn Drive
Gloucester, MA 01930-2298

JAN - 7 2002

Mr. Nick Caiazza
Environmental Team Leader, Division of Project Management
State of New Jersey
Department of Transportation
PO Box 600
Trenton, NJ 08625-0600

Dear Mr. Caiazza:

This responds to your request for comments, dated December 10, 2001, regarding the Routes I-295/I-76-NJ 42 construction (Federal Project #Q0102952098). The Notice of Planned Action has been received and reviewed by the Protected Resources Division of the National Marine Fisheries Service.

This project involves the construction of a direct connection between several main roadways in Bellmawr Borough, Mount Ephraim Borough, and Runnemede Borough, New Jersey. No federally listed or proposed threatened or endangered species and/or designated critical habitat for listed species under the jurisdiction of the National Marine Fisheries Service (NMFS) are known to exist in the project area. Therefore, consultation pursuant to Section 7 of the Endangered Species Act of 1973, as amended, is not required. Should project plans change or new information becomes available that changes the basis for this determination, then consultation should be initiated.

If you have not already done so, it is recommended that you contact the U.S. Fish and Wildlife Service for federally listed threatened or endangered species within their jurisdiction. The contact number for the Northeast Regional office is (413) 253-8200.

Sincerely,

Mary A. Colligan
Assistant Regional Administrator
for Protected Resources

File Code: 1514-05 (A), NSP

PROJECT MANAGEMENT
RECEIVED
JAN 10 2002

DONALD T. DIFRANCESCO
Acting Governor

State of New Jersey
Department of Environmental Protection

Robert C. Shinn, Jr.
Commissioner

Office of Coastal Planning & Program Coordination
PO Box 418
Trenton, NJ 08625-0418
Phone 609-292-2662
Fax 609-292-4608
lschmidt@dep.state.nj.us

January 8, 2002

Mr. Nick Caiazza
Division of Project Management
New Jersey Department of Transportation
PO Box 600
Trenton, NJ 08625-0600

RE: **Routes I-295 / I-76 / NJ 42**
Bellmawr & Mount Ephraim, Camden County
Deptford, Gloucester County
Federal Project No. Q0102952098
NOPA Scoping Comments

Dear Mr. Caiazza:

The Office of Coastal Planning and Program Coordination of the New Jersey Department of Environmental Protection (NJDEP) has completed its review of the New Jersey Department of Transportation's (NJDOT) Notice of Planned Action (NOPA) to prepare technical environmental studies (TES) and an environmental impact statement (EIS). The reports are for the proposed Routes I-295 / I-76 / NJ 42 interchange reconstruction in Bellmawr and Mount Ephraim, Camden County, and Deptford, Gloucester County (Federal Project No. Q0102952098). The Office of Coastal Planning and Program Coordination coordinates Departmental reviews of documents prepared pursuant to the requirements of the National Environmental Policy Act (NEPA).

In addition to the areas of concern listed in NOPA, the EIS should assess potential impacts to water quality during construction and operation.

Please send six copies of the completed EIS directly to the Office of Coastal Planning and Program Coordination to insure a timely and comprehensive coordinated Departmental review. Thank you for inviting the NJDEP to the recent partnering meeting and for the giving the NJDEP the opportunity to be part of the scoping process for the proposed action.

Sincerely,

Lawrence Schmidt
Director
Office of Coastal Planning
& Program Coordination

PROJECT MANAGEMENT
RECEIVED
JAN 11 2002

New Jersey is an Equal Opportunity Employer
Recycled Paper

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New Jersey Field Office
Ecological Services
927 North Main Street, Building D
Pleasantville, New Jersey 08232
Tel: 609/646 9310
Fax: 609/646 0352
http://njfieldoffice.fws.gov

In Reply Refer to:
FP-01/51

January 8, 2002

Nick Caiazza, Environmental Team Leader
Division of Project Management
New Jersey Department of Transportation
P.O. Box 600
Trenton, New Jersey 08625-0600

PROJECT MANAGEMENT
RECEIVED
JAN 10 2002

Dear Mr. Caiazza:

The U.S. Fish and Wildlife Service (Service), New Jersey Field Office has reviewed the *Notice of Planned Action* submitted with your letter dated December 10, 2001, to determine whether federally listed endangered and threatened species would be adversely affected. The project is the proposed Interstate 295/Interstate 76/New Jersey Route 42 interchange reconstruction located in the Boroughs of Bellmawr, Mount Ephraim, and Runnemede; Counties of Camden and Gloucester, New Jersey.

AUTHORITY

This response is pursuant to Section 7 of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) to ensure the protection of federally listed endangered and threatened species. Additional comments are provided as technical assistance. As alternatives are formulated, considered, and evaluated for selection of a preferred alternative, additional review and comment by the Service may be required pursuant to the December 22, 1993 Memorandum of Agreement among the U.S. Environmental Protection Agency, New Jersey Department of Environmental Protection, and the Service, if implementation of the preferred alternative requires a permit from the New Jersey Department of Environmental Protection pursuant to the New Jersey Freshwater Wetlands Protection Act (N.J.S.A. 13:9B *et seq.*). Additional review and comments by the Service may be also required under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401; 16 U.S.C. 661 *et seq.*), if implementation of the preferred alternative requires a permit from the Department of the Army pursuant to Section 10 of the Rivers and Harbors Act of 1899 (30 Stat. 1151; 33 U.S.C. 403 *et seq.*) and Section 404 of the Clean Water Act (33 U.S.C. 1344 *et seq.*).

FEDERALLY LISTED SPECIES

Except for an occasional transient bald eagle (*Haliaeetus leucocephalus*), no other federally listed or proposed threatened or endangered flora or fauna under Service jurisdiction are known to occur within the vicinity of the proposed project site. Therefore, no further consultation pursuant to Section 7 of the Endangered Species Act is required by the Service. If additional information on federally listed species becomes available, or if project plans change, this determination may be reconsidered.

SERVICE POSITION

The Service has reviewed the *Notice of Planned Action* and your determination that existing conditions are unsafe to motorists. Due to the information provided regarding the number of accidents and fatalities reported since 1997, the Service generally concurs with the project purpose and need. The Service also acknowledges the New Jersey Department of Transportation's (NJDOT) intent to formulate various alternatives, from which a short list will be chosen for inclusion in the Environmental Impact Statement, and for planning to choose the alternative that would incur the least adverse impacts to natural resources.

The *Notice of Planned Action* states that field surveys of threatened and endangered species will be conducted within the project site. Although the Service has no record of federally listed species occurring within or in the vicinity of the project area, we encourage NJDOT to conduct a search on site for unknown populations of the federally threatened swamp pink (*Helonias bullata*), which occurs in the upper reaches of Big Timber Creek. We request a copy of all survey results for our review. This office is available for further consultation. Current information regarding federally listed and candidate species occurring in New Jersey is enclosed. The Service encourages federal agencies and other planners to consider State endangered, threatened, and sensitive species in project planning.

We further note that the NJDOT's planned technical environmental studies will include an analysis and a natural resources investigation of hazardous waste sites and wetlands within the project area. The Service is available for any technical assistance necessary for federal and State permitting. The Service recommends seeking and investigating alternatives that avoid or minimize adverse impacts to wetlands.

Please contact John Staples or Carlo Popolizio of my staff at (609) 646-9310, exts. 18 and 32, respectively, if you have any questions or require further assistance regarding federally listed threatened or endangered species or other fish and wildlife concerns.

Sincerely,

Clifford G. Day
Supervisor

2

FEDERALLY LISTED ENDANGERED AND THREATENED SPECIES IN NEW JERSEY

An **ENDANGERED** species is any species that is in danger of extinction throughout all or a significant portion of its range.

A **THREATENED** species is any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

	COMMON NAME	SCIENTIFIC NAME	STATUS
FISHES	Shortnose sturgeon*	*Acipenser brevirostrum*	E
REPTILES	Bog turtle	*Clemmys muhlenbergii*	T
	Atlantic Ridley turtle*	*Lepidochelys kempii*	E
	Green turtle*	*Chelonia mydas*	T
	Hawksbill turtle*	*Eretmochelys imbricata*	E
	Leatherback turtle*	*Dermochelys coriacea*	E
	Loggerhead turtle*	*Caretta caretta*	T
BIRDS	Bald eagle	*Haliaeetus leucocephalus*	T
	Piping plover	*Charadrius melodus*	T
	Roseate tern	*Sterna dougallii dougallii*	E
MAMMALS	Eastern cougar	*Felis concolor couguar*	E+
	Indiana bat	*Myotis sodalis*	E
	Gray wolf	*Canis lupus*	E+
	Delmarva fox squirrel	*Sciurus niger cinereus*	E+
	Blue whale*	*Balaenoptera musculus*	E
	Finback whale*	*Balaenoptera physalus*	E
	Humpback whale*	*Megaptera novaeangliae*	E
	Right whale*	*Balaena glacialis*	E
	Sei whale*	*Balaenoptera borealis*	E
	Sperm whale*	*Physeter macrocephalus*	E
INVERTEBRATES	Dwarf wedgemussel	*Alasmidonta heterodon*	E
	Northeastern beach tiger beetle	*Cicindela dorsalis dorsalis*	T
	Mitchell sayrr butterfly	*Neonympha m. mitchellii*	E+
	American burying beetle	*Nicrophorus americanus*	E+
PLANTS	Small whorled pogonia	*Isotria medeoloides*	T
	Swamp pink	*Helonias bullata*	T
	Knieskern's beaked-rush	*Rhynchospora knieskernii*	T
	American chaffseed	*Schwalbea americana*	E
	Sensitive joint-vetch	*Aeschynomene virginica*	T
	Seabeach amaranth	*Amaranthus pumilus*	T

STATUS:			
E	endangered species	PE	proposed endangered
T	threatened species	PT	proposed threatened
+	presumed extirpated**		

* Except for sea turtle nesting habitat, principal responsibility for these species is vested with the National Marine Fisheries Service.

** Current records indicate the species does not presently occur in New Jersey, although the species did occur in the State historically.

Note: for a complete listing of Endangered and Threatened Wildlife and Plants, refer to 50 CFR 17.11 and 17.12.

For further information, please contact:

U.S. Fish and Wildlife Service
New Jersey Field Office
927 N. Main Street, Building D
Pleasantville, New Jersey 08232
Phone: (609) 646-9310
Fax: (609) 646-0352

Revised 12/06/00

FEDERAL CANDIDATE SPECIES IN NEW JERSEY

CANDIDATE SPECIES are species that appear to warrant consideration for addition to the federal List of Endangered and Threatened Wildlife and Plants. Although these species receive no substantive or procedural protection under the Endangered Species Act, the U.S. Fish and Wildlife Service encourages federal agencies and other planners to give consideration to these species in the environmental planning process.

SPECIES	SCIENTIFIC NAME
Bog asphodel	*Narthecium americanum*
Hirst's panic grass	*Panicum hirstii*

Note: For complete listings of taxa under review as candidate species, refer to Federal Register Vol. 64, No. 205, October 25, 1999 (Endangered and Threatened Wildlife and Plants; Review of Plant and Animal Taxa that are Candidates for Listing as Endangered or Threatened Species).

Revised 11/99

Delaware River Basin Commission
DELAWARE • NEW JERSEY
PENNSYLVANIA • NEW YORK
UNITED STATES OF AMERICA

Delaware River Basin Commission
25 State Police Drive
PO Box 7360
West Trenton, New Jersey
08628-0360
Phone: (609) 883-9500 Fax: (609) 883-9522
Web Site: http://www.drbc.net

Carol R. Collier
Executive Director

Robert Tudor
Deputy Executive Director

January 9, 2002

Mr. Nick Caiazza, ETL
Division of Project Management
New Jersey Department of Transportation
P. O. Box 600
Trenton, NJ 08625-0600

RE: Routes I-296, I-76, NJ42
Bellmawr and Mount Ephraim Boroughs, Camden County
Deptford Township, Gloucester County
New Jersey

Dear Mr. Caiazza:

By letter of December 10, 2001, you informed us of state and federal plans to develop an Environmental Impact Statement (EIS) regarding the subject project. We understand that 40 acres of wetlands is located in the proposed interchange area and that an analysis of alternatives will be conducted. The Delaware River Basin Commission (DRBC) Rules of Practice and Procedure require a Section 3.8 review and approval for any project that drains, fills, or alters 25 acres or more of wetlands. If less than 25 acres of wetlands will be disturbed, state and federal permits should be adequate and the DRBC typically defers to those permitting processes.

We note that the project will be guided by the U. S. Fish and Wildlife Service and be subject to review and approval by the New Jersey Department of Environmental Protection (NJDEP) and the U. S. Army Corps of Engineers. Therefore, the policies and concerns of DRBC, including wetland mitigation, should be addressed and the project, if less than 25 acres of wetlands are disturbed, would not be subject to additional review by DRBC.

We would like to receive a copy of the final delineation of wetlands to be affected and the letter of interpretation and jurisdictional determination from the NJDEP and the ACOE so as to be able to ascertain at the appropriate time whether the project would or would not exceed the 25 acre threshold of DRBC reviewability. Please forward these to Paul J. Sally, P.E. at the above address.

Sincerely,

Thomas L. Brand, P.E.
Project Review Branch Head

DEPARTMENT OF THE ARMY
PHILADELPHIA DISTRICT, CORPS OF ENGINEERS
WANAMAKER BUILDING, 100 PENN SQUARE EAST
PHILADELPHIA, PENNSYLVANIA 19107-3390

REPLY TO ATTENTION OF

JAN 09 2002

Regulatory Branch
Application Section II

SUBJECT: CENAP-OP-R-199802102-35
I-295/I-76/NJ Route 42 Interchange Reconstruction

Mr. Nick Caiazza
Environmental Team Leader
Department of Transportation
State of New Jersey
P.O. Box 600
Trenton, New Jersey 08625-0600

Dear Mr. Caiazza:

This is in regard to your letter dated December 10, 2001, in which you requested that the U.S. Army Corps of Engineers provide comments on a Notice of Planned Action which you have developed for the subject project.

The Notice of Planned Action for the interchange reconstruction project provides general information on the proposed project and some of the environmental and social issues associated with the project. This office is interested in participating in the NEPA process and encourages the Federal Highways Administration to invite the U.S. Army Corps of Engineers, Philadelphia District, to be a cooperating agency with respect to any EIS prepared for the proposed interchange reconstruction.

Mr. Michael H. Hayduk, Biologist, and Mr. Samuel L. Reynolds, Chief, Application Section II, are this office's points of contact for the project. Mr. Hayduk can be reached by telephone at (215) 656-5822 or by e-mail at Michael.H.Hayduk@usace.army.mil. Mr. Reynolds can be reached by telephone at (215) 656-5715 or by e-mail at Samuel.L.Reynolds@usace.army.mil. Future correspondence regarding the preparation/issuance of the NEPA/EIS documentation should reference U.S. Army Corps of Engineers file number CENAP-OP-R-199802102.

If you should have any questions regarding this letter, please contact Mr. Hayduk or Mr. Reynolds of my office by phone, e-mail or by writing to the above address.

Sincerely,

Frank J. Cianfrani
Chief, Regulatory Branch

Copy furnished:
Ms. Lourdes Castaneda, FHWA, NJ Division Office
Ms. Amy Fox, FHWA, NJ Division Office
840 Bear Tavern Road
Suite 310
West Trenton, New Jersey 08628-1019

New Jersey Turnpike Authority

ADMINISTRATION BUILDING P.O. BOX 1121 NEW BRUNSWICK, NEW JERSEY 08903
TELEPHONE (732) 247-0900

COMMISSIONERS

FRANK X. McDERMOTT, *Chairman*
NANCY H. BECKER, *Vice Chair*
RAYMOND M. POCINO, *Treasurer*
JOSEPH (J.P.) MIELE
JEROME P. AMEDEO
JAMES WEINSTEIN

EDWARD GROSS
EXECUTIVE DIRECTOR

January 9, 2002

Mr. Nick Caiazza
Environmental Team Leader
Division of Project Management
New Jersey Department of Transportation
P.O. Box 600
Trenton, New Jersey 08625-0600

RE: Routes I-295/I-76/NJ 42 Interchange Reconstruction and
Environmental Impact Statement
Federal Project No. Q0102952098

Dear Mr. Caiazza:

On behalf of the New Jersey Turnpike Authority (Authority), I want to thank you for the opportunity to review the Notice of Planned Action for the referenced project. The Authority does not have any comments at this time; however, we look forward to continued coordination between our agencies and participation in this project as the environmental studies are developed.

All future correspondence regarding this project should be sent to Stephen M. Buente, Supervising Engineer/Planning. Otherwise, please do not hesitate to contact me if I can be of any further assistance.

Very truly yours,

Robert J. Grimm
Assistant Chief Engineer

RJG:rp
cc: R. J. Raczynski
S. M. Buente

NJTRANSIT
The Way To Go.

Donald T. DiFrancesco
Acting Governor

James Weinstein
Board Chairman

Jeffrey A. Warsh
Executive Director

January 10, 2002

Mr. Nick Caiazza
Environmental Team Leader
Division of Project Management
New Jersey Department of Transportation
P.O. Box 600
Trenton, New Jersey 08625-0600

Re: Route I-295/I-76-NJ 42
Boroughs of Bellmawr and Mount Ephraim
In Camden County and the Township of Deptford
In Gloucester Counties
Fed. Proj. #Q0102952098

Dear Mr. Caiazza:

In response to your letter of December 10, 2001 regarding the above project, NJ TRANSIT supports the advancement of the Environmental Impact Statement. This location is one of the most congested in Southern New Jersey. It is our understanding that the DRPA/PATCO will be evaluating the potential for a PATCO extension that may impact the project area. The highway and transit efforts should be coordinated.

Alan Maiman, NJ TRANSIT Director of Bus Service Planning for Southern New Jersey, has been attending the meetings for this project and I encourage you to keep him advised of all future meetings regarding bus services in the project area.

Thank you for your notification of the upcoming Environmental Impact Statement.

Sincerely,

Jack M. Kanarek
Senior Director Project Development

cc. A. Maiman, A. Demyanovich, J. Sutton, C. Dougherty, DVRPC, T. Hickey, PATCO
File:M:\wp\loa#166

One Penn Plaza East, Newark NJ 07105-2246 (973) 491-7000

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 2
290 BROADWAY
NEW YORK, NY 10007-1866

JAN 23 2002

Nick Caiazza
Environmental Team Leader
Division of Project Management
New Jersey Department of Transportation
PO Box 600
Trenton, New Jersey 08625-0600

Dear Mr. Caiazza:

The Environmental Protection Agency (EPA) has reviewed the amended Notice of Planned Action for the project entitled **Routes I-295, I-76, NJ-42, Interchange, Camden and Gloucester Counties, New Jersey**. Our review is pursuant to the National Environmental Policy Act (NEPA), Council on Environmental Quality (CEQ) regulations (40 CFR Parts 1500-1508), and Section 309 of the Clean Air Act.

The New Jersey Department of Transportation (NJDOT), in cooperation with the Federal Highway Administration (FHWA), propose to reconstruct the Interchange connection between I-295, I-76, and NJ Route 42. According to the Notice, several alternatives will be under consideration including the No-build. Also, the Notice stated that a Congestion Management Study was performed for this project, confirming the purpose of resolving the need for a direct connection for I-295, and that the CMS identified Travel Demand measures and operational improvements. We encourage FHWA and NJDOT to retain those measures and incorporate them into appropriate alternatives rather than look at those measures as alternatives in and of themselves.

EPA does not believe that transportation components such as HOV lanes and overall mobility and safety improvements are mutually exclusive. We urge an approach which considers composite alternatives which have categories of components (e.g., transportation management systems, HOV lanes, lane expansion) within which several possible options can be evaluated. Alternatives which will minimize adverse environmental impacts and optimize environmental benefits of each alternative component should be developed and evaluated.

EPA recommends the DEIS include a clear description of the basic project purpose and need, project alternatives, potential impacts to the environment, and mitigation for these impacts. Particular attention should focus on an evaluation of the environmental impacts of the proposal and alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options for the decisionmaker and the public (40 CFR 1502.14). The no-project alternative should allow the reader of the DEIS to distinguish between project-related impacts and impacts due to nonproject background conditions. We also urge the FHWA to incorporate the principles of environmental justice and pollution prevention into the proposed project.

Internet Address (URL) • http://www.epa.gov
Recycled/Recyclable • Printed with Vegetable Oil Based Inks on Recycled Paper (Minimum 50% Postconsumer content)

NEPA requires evaluation of indirect and cumulative effects which are caused by the action (40 CFR 1508.8(b) and 1508.7). The DEIS should thoroughly evaluate the project alternatives' indirect effects which may include growth inducing effects, irrespective of whether that growth is planned for, and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air, water and other natural systems, including ecosystems.

We appreciate the opportunity to review this Notice. Additional detailed comments are enclosed. Please send three copies of the Draft DEIS to this office at the same time it is officially filed with our Washington D.C. Office. If you have any questions, please call David J. Carlson, of my staff, at (212) 637-3502.

Sincerely yours,

Grace Musumeci, Chief
Environmental Review Section

COMMENTS

NEPA
Alternatives Analysis

We strongly recommend that the Draft DEIS rigorously explore and objectively evaluate all reasonable alternatives and briefly discuss the reasons for having eliminated other alternatives from further evaluation. [40 C.F.R. § 1502.14]

The alternatives analysis should demonstrate that the project sponsors have selected the least damaging practicable alternative based on costs, logistics and existing technology with respect to waters of the United States, including wetlands. [40 C.F.R. § 230.10(a)]

Direct, Indirect and Cumulative Impacts

The DEIS should discuss direct, indirect and cumulative effects of the proposed action. Direct effects are caused by the action and occur at the same time and place [40 C.F.R. § 1508.8(a)]. Indirect effects are caused by the action and are later in time or further removed in distance, but are still reasonably foreseeable. They may include induced changes in land use patterns, population density and growth rate and related effects on air, water and other natural systems [40 C.F.R. § 1508.8(b)]. Cumulative impacts result from the incremental impact of the action when added to other past, present and reasonably foreseeable future actions, regardless of what agency undertakes the action [40 C.F.R. § 1508.7].

Other NEPA Comments

If the DEIS should reference specific documents, briefly describe the contents of the referenced material (assumptions, conclusions, decisions). The project sponsor should ensure that referenced materials are reasonably available for inspection. [40 C.F.R. § 1502.21].

Environmental Justice

In keeping with Executive Order 12898, **Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations**, the DEIS should describe the measures taken by the FHWA to: 1) fully analyze the environmental effects of the proposed project on minority communities and low-income populations, and 2) present opportunities for affected communities to provide input into the NEPA process. The intent and requirements of EO 12898 are clearly illustrated in the President's February 11, 1994 Memorandum for the Heads of all Departments and Agencies.

Water Quality

The DEIS should discuss the proposed project's compliance with State and local water quality management plans and State-adopted, EPA-approved water quality standards. The project should be fully coordinated with the State Department of Environmental Protection to ensure protection of water quality and maintenance of beneficial uses.

Federal agencies must comply with the federal consistency requirements of the State's Nonpoint Source Management Program [Clean Water Act, §§ 319(b)(2)(F), 319(k)]. The DEIS should

identify potential sources of nonpoint pollution from building and operating the proposed action. Such sources may include, but are not limited to, sediment, hydrocarbons, heavy metals and herbicides. Provide information on how requirements of the State nonpoint source program will be met by the proposed action.

To minimize erosion and maximize the retention of soil on-site and in siting the roadway and bridges refer to the management practices listed in Attachment A. The DEIS should include a conceptual runoff and sedimentation control plan and discuss the management practices it intends to implement to protect water quality. Discuss how the management practices will be monitored to ensure that the maintenance and protection of water quality can be guaranteed.

The Federal Antidegradation policy (40 CFR 131.12) is designed to help implement the Clean Water Act (CWA) which is intended to restore and maintain the chemical, physical, and biological integrity of the Nation's waters [Section 101(a)]. The Antidegradation Policy states that where the quality of the waters exceed levels necessary to support propagation of fish, shellfish, and wildlife and recreation in and on the water, that quality shall be maintained and protected unless the State finds, after full intergovernmental coordination and public participation, that allowing lower water quality is necessary to accommodate important economic or social development. Even then, the State shall assure water quality adequate to fully protect existing uses.

Evaluate the potential of the proposed activity to cause adverse aquatic impacts such as increased siltation and turbidity; changes in the direction of stream flow, substrate, dissolved oxygen, and temperature; and habitat deterioration.

Identify critical fisheries habitat which may be affected, especially spawning and rearing areas; key wildlife species and acres of habitat affected; and other sensitive aquatic sites such as wetlands. The DEIS should describe and map drainage patterns and riparian areas in the proposed project area. Outline existing beneficial uses of these areas, disclose potential impacts from the proposed project, and identify special measures that will be taken to protect vulnerable areas from adverse effects of implementing the project.

The DEIS should identify impacts to water, floodplains, and wetlands, including identification of Section 404 Clean Water Act requirements and proposals to ensure compliance with these requirements. Of the alternatives that are suggested to be carried through to the DEIS, FHWA should identify the least environmentally damaging alternative.

EPA will review the proposed action for compliance with the Federal Guidelines for Specification of Disposal Sites for Dredged or Fill Materials (40 CFR 230) [hereafter referred to as the Guidelines], promulgated pursuant to Section 404(b)(1) of the Clean Water Act (CWA). To comply with the Guidelines, the proposed action must meet all of the following criteria:

- There is no practicable alternative to the proposed discharge which would have less adverse impact on the aquatic ecosystem (40 CFR 230.10(a)).

- The proposed action does not violate State water quality standards, toxic effluent standards, or jeopardize the continued existence of federally listed species or their critical habitat (40 CFR 230.10(b)).

- The proposed action will not cause or contribute to significant degradation of waters of the United States, including wetlands (40 CFR 230.10(c)). Significant degradation includes loss of fish and wildlife habitat, including cumulative losses.

- All appropriate and practicable steps are taken to minimize adverse impacts on the aquatic ecosystem (i.e., mitigation) (40 CFR 230.10(d)). This includes incorporation of all appropriate and practicable compensation measures for unavoidable losses to waters of the United States, including wetlands. The DEIS should fully address the feasibility of "in-kind" habitat mitigation measures.

FHWA and NJDOT should submit a proposed mitigation plan pertaining to the project and insure that the mitigation plan and implementation schedule are considered thoroughly in the context of the development of the project.

Species Viability

The DEIS should fully evaluate the potential for habitat fragmentation, loss of connectivity, and the cumulative loss of species viability (e.g., from induced growth, increased human and pet presence). Although endangered species, species-of- concern, and fisheries are notable focal points for evaluation, the DEIS should also evaluate potential impacts on other significant or keystone species.

We recommend that the project sponsors coordinate with the U.S. Fish and Wildlife Service (FWS) and California Fish & Game in the evaluation of potential impacts to threatened and endangered species and candidate species. The DEIS should include copies of correspondence with FWS and listings of species that could occur in the project area.

Air Quality

The project description should be detailed enough to allow an identification of potential air quality impacts. The affected environment section should identify any existing air pollution problems in the area, especially existing problems that may worsen as a result of the proposed project. This section should identify the air basin in which the project lies, and the climate, topography, and meteorological conditions as they affect basin air quality.

The DEIS should describe the area's criteria pollutant attainment/nonattainment status and the severity of any nonattainment problems. The status of air quality planning should be discussed, including the status of existing and proposed air quality plans. Air quality rules and regulations affecting the project should be summarized. The number and frequency of monitored criteria pollutant violations during the most recent 5 years of record should be presented for air quality monitors located near the proposed project site and identify the particular pollutant and the level of violation of the state and federal standards.

Health and welfare effects of criteria pollutants should be summarized (especially for pollutants likely to be emitted in substantial quantities by the project). Nearby sensitive areas meriting special protection also should be identified (Class I wilderness areas and national parks). Finally, sensitive receptors in the project vicinity (e.g., residences, schools, nursing homes, hospitals, and daycare facilities) should be identified.

Evaluation Criteria. The environmental consequences section should include evaluation criteria that will be used to identify what constitutes a significant air quality impact. The criteria should also specify when dispersion modeling should be conducted. These criteria should be based on ambient air quality standards, existing rules and regulations, or other well-reasoned criteria.

Methodology. The environmental consequences section should include a methodology section. The methodology must identify the years to be included in the analysis and the models and assumptions used to evaluate whether the project would have a significant air quality impact. If the project is subject to EPA's transportation conformity rule, then an analysis must be conducted for each of the years specified by the conformity rule (40 CFR 93 Subpart A).

If the project is located close to areas meriting special protection, such as national parks or wilderness areas, the methodology should identify how pollutant impacts on those areas will be evaluated.

The methodology and the impact assessment should be applied to the proposed project and all project alternatives. Modeling to project air quality impacts should be used that includes traffic volume projections for each alternative and discusses how the model accounted for induced trips. Use a complete range of speeds, including those > 55 mph in the model. We recommend an evaluation of the project's potential effects on regional pollutants, even though the FHWA 1987 Technical Advisory does not recommend a project-by-project evaluation. Such pollutants include ozone precursors (hydrocarbons and nitrogen oxides) and particulate matter.

Impact Assessment. The DEIS should demonstrate that the proposed action will not (a) cause or contribute to any new violation of the NAAQS, (b) increase the frequency or severity of any existing violation of any standard, (c) delay timely attainment of any standard or any required interim emission reductions or other milestones in the project area pursuant to §176(c) of the Clean Air Act.

The environmental consequences section should include estimates of all project-related criteria pollutant emissions, including both construction and operational emissions. If the project has the potential to release any of the 189 hazardous air pollutants specified in Section 112 of the Clean Air Act Amendments, then estimates of those pollutants should also be included. If hazardous air pollutants would be transported in the alignment of the proposed project, the risk of upset should be evaluated. The DEIS should also assess the potential human health risks of exposure to hazardous air pollutants.

Emissions should be estimated using the latest emission factors available. If the project is subject to EPA's transportation conformity rule, the procedures outlined in CFR Part 93, Determining Conformity of Federal Actions to State or Federal Implementation Plans, should be used to estimate emissions. Planning assumptions used to estimate air pollutant impacts should be derived from the most recent estimates of population, employment, travel, and congestion approved by the Metropolitan Planning Organization (MPO) or other agency authorized to make such estimates.

In addition to evaluating the direct impacts of traffic flows on the proposed project or project alternatives, the impact assessment should evaluate any redistribution of traffic flows that would

5

result from the project. In particular, the assessment should evaluate the impacts on sensitive receptors resulting from increases in traffic flows on project facilities and on facilities in the vicinity of the project.

Motor Vehicle Emission Estimates. To estimate motor vehicle criteria pollutant emissions, the most current version of the motor vehicle emissions model specified by EPA and available for use in the preparation or revision of SIPs must be used in the conformity analysis as described in 40 CFR 93.131. These emission estimates should be based on and consistent with the traffic study assumptions and results for the project.

Carbon Monoxide Modeling. Ambient carbon monoxide (CO) concentrations from mobile sources should be estimated if the project is shown to cause or contribute to significant traffic congestion in the project vicinity. CO modeling is required if existing intersections affected by the project are operating at a level of service (LOS) of D, E, or F or if intersection LOS would be degraded to D, E, or F because of the project.

The CO modeling analysis should focus on congested intersections and those intersections that are expected to be most adversely affected by the proposed project and the project alternatives. When modeling intersections, use the worst case meteorology, i.e., model at least for every 10° of wind, very stable conditions, low wind speed, low mixing height, cold temperature conditions, conservative background level assumptions (high). Include project emissions with and without the project. Specify land use build out assumptions for each projection.

The air quality modeling analyses of CO concentrations should be based on EPA's Guideline for Modeling Carbon Monoxide from Roadway Intersections. All assumptions used to conduct the modeling should be described, and any deviations from EPA's modeling guidance should be identified, along with the reasons for those deviations.

PM10 Modeling. Estimates of ambient inhalable particulate (PM10) concentrations attributable to mobile sources will not be required until EPA releases modeling guidance on this subject. The project applicant should be aware that PM10 modeling may be required and should contact EPA for the PM10 modeling guidance release date.

Stationary and Area Source Emissions. If the proposed project or the project alternatives would be closely related to, allow, or facilitate the development of stationary or area sources of emissions, the DEIS should include estimates of these emissions.

To estimate non-motor-vehicle emissions (which include both stationary and area sources), the latest emission factors specified in EPA's Compilation of Air Pollutant Emission Factors (AP-42) should be used unless more accurate emission factors are available (such as actual stack test data from stationary sources). Emission estimates should be based on a realistic estimate of worst-case operating conditions.

Cumulative Impacts. The project should address cumulative air quality impacts, including direct and indirect emissions associated with the project plus emissions associated with other future economic development. Future scenarios should be carefully specified using the most recent estimates of population, employment, travel, and congestion approved by the relevant MPO.

6

TRANSPORTATION CONFORMITY

EPA has developed final conformity rules to implement Section 176(c) of the federal Clean Air Act Amendments of 1990. These rules are to ensure that federal actions conform to the appropriate state implementation plan (SIP). The first rule, known as transportation conformity, only applies to federal highway and transit actions (40 CFR Subpart A - Conformity to State or Federal Implementation Plans of Transportation Plans, Programs, and Projects Developed, Funded, or Approved Under Title 23 USC or the Federal Transit Act).

For transportation conformity, Section 176(c) of the Clean Air Act requires MPOs and the U.S. Department of Transportation (DOT) to make conformity determinations on transportation improvement plans and programs (TIP) before they are adopted, approved, or accepted. In addition, highway or transit projects that are funded or approved by the Federal Highway Administration (FHWA) or the Federal Transit Agency (FTA) must be found to conform before they are approved or funded by DOT or an MPO. EPA has promulgated regulations (40 CFR Section 93.100 et seq.) implementing these provisions for nonattainment and maintenance areas. Generally, the rule requires compliance with different criteria according to the pollutant for which an area is designated nonattainment or maintenance, the type of action (i.e., plan, TIP, project), and the time period in which the determination is made. Certain actions, such as safety and some mass transit projects, may be exempt from these conformity requirements (see Section 93.134). Otherwise, projects must satisfy the applicable criteria and procedures set forth in Sections 93.110 through 93.127 and must comply with all applicable conformity requirements of implementation plans and court orders.

The project applicant must show that the proposed project meets the transportation conformity requirements. If the applicant believes that its project is exempt from the transportation conformity requirements, then the applicant must explain the reasons for that exemption. If the project is subject to the transportation conformity requirements, the applicant should discuss the criteria that show the project will conform and identify the agency(s) responsible for making the conformity determination. Further, the DEIS must demonstrate (pursuant to §176(c)) that the project (1) comes from a conforming transportation plan and program, (2) has not changed in design concept and scope from the design concept and scope approved in the program, and in carbon monoxide (CO) nonattainment areas, (3) eliminates or reduces the severity and number of violations of CO standards in the area substantially affected by the project.

Mitigation Measures Section. The DEIS must identify all relevant, reasonable measures needed to mitigate air quality impacts. The probability of implementing each measure must be adequately discussed. If the mitigation measures are needed to demonstrate SIP conformity, the process for implementation and enforcement of such measures must be described, including an implementation schedule containing explicit timelines for implementation. Written commitments must be obtained from the appropriate persons or agencies to implement any mitigation measures that are identified as conditions for making the conformity determinations.

Hazardous Substances

If the project sponsors expect to use hazardous substances (40 C.F.R. § 302.4) in conjunction with the proposed action, the DEIS should discuss how the project sponsors will protect against

7

spills in compliance with the requirements of the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) and the methods that will be used to clean-up and dispose of spills/wastes in compliance with the Resource Conservation and Recovery Act (RCRA) regulations found at 40 C.F.R. § 260 to 268.

If the project will encounter hazardous materials or substances in construction the DEIS should discuss how the material will be handled and disposed of and how RCRA and State waste disposal requirements apply to the project. The DEIS should describe the procedures that FHWA and NJDOT will follow in order to meet those requirements.

Noise

The DEIS should identify and analyze expected noise impacts and noise abatement measures. In particular, the DEIS should (a) discuss the existing background level data, (b) identify sensitive receptors, (c) analyze future noise levels as related to the No Build and Build alternatives, (d) commit to mitigate measures where projected noise levels exceed acceptable standards.

Attachment A

Erosion

1. Schedule projects so clearing and grading is done during times of minimum erosion potential.
2. Mark and clear off only areas essential for construction.
3. Avoid disturbing vegetation on steep slopes or other critical areas such as highly erodible soils and areas that drain directly into sensitive water bodies.
4. Route construction to avoid existing and newly planted vegetation.
5. Protect natural vegetation with fencing, tree armoring.
6. Cover or stabilize topsoil stockpiles.
7. Use wind erosion controls to act as wind barriers such as solid board fences, snow fences and bales of hay.
8. Seed and mulch disturbed areas.

Siting Roadways and Bridges

1. Consider the type and location of permanent erosion and sediment controls such as vegetative buffer strips, grass swales, energy dissipators and velocity controls.
2. Avoid marshes, bogs and other low-lying lands subject to flooding.
3. Avoid locations requiring excessive cut and fill.
4. Avoid locations subject to subsidence, land slides, rock outcroppings and highly erodible soils.
5. Size right-of-ways to include space for siting runoff pollution control structures, as appropriate.
6. Avoid locations requiring numerous river crossings.
7. Direct pollutant loadings away from bridge decks by diverting runoff waters to land for treatment.

U.S. Department of Transportation
United States Coast Guard

Commander
United States Coast Guard
Atlantic Area

431 Crawford Street
Portsmouth, Va. 23704-5004
Staff Symbol: (Aowb)
Phone: (757)398-6422
FAX:

16593
30 JAN 02

Mr. Nick Caiazza
Environmental Team Leader
Division of Project Management
New Jersey Department of Transportation
Post Office Box 600
Trenton, New Jersey 08625-0600

Dear Mr. Caiazza:

This is in response to your letter of December 10, 2001, and your subsequent telephone conference of January 29, 2002, with Bill Brazier of my staff concerning the Route I-295/I-76-NJ 42 highway improvement project for the Boroughs of Bellmawr and Mount Ephraim in Camden County and the Township of Deptford and Gloucester County, New Jersey.

In our telephone conference we reviewed your letter of December 10, 2001, which initiated an early coordination review of the above listed project. Within the project, Mr. Brazier identified the Market Street bridge in the project corridor. You stated that the Market Street Bridge was not planned to be replaced or rebuilt at this time. If in the future these plans change and the bridge will be rebuilt or replaced, it does fall under our purview (crossing navigable water) and will require a bridge permit from our office.

If you have any questions, please call Mr. Bill H. Brazier at (757) 398-6422.

Sincerely,

ANN B. DEATON
Chief, Bridge Administration Section
By direction of the Commander
Fifth Coast Guard District

PROJECT MANAGEMENT
RECEIVED
FEB 4 2002

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

New Jersey Division Office
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628-1019

October 22, 2002

IN REPLY REFER TO:
HPO-NJ

I-295/I-76/Rt. 42 Interchange
Reconstruction
Camden and Gloucester
Counties
EIS/Inter-Agency
Coordination

Larry Schmidt, Director
N.J. Department of Environmental Protection
Office of Coastal Planning and Program Coordination
P.O. Box 418
401 East State Street, Floor 7
Trenton, NJ 08625-0418

Dear Mr. Schmidt:

The Federal Highway Administration (FHWA) and the New Jersey Department of Transportation (NJDOT) are currently beginning the development of a project to bring about a series of improvements to the I-295/I-76/Rt. 42 Interchange in Camden and Gloucester Counties.

Presently, there is no direct connection for I-295 through this interchange. The location is arguably the busiest in all of Southern New Jersey as it carries large volumes of commuter traffic destined to and from Philadelphia via the Walt Whitman Bridge. Currently motorists must reduce speed in both the northbound and southbound directions of I-295 in order to negotiate ramps with posted speeds of 35 MPH. Merging traffic from NJ. Rte. 42 and from I-76 exacerbate this problem. All of the above combine to make this an area of high vehicle accidents. As a result of the 1999 Transportation Investment Study, it was recommended that NJDOT investigate alternatives to mitigate these problems.

A two-day partnering and initial public scoping session was conducted on December 11-12, 2001 (primarily with local officials and permit agencies). The partnering session was a successful kick-off meeting to introduce the project and provide early identification of issues. In particular, the session highlighted the need for early coordination with agencies to ensure all are involved from the beginning.

As a result, FHWA, NJDOT and lead project consultant Dewberry-Goodkind, Inc. would like to invite you to an inter-agency coordination meeting to formulate a team that will provide cooperation

and timely input. The goal of inter-agency coordination is to create a pro-active group that can concur on the alternatives and impacts of the project as well as identify early issues related to required permits and approvals for the project.

The inter-agency group would participate in streamlining the NEPA and 404 permitting process for this project. Streamlining seeks to develop a process that recognizes the benefits of effective and successful coordination as a basis of improving cooperation among stakeholders, particularly amongst regulatory and permitting agencies. Identifying priorities, agreeing upon standards and continuing inter-agency dialogue are just a few examples of what we hope to achieve in the streamlining process. In short: no surprises at the end of the project.

The streamlining process we propose is flexible, whereby an inter-agency team could be created to meet on a regular or a semi-regular milestone, or on a concurrence and consensus point basis. At present, it is envisioned that the I-295 project will have a process for agencies to meet on a semi-regular basis, perhaps bi-monthly or quarterly, with three major meetings and concurrence/consensus points to ensure ongoing coordination and ownership by all parties.

To achieve successful streamlining, shared and agreed-upon general principles are paramount to meeting desired goals. Suggested guiding principles for this process is founded on the following:

- Agencies will define their respective roles as early in the process as possible
- Each identified agency must be respected for its role and responsibility in the process.
- Each agency representative should come to the table with an open mind, prepared to work to find an acceptable, though not necessarily perfect, solution that is compatible with his or her agency mission and with the project's purpose and need.
- Agencies will strive to provide sufficient staffing to be an effective player in the process.
- Scoping is ongoing and continuous through the process. As such, issues should be addressed as soon as possible.
- Conflict resolution can be initiated by any agency at any stage in the process to resolve any concerns.
- Agencies will work together to seek an equitable balance of impacts to all resources.
- At major process milestones, agencies will participate in a formal concurrence process, thereby ensuring mutual understanding of issues and process to date.
- After a formal concurrence, agencies agree to not revisit a milestone unless there is substantive new information that warrants reconsideration.
- Each agency recognizes that the success of the streamlining process is directly related to the level of ownership, effort and resources provided by the agency itself.

We invite you to our first inter-agency meeting on November 14, 2002 at 9:30AM. This meeting is intended as a NEPA Agency Scoping Meeting and your participation is very important to the success of this process. The meeting will be held at NJDOT Engineering & Operations Building, Conference Room 3A, 1035 Parkway Avenue in Ewing, New Jersey. Attached please find a draft agenda along with other pertinent background information for this first inter-agency coordination meeting. We welcome your suggestions and thoughts on the project itself and the process.

If you have any further questions, please do not hesitate to call me at (609) 637-4237 or Mr. Nick Caiazza, NJDOT Environmental Team Leader, at (609) 530-2991.

Sincerely yours,

Lourdes Castaneda

Lourdes Castaneda
Area Engineer

Enclosures

cc: N. Caiazza w/o encl.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

New Jersey Division Office
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628-1019

October 22, 2002

IN REPLY REFER TO:
HPO-NJ

I-295/I-76/Rt. 42 Interchange
Reconstruction
Camden and Gloucester
Counties
EIS/Inter-Agency
Coordination

Peter D. Colosi, Jr.
Assistant Regional Administrator
U.S. Department of Commerce
National Marine Fisheries Service
Northeast Region
1 Blackburn Drive
Gloucester, MA 01930-2298

Dear Mr. Colosi:

The Federal Highway Administration (FHWA) and the New Jersey Department of Transportation (NJDOT) are currently beginning the development of a project to bring about a series of improvements to the I-295/I-76/Rt. 42 Interchange in Camden and Gloucester Counties.

Presently, there is no direct connection for I-295 through this interchange. The location is arguably the busiest in all of Southern New Jersey as it carries large volumes of commuter traffic destined to and from Philadelphia via the Walt Whitman Bridge. Currently motorists must reduce speed in both the northbound and southbound directions of I-295 in order to negotiate ramps with posted speeds of 35 MPH. Merging traffic from NJ. Rte. 42 and from I-76 exacerbate this problem. All of the above combine to make this an area of high vehicle accidents. As a result of the 1999 Transportation Investment Study, it was recommended that NJDOT investigate alternatives to mitigate these problems.

A two-day partnering and initial public scoping session was conducted on December 11-12, 2001 (primarily with local officials and permit agencies). The partnering session was a successful kick-off meeting to introduce the project and provide early identification of issues. In particular, the session highlighted the need for early coordination with agencies to ensure all are involved from the beginning.

As a result, FHWA, NJDOT and lead project consultant Dewberry-Goodkind, Inc. would like to invite you to an inter-agency coordination meeting to formulate a team that will provide cooperation

and timely input. The goal of inter-agency coordination is to create a pro-active group that can concur on the alternatives and impacts of the project as well as identify early issues related to required permits and approvals for the project.

The inter-agency group would participate in streamlining the NEPA and 404 permitting process for this project. Streamlining seeks to develop a process that recognizes the benefits of effective and successful coordination as a basis of improving cooperation among stakeholders, particularly amongst regulatory and permitting agencies. Identifying priorities, agreeing upon standards and continuing inter-agency dialogue are just a few examples of what we hope to achieve in the streamlining process. In short: no surprises at the end of the project.

The streamlining process we propose is flexible, whereby an inter-agency team could be created to meet on a regular or a semi-regular milestone, or on a concurrence and consensus point basis. At present, it is envisioned that the I-295 project will have a process for agencies to meet on a semi-regular basis, perhaps bi-monthly or quarterly, with three major meetings and concurrence/consensus points to ensure ongoing coordination and ownership by all parties.

To achieve successful streamlining, shared and agreed-upon general principles are paramount to meeting desired goals. Suggested guiding principles for this process is founded on the following:

- Agencies will define their respective roles as early in the process as possible
- Each identified agency must be respected for its role and responsibility in the process.
- Each agency representative should come to the table with an open mind, prepared to work to find an acceptable, though not necessarily perfect, solution that is compatible with his or her agency mission and with the project's purpose and need.
- Agencies will strive to provide sufficient staffing to be an effective player in the process.
- Scoping is ongoing and continuous through the process. As such, issues should be addressed as soon as possible.
- Conflict resolution can be initiated by any agency at any stage in the process to resolve any concerns.
- Agencies will work together to seek an equitable balance of impacts to all resources.
- At major process milestones, agencies will participate in a formal concurrence process, thereby ensuring mutual understanding of issues and process to date.
- After a formal concurrence, agencies agree to not revisit a milestone unless there is substantive new information that warrants reconsideration.
- Each agency recognizes that the success of the streamlining process is directly related to the level of ownership, effort and resources provided by the agency itself.

We invite you to our first inter-agency meeting on November 14, 2002 at 9:30AM. This meeting is intended as a NEPA Agency Scoping Meeting and your participation is very important to the success of this process. The meeting will be held at NJDOT Engineering & Operations Building, Conference Room 3A, 1035 Parkway Avenue in Ewing, New Jersey. Attached please find a draft agenda along with other pertinent background information for this first inter-agency coordination meeting. We welcome your suggestions and thoughts on the project itself and the process.

If you have any further questions, please do not hesitate to call me at (609) 637-4237 or Mr. Nick Caiazza, NJDOT Environmental Team Leader, at (609) 530-2991.

Sincerely yours,

Lourdes Castaneda

Lourdes Castaneda
Area Engineer

Enclosures

cc: Stanely Gorski w/ encl.
N. Caiazza w/o encl.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

New Jersey Division Office
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628-1019

October 22, 2002

IN REPLY REFER TO:
HPO-NJ

I-295/I-76/Rt. 42 Interchange
Reconstruction
Camden and Gloucester
Counties
EIS/Inter-Agency
Coordination

Samuel L. Reynolds, Chief
Department of the Army
Philadelphia District, Corps Of Engineers
Application Section II, Regulatory Branch
Wanamaker Building
100 Penn Square East
Philadelphia, PA 19107-3390

Dear Mr. Reynolds:

The Federal Highway Administration (FHWA) and the New Jersey Department of Transportation (NJDOT) are currently beginning the development of a project to bring about a series of improvements to the I-295/I-76/Rt. 42 Interchange in Camden and Gloucester Counties.

Presently, there is no direct connection for I-295 through this interchange. The location is arguably the busiest in all of Southern New Jersey as it carries large volumes of commuter traffic destined to and from Philadelphia via the Walt Whitman Bridge. Currently motorists must reduce speed in both the northbound and southbound directions of I-295 in order to negotiate ramps with posted speeds of 35 MPH. Merging traffic from NJ. Rte. 42 and from I-76 exacerbate this problem. All of the above combine to make this an area of high vehicle accidents. As a result of the 1999 Transportation Investment Study, it was recommended that NJDOT investigate alternatives to mitigate these problems.

A two-day partnering and initial public scoping session was conducted on December 11-12, 2001 (primarily with local officials and permit agencies). The partnering session was a successful kick-off meeting to introduce the project and provide early identification of issues. In particular, the session highlighted the need for early coordination with agencies to ensure all are involved from the beginning.

As a result, FHWA, NJDOT and lead project consultant Dewberry-Goodkind, Inc. would like to

invite you to an inter-agency coordination meeting to formulate a team that will provide cooperation and timely input. The goal of inter-agency coordination is to create a pro-active group that can concur on the alternatives and impacts of the project as well as identify early issues related to required permits and approvals for the project.

The inter-agency group would participate in streamlining the NEPA and 404 permitting process for this project. Streamlining seeks to develop a process that recognizes the benefits of effective and successful coordination as a basis of improving cooperation among stakeholders, particularly amongst regulatory and permitting agencies. Identifying priorities, agreeing upon standards and continuing inter-agency dialogue are just a few examples of what we hope to achieve in the streamlining process. In short: no surprises at the end of the project.

The streamlining process we propose is flexible, whereby an inter-agency team could be created to meet on a regular or a semi-regular milestone, or on a concurrence and consensus point basis. At present, it is envisioned that the I-295 project will have a process for agencies to meet on a semi-regular basis, perhaps bi-monthly or quarterly, with three major meetings and concurrence/consensus points to ensure ongoing coordination and ownership by all parties.

To achieve successful streamlining, shared and agreed-upon general principles are paramount to meeting desired goals. Suggested guiding principles for this process is founded on the following:

- Agencies will define their respective roles as early in the process as possible
- Each identified agency must be respected for its role and responsibility in the process.
- Each agency representative should come to the table with an open mind, prepared to work to find an acceptable, though not necessarily perfect, solution that is compatible with his or her agency mission and with the project's purpose and need.
- Agencies will strive to provide sufficient staffing to be an effective player in the process.
- Scoping is ongoing and continuous through the process. As such, issues should be addressed as soon as possible.
- Conflict resolution can be initiated by any agency at any stage in the process to resolve any concerns.
- Agencies will work together to seek an equitable balance of impacts to all resources.
- At major process milestones, agencies will participate in a formal concurrence process, thereby ensuring mutual understanding of issues and process to date.
- After a formal concurrence, agencies agree to not revisit a milestone unless there is substantive new information that warrants reconsideration.
- Each agency recognizes that the success of the streamlining process is directly related to the level of ownership, effort and resources provided by the agency itself.

We invite you to our first inter-agency meeting on November 14, 2002 at 9:30AM. This meeting is intended as a NEPA Agency Scoping Meeting and your participation is very important to the success of this process. The meeting will be held at NJDOT Engineering & Operations Building, Conference Room 3A, 1035 Parkway Avenue in Ewing, New Jersey. Attached please find a draft agenda along with other pertinent background information for this first inter-agency coordination meeting. We welcome your suggestions and thoughts on the project itself and the process.

If you have any further questions, please do not hesitate to call me at (609) 637-4237 or Mr. Nick Caiazza, NJDOT Environmental Team Leader, at (609) 530-2991.

Sincerely yours,

Lourdes Castaneda

Lourdes Castaneda
Area Engineer

Enclosures

cc: N. Caiazza w/o encl.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

New Jersey Division Office
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628-1019

October 22, 2002

IN REPLY REFER TO:
HPO-NJ

I-295/I-76/Rt. 42 Interchange
Reconstruction
Camden and Gloucester
Counties
EIS/Inter-Agency
Coordination

Ann B. Deaton, Chief
U.S. Coast Guard
Fifth Coast Guard District
431 Crawford Street
Portsmouth, VA 23705-5004

Dear Ms. Deaton:

The Federal Highway Administration (FHWA) and the New Jersey Department of Transportation (NJDOT) are currently beginning the development of a project to bring about a series of improvements to the I-295/I-76/Rt. 42 Interchange in Camden and Gloucester Counties.

Presently, there is no direct connection for I-295 through this interchange. The location is arguably the busiest in all of Southern New Jersey as it carries large volumes of commuter traffic destined to and from Philadelphia via the Walt Whitman Bridge. Currently motorists must reduce speed in both the northbound and southbound directions of I-295 in order to negotiate ramps with posted speeds of 35 MPH. Merging traffic from NJ. Rte. 42 and from I-76 exacerbate this problem. All of the above combine to make this an area of high vehicle accidents. As a result of the 1999 Transportation Investment Study, it was recommended that NJDOT investigate alternatives to mitigate these problems.

A two-day partnering and initial public scoping session was conducted on December 11-12, 2001 (primarily with local officials and permit agencies). The partnering session was a successful kick-off meeting to introduce the project and provide early identification of issues. In particular, the session highlighted the need for early coordination with agencies to ensure all are involved from the beginning.

As a result, FHWA, NJDOT and lead project consultant Dewberry-Goodkind, Inc. would like to invite you to an inter-agency coordination meeting to formulate a team that will provide cooperation and timely input. The goal of inter-agency coordination is to create a pro-active group that can

concur on the alternatives and impacts of the project as well as identify early issues related to required permits and approvals for the project.

The inter-agency group would participate in streamlining the NEPA and 404 permitting process for this project. Streamlining seeks to develop a process that recognizes the benefits of effective and successful coordination as a basis of improving cooperation among stakeholders, particularly amongst regulatory and permitting agencies. Identifying priorities, agreeing upon standards and continuing inter-agency dialogue are just a few examples of what we hope to achieve in the streamlining process. In short: no surprises at the end of the project.

The streamlining process we propose is flexible, whereby an inter-agency team could be created to meet on a regular or a semi-regular milestone, or on a concurrence and consensus point basis. At present, it is envisioned that the I-295 project will have a process for agencies to meet on a semi-regular basis, perhaps bi-monthly or quarterly, with three major meetings and concurrence/consensus points to ensure ongoing coordination and ownership by all parties.

To achieve successful streamlining, shared and agreed-upon general principles are paramount to meeting desired goals. Suggested guiding principles for this process is founded on the following:

- Agencies will define their respective roles as early in the process as possible
- Each identified agency must be respected for its role and responsibility in the process.
- Each agency representative should come to the table with an open mind, prepared to work to find an acceptable, though not necessarily perfect, solution that is compatible with his or her agency mission and with the project's purpose and need.
- Agencies will strive to provide sufficient staffing to be an effective player in the process.
- Scoping is ongoing and continuous through the process. As such, issues should be addressed as soon as possible.
- Conflict resolution can be initiated by any agency at any stage in the process to resolve any concerns.
- Agencies will work together to seek an equitable balance of impacts to all resources.
- At major process milestones, agencies will participate in a formal concurrence process, thereby ensuring mutual understanding of issues and process to date.
- After a formal concurrence, agencies agree to not revisit a milestone unless there is substantive new information that warrants reconsideration.
- Each agency recognizes that the success of the streamlining process is directly related to the level of ownership, effort and resources provided by the agency itself.

We invite you to our first inter-agency meeting on November 14, 2002 at 9:30AM. This meeting is intended as a NEPA Agency Scoping Meeting and your participation is very important to the success of this process. The meeting will be held at NJDOT Engineering & Operations Building, Conference Room 3A, 1035 Parkway Avenue in Ewing, New Jersey. Attached please find a draft agenda along with other pertinent background information for this first inter-agency coordination meeting. We welcome your suggestions and thoughts on the project itself and the process.

If you have any further questions, please do not hesitate to call me at (609) 637-4237 or Mr. Nick Caiazza, NJDOT Environmental Team Leader, at (609) 530-2991.

Sincerely yours,

Lourdes Castaneda

Lourdes Castaneda
Area Engineer

Enclosures

cc: N. Caiazza w/o encl.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

New Jersey Division Office
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628-1019

October 22, 2002

IN REPLY REFER TO:
HPO-NJ

I-295/I-76/Rt. 42 Interchange
Reconstruction
Camden and Gloucester
Counties
EIS/Inter-Agency
Coordination

Grace Musumeci
U.S. Environmental Protection Agency
Region II
290 Broadway, Floor 25
New York, NY 10007-1866

PROJECT MANAGEMENT
RECEIVED
OCT 28 2002

Dear Ms. Musumeci:

The Federal Highway Administration (FHWA) and the New Jersey Department of Transportation (NJDOT) are currently beginning the development of a project to bring about a series of improvements to the I-295/I-76/Rt. 42 Interchange in Camden and Gloucester Counties.

Presently, there is no direct connection for I-295 through this interchange. The location is arguably the busiest in all of Southern New Jersey as it carries large volumes of commuter traffic destined to and from Philadelphia via the Walt Whitman Bridge. Currently motorists must reduce speed in both the northbound and southbound directions of I-295 in order to negotiate ramps with posted speeds of 35 MPH. Merging traffic from NJ. Rte. 42 and from I-76 exacerbate this problem. All of the above combine to make this an area of high vehicle accidents. As a result of the 1999 Transportation Investment Study, it was recommended that NJDOT investigate alternatives to mitigate these problems.

A two-day partnering and initial public scoping session was conducted on December 11-12, 2001 (primarily with local officials and permit agencies). The partnering session was a successful kick-off meeting to introduce the project and provide early identification of issues. In particular, the session highlighted the need for early coordination with agencies to ensure all are involved from the beginning.

As a result, FHWA, NJDOT and lead project consultant Dewberry-Goodkind, Inc. would like to invite you to an inter-agency coordination meeting to formulate a team that will provide cooperation and timely input. The goal of inter-agency coordination is to create a pro-active group that can

concur on the alternatives and impacts of the project as well as identify early issues related to required permits and approvals for the project.

The inter-agency group would participate in streamlining the NEPA and 404 permitting process for this project. Streamlining seeks to develop a process that recognizes the benefits of effective and successful coordination as a basis of improving cooperation among stakeholders, particularly amongst regulatory and permitting agencies. Identifying priorities, agreeing upon standards and continuing inter-agency dialogue are just a few examples of what we hope to achieve in the streamlining process. In short: no surprises at the end of the project.

The streamlining process we propose is flexible, whereby an inter-agency team could be created to meet on a regular or a semi-regular milestone, or on a concurrence and consensus point basis. At present, it is envisioned that the I-295 project will have a process for agencies to meet on a semi-regular basis, perhaps bi-monthly or quarterly, with three major meetings and concurrence/consensus points to ensure ongoing coordination and ownership by all parties.

To achieve successful streamlining, shared and agreed-upon general principles are paramount to meeting desired goals. Suggested guiding principles for this process is founded on the following:

- Agencies will define their respective roles as early in the process as possible
- Each identified agency must be respected for its role and responsibility in the process.
- Each agency representative should come to the table with an open mind, prepared to work to find an acceptable, though not necessarily perfect, solution that is compatible with his or her agency mission and with the project's purpose and need.
- Agencies will strive to provide sufficient staffing to be an effective player in the process.
- Scoping is ongoing and continuous through the process. As such, issues should be addressed as soon as possible.
- Conflict resolution can be initiated by any agency at any stage in the process to resolve any concerns.
- Agencies will work together to seek an equitable balance of impacts to all resources.
- At major process milestones, agencies will participate in a formal concurrence process, thereby ensuring mutual understanding of issues and process to date.
- After a formal concurrence, agencies agree to not revisit a milestone unless there is substantive new information that warrants reconsideration.
- Each agency recognizes that the success of the streamlining process is directly related to the level of ownership, effort and resources provided by the agency itself.

We invite you to our first inter-agency meeting on November 14, 2002 at 9:30AM. This meeting is intended as a NEPA Agency Scoping Meeting and your participation is very important to the success of this process. The meeting will be held at NJDOT Engineering & Operations Building, Conference Room 3A, 1035 Parkway Avenue in Ewing, New Jersey. Attached please find a draft agenda along with other pertinent background information for this first inter-agency coordination meeting. We welcome your suggestions and thoughts on the project itself and the process.

If you have any further questions, please do not hesitate to call me at (609) 637-4237 or Mr. Nick Caiazza, NJDOT Environmental Team Leader, at (609) 530-2991.

Sincerely yours,

Lourdes Castaneda

Lourdes Castaneda
Area Engineer

Enclosures

cc: N. Caiazza w/o encl.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

New Jersey Division Office
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628-1019

October 22, 2002

IN REPLY REFER TO:
HPO-NJ

I-295/I-76/Rt. 42 Interchange
Reconstruction
Camden and Gloucester
Counties
EIS/Inter-Agency
Coordination

Clifford Day, Supervisor
U.S. Department of the Interior
Fish and Wildlife Service
927 North Main Street, Bldg. D
Pleasantville, NJ 08232

Dear Mr. Day:

The Federal Highway Administration (FHWA) and the New Jersey Department of Transportation (NJDOT) are currently beginning the development of a project to bring about a series of improvements to the I-295/I-76/Rt. 42 Interchange in Camden and Gloucester Counties.

Presently, there is no direct connection for I-295 through this interchange. The location is arguably the busiest in all of Southern New Jersey as it carries large volumes of commuter traffic destined to and from Philadelphia via the Walt Whitman Bridge. Currently motorists must reduce speed in both the northbound and southbound directions of I-295 in order to negotiate ramps with posted speeds of 35 MPH. Merging traffic from NJ. Rte. 42 and from I-76 exacerbate this problem. All of the above combine to make this an area of high vehicle accidents. As a result of the 1999 Transportation Investment Study, it was recommended that NJDOT investigate alternatives to mitigate these problems.

A two-day partnering and initial public scoping session was conducted on December 11-12, 2001 (primarily with local officials and permit agencies). The partnering session was a successful kick-off meeting to introduce the project and provide early identification of issues. In particular, the session highlighted the need for early coordination with agencies to ensure all are involved from the beginning.

As a result, FHWA, NJDOT and lead project consultant Dewberry-Goodkind, Inc. would like to invite you to an inter-agency coordination meeting to formulate a team that will provide cooperation and timely input. The goal of inter-agency coordination is to create a pro-active group that can

concur on the alternatives and impacts of the project as well as identify early issues related to required permits and approvals for the project.

The inter-agency group would participate in streamlining the NEPA and 404 permitting process for this project. Streamlining seeks to develop a process that recognizes the benefits of effective and successful coordination as a basis of improving cooperation among stakeholders, particularly amongst regulatory and permitting agencies. Identifying priorities, agreeing upon standards and continuing inter-agency dialogue are just a few examples of what we hope to achieve in the streamlining process. In short: no surprises at the end of the project.

The streamlining process we propose is flexible, whereby an inter-agency team could be created to meet on a regular or a semi-regular milestone, or on a concurrence and consensus point basis. At present, it is envisioned that the I-295 project will have a process for agencies to meet on a semi-regular basis, perhaps bi-monthly or quarterly, with three major meetings and concurrence/consensus points to ensure ongoing coordination and ownership by all parties.

To achieve successful streamlining, shared and agreed-upon general principles are paramount to meeting desired goals. Suggested guiding principles for this process is founded on the following:

- Agencies will define their respective roles as early in the process as possible
- Each identified agency must be respected for its role and responsibility in the process.
- Each agency representative should come to the table with an open mind, prepared to work to find an acceptable, though not necessarily perfect, solution that is compatible with his or her agency mission and with the project's purpose and need.
- Agencies will strive to provide sufficient staffing to be an effective player in the process.
- Scoping is ongoing and continuous through the process. As such, issues should be addressed as soon as possible.
- Conflict resolution can be initiated by any agency at any stage in the process to resolve any concerns.
- Agencies will work together to seek an equitable balance of impacts to all resources.
- At major process milestones, agencies will participate in a formal concurrence process, thereby ensuring mutual understanding of issues and process to date.
- After a formal concurrence, agencies agree to not revisit a milestone unless there is substantive new information that warrants reconsideration.
- Each agency recognizes that the success of the streamlining process is directly related to the level of ownership, effort and resources provided by the agency itself.

We invite you to our first inter-agency meeting on November 14, 2002 at 9:30AM. This meeting is intended as a NEPA Agency Scoping Meeting and your participation is very important to the success of this process. The meeting will be held at NJDOT Engineering & Operations Building, Conference Room 3A, 1035 Parkway Avenue in Ewing, New Jersey. Attached please find a draft agenda along with other pertinent background information for this first inter-agency coordination meeting. We welcome your suggestions and thoughts on the project itself and the process.

If you have any further questions, please do not hesitate to call me at (609) 637-4237 or Mr. Nick Caiazza, NJDOT Environmental Team Leader, at (609) 530-2991.

Sincerely yours,

Lourdes Castaneda

Lourdes Castaneda
Area Engineer

Enclosures

cc: N. Caiazza w/o encl.

INTER-AGENCY COORDINATION MEETING
MAILING LIST

Grace Musumeci
U.S. Environmental Protection Agency
Region II
290 Broadway, 25th Flr.
New York, New York 10007-1866

U.S. Department of the Interior
Fish and Wildlife Service
927 North Main Street (Bldg. D 1)
Pleasantville, New Jersey 08232
Attn: Clifford Day, Director

Larry Schmidt
Office of Coastal Planning and Program Coordination
N.J. Department of Environmental Protection
401 East State Street, Floor 7
Trenton, NJ 08625

Director
Land Use Regulation Program
N.J. Department of Environmental Protection
P.O. Box 439, Floor 2
501 East State Street, Floor 2
Trenton, New Jersey 08625

Director
Division of Parks and Forestry
N.J. Department of Environmental Protection
P.O. Box 404
Station Plaza 5
501 East State Street, Floor 4
Trenton, New Jersey 08625

Regional Director, Northeast Region
National Marine Fisheries Service
1 Blackburn Drive
Gloucester, MA 01930

Commander
5th Coast Guard District
Federal Building
431 Crawford Street
Portsmouth, VA 23705-5004

Mr. Samuel L. Reynolds, Chief
Application Section II
U.S. Army Corps Of Engineers
Regulatory Branch
Philadelphia District
Wanamaker Bldg.
100 Penn Square East
Philadelphia, PA 19107-3390
ACOE File No.: CENAP-OP-R-199802102
Samuel.L.Reynolds@usace.army.mil

Executive Director
Delaware River Basin Commission
25 State Police Drive
P.O. Box 7360
West Trenton, NJ 08628-0360

Dorothy Guzzo
New Jersey Historic Preservation Office
PO Box 404
Trenton, NJ 08625

□ FILENAME \p J:\Env\NJDOT Projects\2652-Interstate 295\NEPA Documentation\Interagency Invitation.doc□
10/21/02 4:39:33 PM

□ FILENAME \p J:\Env\NJDOT Projects\2652-Interstate 295\NEPA Documentation\Interagency Invitation.doc□
10/21/02 4:39:33 PM

State of New Jersey

James E. McGreevey
Governor

Department of Environmental Protection
Office of Program Coordination
PO Box 418
Trenton, NJ 08625-0418
Phone 609-292-2662
Fax 609-292-4608
Larry.schmidt@dep.state.nj.us

Bradley M. Campbell
Commissioner

PROJECT MANAGEMENT
DEC 17 2002

December 9, 2002

Mr. Nicholas Caiazza
New Jersey Department of Transportation
PO Box 600
Trenton, NJ 08625-0600

RE: I-295/I76/Route 42 Interchange reconstruction
Camden & Gloucester Counties

Dear Mr. Caiazza:

The Office of Program Coordination of the New Jersey Department of Environmental Protection (NJDEP) has completed its review of the updated, draft Purpose and Need Statement and list of goals and objectives that were e-mailed to our Office on November 26, 2002 from Ann K. Risen of Dewberry-Goodkind, Inc. We have no comments or objections to the document, however, reserve the right to request modifications to the document as the environmental review process for this project proceeds. Please note, that due to the short comment period, the review of the document was not coordinated by our Office with other elements of the NJDEP.

The Office of Program Coordination coordinates the review of documents prepared pursuant to the requirements of the National Environmental Policy Act (NEPA). It is generally the policy of the NJDEP not to be a cooperating agency in the preparation of a NEPA EIS. This provides us with the opportunity to comment freely when the draft EIS is issued.

Our Office agrees to actively participate in the Agency Coordination Meetings for the project. However, in regard to the use of the **CONCURRENCE FORM**, the Office of Program Coordination does not feel that it is appropriate for

New Jersey is an Equal Opportunity Employer
Recycled Paper

the NJDEP to "sign off" on elements of the Draft Environmental Impact Statement (EIS) prior to its completion.

Sincerely

Lawrence Schmidt
Director
Office of Program Coordination

C: Bob Cubberly, NJDEP
Steven Hardegen, NJDEP

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New Jersey Field Office
Ecological Services
927 North Main Street, Building D
Pleasantville, New Jersey 08232
Tel: 609/646 9310
Fax: 609/646 0352
http://njfieldoffice.fws.gov

In Reply Refer to:

FP-02/56

DEC 10

Nick Caiazza, Environmental Team Leader
Division of Project Management
New Jersey Department of Transportation
P.O. Box 600
Trenton, New Jersey 08625-0600

Dear Mr. Caiazza:

The U.S. Fish and Wildlife Service (Service), New Jersey Field Office has reviewed the *Independent Utility Statement for I-295/I-76/Route 42 Interchange Reconstruction and I-295/Route 42 Missing Moves* (Utility Statement) that we received on November 8, 2002. The Service has also participated in the November 14, 2002 Inter-agency Coordination Meeting #1 held at the New Jersey Department of Transportation (NJDOT) Headquarters in Trenton, New Jersey. We have also reviewed the following:

* U.S. Department of Transportation (USDOT) letter to the Service dated October 22, 2002;
* USDOT concurrence letter to NJDOT dated September 30, 2002;
* streamlining principles that were provided to the Service at the November 14 meeting; and
* meeting minutes of November 14, 2002.

The Service project is the proposed Interstate 295/Interstate 76/New Jersey Route 42 interchange reconstruction located in the Boroughs of Bellmawr, Mount Ephraim, and Runnemede in the Counties of Camden and Gloucester, New Jersey.

AUTHORITY

This Service response is pursuant to Section 7 of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) to ensure the protection of federally listed endangered and threatened species. Additional comments are provided as technical assistance. As alternatives are formulated and evaluated for selection of a preferred alternative, additional review and comment by the Service may be required pursuant to the December 22, 1993 Memorandum of Agreement among the U.S. Environmental Protection Agency, New Jersey Department of Environmental Protection, and the Service, if implementation of the preferred alternative requires a permit from the New Jersey Department of Environmental Protection pursuant to the New Jersey Freshwater Wetlands Protection Act (N.J.S.A. 13:9B *et seq.*). Additional review and comments by the Service will also be required under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401; 16 U.S.C. 661 *et seq.*), if implementation of the preferred alternative requires authorization from the Department of the Army pursuant to Section 10 of the Rivers and Harbors Act of 1899 (30 Stat. 1151; 33 U.S.C. 403 *et seq.*) and/or Section 404 of the Clean Water Act (CWA) (33 U.S.C. 1344 *et seq.*). Additionally, the Service will be available to review draft documents prepared pursuant to the National Environmental Policy Act (83 Stat. 852, 42 U.S.C. 4321 *et seq.*) (NEPA).

FEDERALLY LISTED SPECIES

Populations of the federally listed (threatened) plant, swamp pink (*Helonias bullata*), occur within a 8.5-mile radius from the project site in the headwaters of Big Timber Creek. Several historical populations have also been associated with the Big Timber Creek watershed. Swamp pink is an obligate wetland species that occurs in a variety of palustrine forested wetlands in New Jersey, including forested wetlands bordering meandering streamlets, headwater wetlands, Atlantic white-cedar (*Chamaecyparis thyoides*) swamps, and spring seepage areas. Specific hydrological requirements of swamp pink limit its occurrence within these wetlands to areas with lateral ground-water movement that are perennially saturated, but not inundated by flood water. Swamp pink can be adversely affected by subtle changes in the hydrology of its habitat. Not all suitable areas of New Jersey have been surveyed for swamp pink. The Service recommends surveys for swamp pink along Big Timber Creek and Little Timber Creek to ascertain whether historical populations are extant.

Except for historical populations of swamp pink and an occasional transient bald eagle (*Haliaeetus leucocephalus*), no other federally listed or proposed threatened or endangered flora or fauna under Service jurisdiction are known to occur within the vicinity of the proposed project site. If swamp pink is documented during surveys, further consultation will be required for this species. No further consultation pursuant to Section 7 of the Endangered Species Act is required by the Service for other federally listed species. If additional information on federally listed species becomes available, or if project plans change, this determination may be reconsidered.

SERVICE POSITION

Purpose and Need

The Service has reviewed the subject Utility Statement and has evaluated your determination that the interchange experiences operational failure in many locations and that existing conditions are unsafe to motorists. Reportedly, 250,000 vehicles move through the interchange daily. Portions of the interchange are among the highest accident-rate areas in the State, some areas exceeding four times the New Jersey average (2,000 accidents over 3 years). Bumper-to-bumper traffic occurs daily during rush hour. To avoid the interchange, many drivers opt to maneuver through city streets, which causes traffic congestion in residential areas. In addition, the bridges are old and substandard. The NJDOT proposes to connect I-295 north and south, without requiring a merger into I-76 and Route 42. The NJDOT's goal is to provide a 60-mile/hour safe zone (55 enforced) for traffic in all directions. Due to the information provided regarding the number of accidents and fatalities reported since 1997, the Service generally concurs with the project purpose and need.

NEPA / Section 404 CWA Streamlining

President Bush signed NEPA / Streamlining Process Executive Order number 13274 to streamline NEPA reviews of transportation projects. The NJDOT raised two issues at the November 14 interagency coordination meeting: (1) develop interagency coordination efforts that effectively and efficiently promote and support the technical process, resulting in concurrence determinations at pre-defined milestones; and (2) merge NEPA and Section 404 processes through a progressive consensus. There are no previous examples of NEPA streamlining in New Jersey. The Service is not opposed to streamlining, provided the process allows for reconsideration of alternatives if new issues are discovered. We understand that the NJDOT is agreeable to this position.

Impacts of Alternatives on Wetlands

The Service acknowledges the NJDOT's intent to formulate various alternatives, from which a "short list" will be chosen for inclusion in the Environmental Impact Statement. We also note the NJDOT's intent to formulate a preferred alternative that would incur the least adverse impacts to natural resources. At the November 14 meeting, the NJDOT proposed to enhance wetlands occurring along Big Timber Creek and Little Timber Creek. Although the Service has no record of federally listed species occurring in the project area, we encourage NJDOT to conduct a search of wetlands on site for historical populations of the federally listed (threatened) swamp pink, which occurs in the upper reaches of Big Timber Creek. We request a copy of all survey results for Service review. Current information regarding federally listed and candidate species occurring in New Jersey is enclosed. The Service encourages federal agencies and other planners to consider State endangered, threatened, and sensitive species in project planning. The Service further recommends seeking and investigating alternatives that avoid or minimize adverse impacts to wetlands.

Environmental Contaminants

We further note that the NJDOT's planned technical environmental studies will include an analysis and a natural resources investigation of hazardous waste sites and wetlands within the project area. The Service is available for any technical assistance necessary for federal and State permitting and is willing to enter into a scope of work and interagency agreement for this purpose.

Further Coordination

The NJDOT is seeking to provide a connection between Route 42 and I-295 (Missing Moves) as a categorical exclusion from the interchange project, although it involves the interchange. Currently, Route 42 northbound does not connect to I-295 southbound, requiring a driver to proceed northbound on Route 42, exit, turn around on Route 42 southbound, and merge onto I-295 south. The same is true for traffic coming from I-295 northbound and wishing to merge onto Route 42 southbound. The Missing Moves connection would be built on an old landfill. The proposal was not well-accepted at the November 14 interagency meeting; the main criticism was that categorically excluding the Missing Moves is "presumptuous" based on the assumption that the public would agree to it without NEPA review, precluding potential alternatives. The Service notes that environmental and socio-economic impacts resulting from the Missing Moves project do not require relocation of residences and businesses, nor does the project impact major wetland areas. The Service is available to review the Missing Moves connection project, as well as the larger interchange project, in further detail.

The Service is pleased to be part of the interagency team reviewing the proposed project. Please contact Carlo Popolizio of my staff at (609) 646-9310, ext. 32, if you have any questions or require further assistance.

Sincerely,

Clifford G. Day
Supervisor

Enclosures

DEC 1 6 2002

4

FEDERAL CANDIDATE SPECIES IN NEW JERSEY

CANDIDATE SPECIES are species that appear to warrant consideration for addition to the federal List of Endangered and Threatened Wildlife and Plants. Although these species receive no substantive or procedural protection under the Endangered Species Act, the U.S. Fish and Wildlife Service encourages federal agencies and other planners to give consideration to these species in the environmental planning process.

SPECIES	SCIENTIFIC NAME
Bog asphodel	*Narthecium americanum*
Hirst's panic grass	*Panicum hirstii*

Note: For complete listings of taxa under review as candidate species, refer to Federal Register Vol. 64, No. 205, October 25, 1999 (Endangered and Threatened Wildlife and Plants; Review of Plant and Animal Taxa that are Candidates for Listing as Endangered or Threatened Species).

Revised 11/99

FEDERALLY LISTED ENDANGERED AND THREATENED SPECIES IN NEW JERSEY

An **ENDANGERED** species is any species that is in danger of extinction throughout all or a significant portion of its range.

A **THREATENED** species is any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

	COMMON NAME	SCIENTIFIC NAME	STATUS
FISHES	Shortnose sturgeon*	*Acipenser brevirostrum*	E
REPTILES	Bog turtle	*Clemmys muhlenbergii*	T
	Atlantic Ridley turtle*	*Lepidochelys kempii*	E
	Green turtle*	*Chelonia mydas*	T
	Hawksbill turtle*	*Eretmochelys imbricata*	E
	Leatherback turtle*	*Dermochelys coriacea*	E
	Loggerhead turtle*	*Caretta caretta*	T
BIRDS	Bald eagle	*Haliaeetus leucocephalus*	T
	Piping plover	*Charadrius melodus*	T
	Roseate tern	*Sterna dougallii dougallii*	E
MAMMALS	Eastern cougar	*Felis concolor couguar*	E+
	Indiana bat	*Myotis sodalis*	E
	Gray wolf	*Canis lupus*	E+
	Delmarva fox squirrel	*Sciurus niger cinereus*	E+
	Blue whale*	*Balaenoptera musculus*	E
	Finback whale*	*Balaenoptera physalus*	E
	Humpback whale*	*Megaptera novaeangliae*	E
	Right whale*	*Balaena glacialis*	E
	Sei whale*	*Balaenoptera borealis*	E
	Sperm whale*	*Physeter macrocephalus*	E

	COMMON NAME	SCIENTIFIC NAME	STATUS
INVERTEBRATES	Dwarf wedgemussel	*Alasmidonta heterodon*	E
	Northeastern beach tiger beetle	*Cicindela dorsalis dorsalis*	T
	Mitchell satyr butterfly	*Neonympha m. mitchellii*	E+
	American burying beetle	*Nicrophorus americanus*	E+
PLANTS	Small whorled pogonia	*Isotria medeoloides*	T
	Swamp pink	*Helonias bullata*	T
	Knieskern's beaked-rush	*Rhynchospora knieskernii*	T
	American chaffseed	*Schwalbea americana*	E
	Sensitive joint-vetch	*Aeschynomene virginica*	T
	Seabeach amaranth	*Amaranthus pumilus*	T

STATUS:			
E	endangered species	PE	proposed endangered
T	threatened species	PT	proposed threatened
+	presumed extirpated**		

* Except for sea turtle nesting habitat, principal responsibility for these species is vested with the National Marine Fisheries Service.

** Current records indicate the species does not presently occur in New Jersey, although the species did occur in the State historically.

Note: for a complete listing of Endangered and Threatened Wildlife and Plants, refer to 50 CFR 17.11 and 17.12.

For further information, please contact:

U.S. Fish and Wildlife Service
New Jersey Field Office
927 N. Main Street, Building D
Pleasantville, New Jersey 08232
Phone: (609) 646-9310
Fax: (609) 646-0352

Revised 12/06/00

FEDERAL CANDIDATE AND STATE-LISTED SPECIES

Candidate species are species under consideration by the U.S. Fish and Wildlife Service (Service) for possible inclusion on the List of Endangered and Threatened Wildlife and Plants. Although these species receive no substantive or procedural protection under the Endangered Species Act, the Service encourages federal agencies and other planners to consider federal candidate species in project planning.

The New Jersey Natural Heritage Program maintains the most up-to-date information on federal candidate species and State-listed species in New Jersey and may be contacted at the following address:

Mr. Thomas Breden
Natural Heritage Program
Division of Parks and Forestry
P.O. Box 404
Trenton, New Jersey 08625
(609) 984-0097

Additionally, information on New Jersey's State-listed wildlife species may be obtained from the following office:

Dr. Larry Niles
Endangered and Nongame Species Program
Division of Fish and Wildlife
P.O. Box 400
Trenton, New Jersey 08625
(609) 292-9400

If information from either of the aforementioned sources reveals the presence of any federal candidate species within a project area, the Service should be contacted to ensure that these species are not adversely affected by project activities.

Revised 08/00

30 DEC 2002

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New Jersey Field Office
Ecological Services
927 North Main Street, Building D
Pleasantville, New Jersey 08232
Tel: 609/646 9310
Fax: 609/646 0352
http://njfieldoffice.fws.gov

In Reply Refer to:

FP-02/49

DEC 27 2002

Lourdes Castaneda, Area Engineer
U.S. Department of Transportation
Federal Highway Administration
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628-1019

PROJECT MANAGEMENT
DEC 30 2002

invitation to meeting

Dear Mr. Castaneda:

This is in response to your October 22, 2002 letter to the U.S. Fish and Wildlife Service (Service) regarding potential improvements to the I-295/I-76/Rt.42 Interchange in Camden and Gloucester Counties, New Jersey. The Federal Highway Administration and the New Jersey Department of Transportation are studying ways to improve this interchange.

AUTHORITY

These comments provide technical assistance only and do not represent the review comments of the Department of the Interior on any forthcoming environmental documents pursuant to the National Environmental Policy Act of 1969 (NEPA) as amended (83 Stat. 852; 42 U.S.C. 4321 *et seq.*), nor do these comments preclude separate review and comments by the Service as afforded by the Fish and Wildlife Coordination Act (48 Stat. 401; 16 U.S.C. 661 *et seq.*). In reviewing applications where permits are required, the Service may concur, with or without stipulations, or recommend denial of the permit, depending upon the potential for the project to adversely impact fish and wildlife resources. This response also does not preclude Service comments on issues related to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*).

GENERAL COMMENTS

The Service recommends that the environmental studies fully address the potential adverse impacts of the proposed project on terrestrial and aquatic ecosystems within the project area. Any forthcoming environmental documents should discuss the impacts of the proposed project on stream communities and associated streamside flora and fauna. Primary, secondary, and cumulative impacts should be identified and discussed. Emphasis should be placed on the avoidance and minimization of adverse impacts to fish and wildlife resources and their supporting ecosystems. Measures to mitigate adverse impacts of fish, wildlife, streams, and wetlands must also be addressed.

In order to obtain Service comments pursuant to the Endangered Species Act for federally listed species under the Service's jurisdiction occurring within New Jersey, please provide a written request for informal Section 7 consultation to the letterhead address, and provide detailed maps of the proposed project impact area.

Thank you for the opportunity to comment. Questions regarding the Endangered Species Act should be referred to Annette Scherer of my staff, at 609-646-9310, ext. 34.

Sincerely,

for Clifford G. Day
Supervisor

2

DEPARTMENT OF THE ARMY
PHILADELPHIA DISTRICT, CORPS OF ENGINEERS
WANAMAKER BUILDING, 100 PENN SQUARE EAST
PHILADELPHIA, PENNSYLVANIA 19107-3390

REPLY TO ATTENTION OF

Regulatory Branch
Application Section II

JAN 31 2003

SUBJECT: CENAP-OP-R-199802102-35
I-295/I-76/Route 42 Interchange Reconstruction

Mr. Dennis Merida, Division Administrator
Federal Highway Administration
New Jersey Division Office
840 Bear Tavern Road
Suite 310
West Trenton, New Jersey 08628-1019

Dear Mr. Merida:

This letter is written regarding the National Environmental Policy Act review process for the I-295/I-76/Route 42 Interchange Reconstruction Project, Camden County, New Jersey and your letter dated October 31, 2002 concerning the U.S. Army Corps of Engineer's (Corps) role as cooperating agency.

This office received your letter dated October 31, 2002 requesting the Corps to be a cooperating agency in this process. The Philadelphia District accepts your invitation and appreciates the opportunity to participate in the environmental review process for this project. We will strive to offer timely and constructive comments on the preparation of an environmental impact statement for the I-295/I-76/Route 42 Interchange Reconstruction Project. In that light, we would like to offer our comments on the project review process to date.

On September 18, 2002, President George W. Bush signed Executive Order number 13274 which stresses the importance of environmental streamlining to expedite environmental reviews of high-priority transportation projects. The Administration, in an effort to enhance environmental stewardship while streamlining environmental reviews, established a priority list of transportation projects. The U.S. Department of Transportation (USDOT) has nominated the subject transportation project for the Project Register. It is my understanding that as priority projects are de-listed or completed, projects on the Register will be moved to the priority list.

Prior to Executive Order 13274, the heads of the primary Federal agencies (USDOT, Corps, U.S. Environmental Protection Agency, Department of the Interior, U.S. Department of Commerce, U.S. Department of Agriculture and the Advisory Council on Historic Preservation) involved in transportation projects signed the Environmental Streamlining National Memorandum of Understanding (MOU) which calls for a "coordinated environmental review process to expedite Federal highway and transit projects." By signing the MOU, all the parties agreed to "streamline environmental review processes in accordance with TEA-21 and other relevant environmental statues in ways that reinforce our Federal responsibility to protect the environment." The MOU seeks to achieve the goals of reducing project delays and protect and enhance environmental quality through early identification of information needs and a collaborative process.

In order to meet the intent of the MOU and the Executive Order, some of the MOU signature parties, including the Corps, have participated in previous meetings hosted by New Jersey Department of Transportation (NJDOT) for this project. The Corps, as one of the Federal permitting agencies, believes full participation by all of the MOU signature agencies and all pertinent State agencies is the best way to prevent delays and ensure a worthwhile review of environmental impacts associated with the project. Based upon our experience from past projects, we strongly encourage you to seek attendance and participation by all Federal and State agencies to achieve this end.

In order to meet the intent of the national environmental streamlining goal, I believe every effort should be made to ensure attendance and participation by all the Federal and State agencies that have a stake in this project.

If you should have any questions regarding this letter, please contact Mr. Michael H. Hayduk at (215) 656-5822 or Mr. Samuel L. Reynolds at (215) 656-5715 of my office by phone, e-mail or by writing to the above address.

Sincerely,

Frank J. Cianfrani
Chief, Regulatory Branch

Copy furnished:

Ms. Lourdes Castaneda, FHWA
Nick Caiazza, NJDOT
Cliff Day, USFWS
Stan Gorski, NMFS
Kathleen Callahan, Director
Division of Environmental Planning and Protection (DEPP)
U.S. EPA Region II
290 Broadway
New York, NY 10007-1866
Bradley M. Campbell, Commisioner
NJDEP
401 E. State Street
7th Floor East Wing
P.O. Box 402
Trenton, NJ 08625-0402
Robert Cubberly, NJDEP
Charlene Dwin-Vaughn, ACHP
Carol Collier, DRBC
Ann Deaton, USCG

MAR 25 2003

United States Department of the Interior

FISH AND WILDLIFE SERVICE
New Jersey Field Office
Ecological Services
927 North Main Street, Building D
Pleasantville, New Jersey 08232
Tel: 609/646 9310
Fax: 609/646 0352
http://njfieldoffice.fws.gov

In Reply Refer to:

ES-03/175

MAR 21 2003

Lourdes Castaneda, Area Engineer
U.S. Department of Transportation
Federal Highway Administration
New Jersey Division Office
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628-1019

PROJECT MANAGEMENT
RECEIVED
APR 09 2003

Dear Ms. Castaneda:

The U.S. Fish and Wildlife Service (Service), New Jersey Field Office has received your letter dated March 4, 2003 requesting to initiate an informal Section 7 consultation pursuant to the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) for the proposed Interstate 295 / Interstate 76 / New Jersey Route 42 interchange reconstruction located in the Boroughs of Bellmawr, Mount Ephraim, and Runnemede; Counties of Camden and Gloucester, New Jersey.

AUTHORITY

This response is pursuant to Section 7 of the ESA to ensure the protection of federally listed endangered and threatened species. Additional comments are provided as technical assistance. As alternatives are formulated, considered, and evaluated for selection of a preferred alternative, additional review and comment by the Service may be required pursuant to the December 22, 1993 Memorandum of Agreement among the U.S. Environmental Protection Agency, New Jersey Department of Environmental Protection, and the Service, if implementation of the preferred alternative requires a permit from the New Jersey Department of Environmental Protection pursuant to the New Jersey Freshwater Wetlands Protection Act (N.J.S.A. 13:9B *et seq.*). Additional review and comments by the Service may be also required under the authority of the Fish and Wildlife Coordination Act (48 Stat. 401; 16 U.S.C. 661 *et seq.*), if implementation of the preferred alternative requires a permit from the Department of the Army pursuant to Section 10 of the Rivers and Harbors Act of 1899 (30 Stat. 1151; 33 U.S.C. 403 *et seq.*) and Section 404 of the Clean Water Act (33 U.S.C. 1344 *et seq.*), or pursuant to the National Environmental Policy Act (83 Stat. 852; 42 U.S.C. 4321 *et seq.*).

FEDERALLY LISTED SPECIES

Except for an occasional transient bald eagle (*Haliaeetus leucocephalus*), no other federally listed or proposed threatened or endangered flora or fauna under Service jurisdiction are known to occur within the vicinity of the proposed project site. Therefore, no further consultation pursuant to Section 7 of the Endangered Species Act is required by the Service. If additional information on federally listed species becomes available, or if project plans change, this determination may be reconsidered.

SERVICE POSITION

The Service has no record of federally listed species occurring within or in the vicinity of the project area; however, we encourage the U.S. Department of Transportation to conduct a search on site for any unknown populations of the federally listed (threatened) plant, swamp pink (*Helonias bullata*), which occurs in the upper reaches of Big Timber Creek. A fact sheet on swamp pink and its habitat requirements is enclosed. We request a copy of all survey results for our review. This office is available for further consultation. Current information regarding federally listed and candidate species occurring in New Jersey is enclosed. The Service encourages federal agencies and other planners to consider State-listed endangered, threatened, and sensitive species in project planning.

Please contact Carlo Popolizio of my staff at (609) 646-9310, ext. 32, if you have any questions or require further assistance regarding federally listed threatened or endangered species or other fish and wildlife concerns.

Sincerely,

John C. Staples
Assistant Supervisor

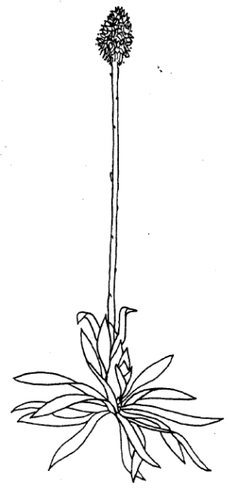
Enclosures

2

Swamp pink

Swamp pink (*Helonias bullata*) was federally listed as a threatened plant species on September 9, 1988, pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*). New Jersey contains the majority of the remaining populations of the species; however, not all of the potential swamp pink habitats in New Jersey have been surveyed. The U.S. Fish and Wildlife Service (Service) requests that a qualified biologist conduct a comprehensive search for swamp pink in any potentially suitable wetland habitat, as described below, that may be impacted by project activities. The following information is provided to assist in identifying the species and its habitat and to describe recommended survey techniques.

IDENTIFICATION: Swamp pink is characterized by a bright pink flower cluster that blooms in early spring. The stocky, hollow flower stem grows from one to three feet tall and has sparse modified leaves along its length. In April or early May, the stem is topped by a cluster (approximately one to three inches long) of pink flowers dotted with pale blue anthers. However, only 10 to 15 percent of the plants in a population typically flower in any one season. When the plant is not flowering, swamp pink can be identified by its smooth, evergreen, lance-shaped leaves (approximately 3 to 10 inches long), which lie almost flat on the ground in a basal rosette. The leaves are shiny green when young and often attain a purplish tint in mature plants. In New Jersey, the plant is easiest to identify when in bloom or in the winter months when few other herbaceous plants are still green. Population sizes may vary from a few to several thousand plants.



HABITAT: Considered an obligate wetland species, swamp pink occurs in a variety of palustrine forested and scrub/shrub wetlands in New Jersey including: forested wetlands bordering meandering streamlets, headwater wetlands, sphagnous Atlantic white cedar swamps, and spring seepage areas. Specific hydrologic requirements of swamp pink limit its occurrence to wetlands that are perennially saturated, but not inundated by floodwater. The water table must be at or near the surface, fluctuating only slightly during spring and summer months.

FEDERALLY LISTED ENDANGERED AND THREATENED SPECIES IN NEW JERSEY

An **ENDANGERED** species is any species that is in danger of extinction throughout all or a significant portion of its range.

A **THREATENED** species is any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

	COMMON NAME	SCIENTIFIC NAME	STATUS
FISHES	Shortnose sturgeon	*Acipenser brevirostrum*	E
REPTILES	Bog turtle	*Clemmys muhlenbergii*	T
	Atlantic Ridley turtle*	*Lepidochelys kempii*	E
	Green turtle*	*Chelonia mydas*	T
	Hawksbill turtle*	*Eretmochelys imbricata*	E
	Leatherback turtle*	*Dermochelys coriacea*	E
	Loggerhead turtle*	*Caretta caretta*	T
BIRDS	Bald eagle	*Haliaeetus leucocephalus*	T
	Piping plover	*Charadrius melodus*	T
	Roseate tern	*Sterna dougallii dougallii*	E
MAMMALS	Eastern cougar	*Felis concolor couguar*	E+
	Indiana bat	*Myotis sodalis*	E
	Gray wolf	*Canis lupus*	E+
	Delmarva fox squirrel	*Sciurus niger cinereus*	E+
	Blue whale*	*Balaenoptera musculus*	E
	Finback whale*	*Balaenoptera physalus*	E
	Humpback whale*	*Megaptera novaeangliae*	E
	Right whale*	*Balaena glacialis*	E
	Sei whale*	*Balaenoptera borealis*	E
	Sperm whale*	*Physeter macrocephalus*	E

FEDERAL CANDIDATE SPECIES IN NEW JERSEY

CANDIDATE SPECIES are species that appear to warrant consideration for addition to the federal List of Endangered and Threatened Wildlife and Plants. Although these species receive no substantive or procedural protection under the Endangered Species Act, the U.S. Fish and Wildlife Service encourages federal agencies and other planners to give consideration to these species in the environmental planning process.

SPECIES	SCIENTIFIC NAME
Bog asphodel	*Narthecium americanum*
Hirst's panic grass	*Panicum hirstii*

Note: For complete listings of taxa under review as candidate species, refer to Federal Register Vol. 64, No. 205, October 25, 1999 (Endangered and Threatened Wildlife and Plants; Review of Plant and Animal Taxa that are Candidates for Listing as Endangered or Threatened Species).

Revised 11/99

FEDERAL CANDIDATE AND STATE-LISTED SPECIES

Candidate species are species under consideration by the U.S. Fish and Wildlife Service (Service) for possible inclusion on the List of Endangered and Threatened Wildlife and Plants. Although these species receive no substantive or procedural protection under the Endangered Species Act, the Service encourages federal agencies and other planners to consider federal candidate species in project planning.

The New Jersey Natural Heritage Program maintains the most up-to-date information on federal candidate species and State-listed species in New Jersey and may be contacted at the following address:

Mr. Thomas Breden
Natural Heritage Program
Division of Parks and Forestry
P.O. Box 404
Trenton, New Jersey 08625
(609) 984-0097

Additionally, information on New Jersey's State-listed wildlife species may be obtained from the following office:

Dr. Larry Niles
Endangered and Nongame Species Program
Division of Fish and Wildlife
P.O. Box 400
Trenton, New Jersey 08625
(609) 292-9400

If information from either of the aforementioned sources reveals the presence of any federal candidate species within a project area, the Service should be contacted to ensure that these species are not adversely affected by project activities.

Revised 08/00

DEPARTMENT OF THE ARMY
PHILADELPHIA DISTRICT, CORPS OF ENGINEERS
WANAMAKER BUILDING, 100 PENN SQUARE EAST
PHILADELPHIA, PENNSYLVANIA 19107-3390

REPLY TO ATTENTION OF

MAY 29 2003

Regulatory Branch
Application Section II

SUBJECT: CENAP-OP-R-199802102-35
I-295/42/76 Interchange Reconstruction

PROJECT MANAGEMENT
RECEIVED
JUN 02 2003

Mr. Nick Caiazza
New Jersey Department of Transportation
Division of Project Management
1035 Parkway Avenue
P. O. 600
Trenton, New Jersey 08625-0600

Dear Mr. Caiazza:

This letter is written regarding the National Environmental Policy Act (NEPA) review process for the I-295/I-76/Route 42 Interchange Reconstruction Project, Camden County, New Jersey. The following comments are offered by the U.S. Army Corps of Engineer (Corps) as a cooperating agency in the NEPA process for the project.

We have reviewed the information submitted to this office to date including the document entitled "INDEPENDENT UTILITY STATEMENT for I-295/I-76/Route 42 Interchange Reconstruction and I-295/Route 42 Missing Moves", prepared by Dewberry-Goodkind Incorporated, dated September 16, 2002, which includes a purpose and need statement for both the interchange and the "Missing Moves" projects. We concur with the "Purpose and Need" statements in this document. Additionally, based upon a review of our file and information conveyed during agency coordination meetings, we concur with Federal Highway Administration's September 30, 2002 determination that the two projects have independent utility.

Additionally, this office has asked about the location of borrow/wasting sites, wetlands mitigation sites and stormwater management facilities for the Interchange project previously at agency coordination meetings and by e-mail. To date, we still do not know the location of these facilities. This office believes identification of these areas is vital to completely formulate the scope of analysis. We strongly encourage you to identify them before we reach the next concurrence point in the NEPA process.

We would like to express our appreciation for the May 13, 2003 agency coordination meeting and bus tour of the project site. Your efforts to help all agencies involved better understand the complexities of the project and begin to discuss alternatives have helped us immensely.

Please contact Mr. Michael H. Hayduk of my office at (215) 656-5822 if you have any questions regarding this matter.

Sincerely,

Frank J. Cianfrani
Chief, Regulatory Branch

Copies Furnished:

Ms. Lourdes Castaneda, Federal Highway Administration
Mr. Carlo Popolizio, U.S.FWS, Pleasantville
Ms. Anita Riportella, NMFS, Highlands
Mr. Robert Montgomerie, EPA
Mr. Dave Carlson, EPA
Mr. Bob Cubberly, NJDEP

James E. McGreevey
Governor

State of New Jersey
Department of Environmental Protection
Division of Parks and Forestry
Office of Natural Lands Management
Natural Heritage Program
P.O. Box 404
Trenton, NJ 08625-0404
Tel. #609-984-1339
Fax. #609-984-1427

Bradley M. Campbell
Commissioner

September 11, 2003

Victor Furmanec
Dresdner Robin
371 Warren Street
Jersey City, NJ 07302-3035

Re: I-295/I-76/Route 42 Direct Connection

Dear Mr. Furmanec:

Thank you for your data request regarding rare species information for the above referenced project site in Bellmawr, Mt. Ephraim and Gloucester City, Camden County.

Searches of the Natural Heritage Database and the Landscape Project are based on a representation of the boundaries of your project site in our Geographic Information System (GIS). We make every effort to accurately transfer your project bounds from the topographic map(s) submitted with the Request for Data into our Geographic Information System. We do not verify that your project bounds are accurate, or check them against other sources. Landscape patches are searched using the boundary depicted on your map buffered by 15 meters. The 15-meter buffer is to accommodate for inherent GIS mapping imprecision.

We have checked the Natural Heritage Database and the Landscape Project habitat mapping for occurrences of any rare wildlife species or wildlife habitat on the referenced site. Please see Table 1 for species list and conservation status.

Table 1 (on referenced site).

Common Name	Scientific Name	Federal Status	State Status	Grank	Srank
herpitle species of special concern					

Neither the Natural Heritage Database nor the Landscape Project has records for any additional rare wildlife species or wildlife habitat within 1/4 mile of the referenced site.

We have also checked the Natural Heritage Database for occurrences of rare plant species or natural communities. The Natural Heritage Data Base does not have any records for rare plants or natural communities on or within 1/4 mile of the site.

Attached is a list of rare species and natural communities that have been documented from Camden County. If suitable habitat is present at the project site, these species have potential to be present.

Status and rank codes used in the tables and lists are defined in the attached EXPLANATION OF CODES USED IN NATURAL HERITAGE REPORTS.

If you have questions concerning the wildlife records or wildlife species mentioned in this response, we recommend that you visit the interactive I-Map-NJ website at the following URL, http://www.state.nj.us/dep/gis-imapnj/imapnj.htm or contact the Division of Fish and Wildlife, Endangered and Nongame Species Program.

PLEASE SEE THE ATTACHED 'CAUTIONS AND RESTRICTIONS ON NHP DATA'

New Jersey is an Equal Opportunity Employer
Recycled Paper

Thank you for consulting the Natural Heritage Program. The attached invoice details the payment due for processing this data request. Feel free to contact us again regarding any future data requests.

Sincerely,

Herbert A. Lord

Herbert A. Lord
Data Request Specialist

cc: Lawrence Niles
NHP File No. 03-3907571

CAMDEN COUNTY
RARE SPECIES AND NATURAL COMMUNITIES PRESENTLY RECORDED IN
THE NEW JERSEY NATURAL HERITAGE DATABASE

27 JUN 2002

NAME	COMMON NAME	FEDERAL-STATUS	STATE STATUS	REGIONAL-STATUS	GRANK	SRANK
*** Vertebrates						
ARDEA HERODIAS	GREAT BLUE HERON		S/S		G5	S2S,S4N
CLEMMYS MUHLENBERGII	BOG TURTLE	LT	E		G3	S2
CROTALUS HORRIDUS HORRIDUS	TIMBER RATTLESNAKE		E		G4T4	S2
FALCO PEREGRINUS	PEREGRINE FALCON		E		G4	S1B,S1N
HYLA ANDERSONII	PINE BARRENS TREEFROG		E		G4	S3
MELANEREPES ERYTHROCEPHALUS	RED-HEADED WOODPECKER		T/T		G5	S2N,S2N
PITUOPHIS MELANOLEUCUS	NORTHERN PINE SNAKE		T		G5T4	S3
MELANOLEUCUS						
*** Ecosystems						
COASTAL PLAIN INTERMITTENT POND	VERNAL POND				G3?	S3S3
FRESHWATER TIDAL MARSH COMPLEX	FRESHWATER TIDAL MARSH COMPLEX			T	G4?	S3?
PITCH PINE LOWLAND FOREST	PITCH PINE LOWLAND FOREST				G3	S3
** Invertebrates						
ANAX LONGIPES	COMET DARNER				G5	S2S3
CALLOPHRYS IRUS	FROSTED ELFIN				G3	S2S3
CELITHEMIS MARTHA	MARTHA'S PENNANT				G4	S3S4
ENALLAGMA PICTUM	SCARLET BUSH				G3	S3
ENALLAGMA RECURVATUM	PINE BARRENS BLUET				G3	S3
EPITHECA SPINOSA	ROBUST BASKETTAIL				G4	S1
ERYTHRIS MARTIALIS	MOTTLED DUSKY WING				G3G4	S1
GOMPHUS APOMYIUS	BARBED CLUBTAIL				G4	S1
HELIODOXUS SIMULATANS	GROOVED COIL				G4G5	S2S3
HESPERIA ATTALUS SLOSSONAE	DOTTED SKIPPER				G5T2T3	S2S3
LAMPSILIS RADIATA	EASTERN LAMPMUSSEL				G5	S3
LEPTODEA OCHRACEA	TIDEWATER MUCKET				G4	S1

2
27 JUN 2002

CAMDEN COUNTY
RARE SPECIES AND NATURAL COMMUNITIES PRESENTLY RECORDED IN
THE NEW JERSEY NATURAL HERITAGE DATABASE

NAME	COMMON NAME	FEDERAL STATUS	STATE STATUS	REGIONAL STATUS	GRANK	SRANK
LIBELLULA AXILENA	BAR-WINGED SKIMMER				G5	S2B$1B,S2
LIGUMIA NASUTA	EASTERN PONDMUSSEL		T		G4G5	N S1
MICROPHORUS AMERICANUS	AMERICAN BURYING BEETLE	LE	E		G2G3	SH
PIERIS VIRGINIENSIS	WEST VIRGINIA WHITE				G3G4	SH
POLYGONIA PROGNE	GRAY COMMA				G5	SH
PONTIA PROTODICE	CHECKERED WHITE		T		G4	S1
SPARTINIPHAGA CARTERAE	CARTER'S NOCTUID MOTH				G2G3	S2
*** Vascular plants						
AESCHYNOMENE VIRGINICA	SENSITIVE JOINT-VETCH	LT	E	LP	G2	S1
AGASTACHE SCROPHULARIIFOLIA	PURPLE GIANT-HYSSOP				G4	S2
AMIANTHIUM MUSCITOXICUM	FLY POISON				G4G5	S2
ARISTIDA DICHOTOMA VAR CURTISII	CURTISS' THREE-AWN GRASS				G5T5	S2
ARISTIDA LANOSA	WOOLLY THREE-AWN GRASS		E		G5	S1
ARISTIDA VIRGATA	WAND-LIKE THREE-AWN GRASS				G5T4T5	S2
ARNOGLOSSUM MUEHLENBERGII	GREAT INDIAN PLANTAIN				G4	SX:1
ASCLEPIAS PURPURASCENS	RED MILKWEED			LP	G4G5	S2
ASCLEPIAS VARIEGATA	WHITE MILKWEED				G5	S2
ASCLEPIAS VERTICILLATA	WHORLED MILKWEED				G5	S2
ASTER RADULA	LOW ROUGH ASTER		E		G5	S1
BIDENS BIDENTOIDES	ESTUARY BUR-MARIGOLD				G3	S2
BOTRYCHIUM OBTUSUM	BLUNT-LOBE GRAPE FERN				G4Q	S2
CACALIA ATRIPLICIFOLIA	PALE INDIAN PLANTAIN		E		G4G5	S1
CALAMOVILFA BREVIPILIS	PINE BARREN REEDGRASS			LP	G4	S4
CALYSTEGIA SPITHAMAEA	ERECT BINDWEED		E		G4G5T4T5	S1
CAREX AQUATILIS	WATER SEDGE		E		G5	S1
CAREX BARRATTII	BARRATT'S SEDGE			LP	G4	S4
CAREX CUMULATA	CLUSTERED SEDGE		E		G4?	SH

7 JUN 2002

CAMDEN COUNTY
RARE SPECIES AND NATURAL COMMUNITIES PRESENTLY RECORDED IN
THE NEW JERSEY NATURAL HERITAGE DATABASE

NAME	COMMON NAME	FEDERAL STATUS	STATE STATUS	REGIONAL STATUS	GRANK	SRANK
CAREX MITCHELLIANA	MITCHELL'S SEDGE				G3G4	S2
CAREX UTRICULATA	BOTTLE-SHAPED SEDGE				G5	S2
CASTILLEJA COCCINEA	SCARLET INDIAN-PAINTBRUSH				G5	S2
CERCIS CANADENSIS	REDBUD		E		G5T5	S1
CHENOPODIUM RUBRUM	RED GOOSEFOOT		E		G5	S1
COELOGLOSSUM VIRIDE VAR VIRESCENS	LONG-BRACT GREEN ORCHID				G5T5	S2
COMMELINA ERECTA	SLENDER DAYFLOWER		E		G5T5	SH:1
CORNOPSIS ROSEA	ROSE-COLOR CORNOPSIS			LP	G3	S2
CROTON WILLDENOWII	ELLIPTICAL RUSHFOIL			LP	G5	S2
CUSCUTA POLYGONORUM	SMARTWEED DODDER				G5	S2
CYPERUS ENGELMANNII	ENGELMANN'S FLAT SEDGE				G4Q	S2
CYPERUS LANCASTRIENSIS	LANCASTER FLAT SEDGE		E		G5	S1
CYPERUS RETROFRACTUS	ROUGH FLATSEDGE		E		G5	SH
DESMODIUM STRICTUM	PINELAND TICK-TREFOIL			LP	G4	S2
DESMODIUM VIRIDIFLORUM	VELVETY TICK-TREFOIL				G5?	S2
DIODIA VIRGINIANA	LARGER BUTTONWEED		E		G5T5	S1
DOELLINGERIA INFIRMA	CORNEL-LEAF ASTER				G5	S2
DRABA REPTANS	CAROLINA WHITLOW-GRASS		E		G5	SH
EPILOBIUM STRICTUM	DOWNY WILLOWHERB				G5?	S2
ERIOCAULON PARKERI	PARKER'S PIPEWORT				G3	S2
ERIOPHORUM TENELLUM	ROUGH COTTON-GRASS		E		G5	S1
ERYNGIUM YUCCIFOLIUM VAR YUCCIFOLIUM	TALL RATTLESNAKE-MASTER				G5T5	SX
EUPATORIUM CAPILLIFOLIUM	DOG-FENNEL THOROUGHWORT		E		G5	S2
EUPATORIUM HYSSOPIFOLIUM VAR LACINIATUM	TORREY'S BONESET				G5T4T5	S2
EUPATORIUM RESINOSUM	PINE BARREN BONESET		E	LP	G3	S2
GENTIANA AUTUMNALIS	PINE BARREN GENTIAN			LP	G3	S3
GLYCERIA GRANDIS	AMERICAN MANNA GRASS		E		G5T5	S2

9
27 JUN 2002

CAMDEN COUNTY
RARE SPECIES AND NATURAL COMMUNITIES PRESENTLY RECORDED IN
THE NEW JERSEY NATURAL HERITAGE DATABASE

NAME	COMMON NAME	FEDERAL STATUS	STATE STATUS	REGIONAL STATUS	GRANK	SRANK
GNAPHALIUM HELLERI	SMALL EVERLASTING		E		G4Q	SH
HELONIAS BULLATA	SWAMP-PINK	LT	E	LP	G1	S1
HEMICARPHA MICRANTHA	SMALL-FLOWER HALFCHAFF SEDGE		E		G4	S1
HETERANTHERA MULTIFLORA	BOUQUET MUD-PLANTAIN				G4	S2
HYDRASTIS CANADENSIS	GOLDEN SEAL		E		G4	SH:1
JUNCUS CAESARIENSIS	NEW JERSEY RUSH		E	LP	G2	S2
JUNCUS TORREYI	TORREY'S RUSH		E		G5	S1
KUHNIA EUPATORIOIDES	FALSE BONESET		E		G5T5	S1
LEMNA PERPUSILLA	MINUTE DUCKWEED		E		G5	S1
LIMOSELLA SUBULATA	AWL-LEAF MUDWORT		E		G4G5	S1
LINUM INTERCURSUM	SANDPLAIN FLAX		E		G4	S1
LISTERA AUSTRALIS	SOUTHERN TWAYBLADE			LP	G4	S2
MELANTHIUM VIRGINICUM	VIRGINIA BUNCHFLOWER		E		G5	S1
MICRANTHEMUM MICRANTHEMOIDES	NUTTALL'S MUDMAT		E		G5	S1
MUHLENBERGIA TORREYANA	PINE BARREN SMOKE GRASS				GH	SH
MYRIOPHYLLUM TENELLUM	SLENDER WATER MILFOIL			LP	G3	S3
NELUMBO LUTEA	AMERICAN LOTUS		E		G5	S1
NUPHAR MICROPHYLLUM	SMALL YELLOW POND-LILY		E		G4	S1
ONOSMODIUM VIRGINIANUM	VIRGINIA FALSE-GROMWELL		E		G5T4T5	SH
PLANTAGO PUSILLA	DWARF PLANTAIN		E		G4	S1
PLATANTHERA FLAVA VAR FLAVA	SOUTHERN REIN ORCHID		E		G5	SH
PLUCHEA FOETIDA	STINKING FLEABANE		E		G4?4Q	S1
POLYGALA INCARNATA	PINK MILKWORT		E		G5T5	S1
PRUNUS ANGUSTIFOLIA	CHICKASAW PLUM		E		G5	SH
PUCCINELLIA FASCICULATA	SALTMARSH ALKALI GRASS				G5T4T5	S2
PYCNANTHEMUM CLINOPODIOIDES	BASIL MOUNTAIN-MINT		E		G3G5	S2
RHYNCHOSPORA GLOBULARIS	COARSE GRASS-LIKE BEAKED-RUSH		E		G2	S1
RHYNCHOSPORA INUNDATA	SLENDER HORNED-RUSH				G5?	S1
RHYNCHOSPORA KNIEskERNII	KNIESKERN'S BEAKED-RUSH			LP	G3G4	S2
RHYNCHOSPORA PALLIDA	PALE BEAKED-RUSH	LT	E	LP	G1	S1
					G3	S3

17 JUN 2004

RARE SPECIES AND NATURAL COMMUNITIES PRESENTLY RECORDED IN
THE NEW JERSEY NATURAL HERITAGE DATABASE

CAMDEN COUNTY

NAME	COMMON NAME	FEDERAL STATUS	STATE STATUS	REGIONAL STATUS	GRANK	SRANK
SAGITTARIA TERAS	SLENDER ARROWHEAD		E		G3	S1
SCHEUCHZERIA PALUSTRIS	ARROW GRASS		E		G5T5	S1
SCHIZAEA PUSILLA	CURLY GRASS FERN			LP	G3	S3
SCHOENUS AMERICANUS	CHAFFSEED	LE	E	LP	G3	S1
SCIRPUS LANGII	LONG'S WOOLGRASS		E	LP	G2	S2
SCIRPUS MARITIMUS	SALTMARSH BULRUSH		E		G5	S2
SPIRANTHES ODORATA	FRAGRANT LADIES'-TRESSES				G5	S2
STELLARIA PORSA	STAR CHICKWEED		E		G5	S2
TRIOSTEUM PERFOLIATUM	MAINT JOINT MEADOW PARSNIP				G5	S4
VERBENA SIMPLEX	NARROW-LEAF VERVAIN		E		G5	S1
VIOLA ELLIOTII	SQUIRREL-TAIL SIB-NERVE GRASS		E		G5	S1
XYRIS FIMBRIATA	FRINGED YELLOW-EYED GRASS		E		G5	S1

17 Records Processed

10/09/2003 13:25 USFWS NJFO → 12012179607 NO.252 P01

United States Department of the Interior
FISH AND WILDLIFE SERVICE
New Jersey Field Office
Ecological Services
927 North Main Street, Building
Pleasantville, New Jersey 08232
Tel: 609-646-9310
Fax: 609-646-0352
http://njfieldoffice.fws.gov

IN REPLY REFER TO:
ES-03/5

OCT 9 2003

Victor Furmanec, Senior Project Manager
Dresdner Robin
371 Warren Street
Jersey City, New Jersey 07302-3035
Fax Number: (201) 217-9607

Reference: Threatened and endangered species review within the vicinity of the proposed I 295, I 76, and Route 42 connection project located within Mellmawr; Mount Ephraim; and Gloucester City, Camden County, New Jersey.

The U.S. Fish and Wildlife Service (Service) has reviewed the above-referenced proposed project pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) to ensure the protection of federally listed endangered and threatened species. The following comments do not address all Service concerns for fish and wildlife resources and do not preclude separate review and comment by the Service as afforded by other applicable environmental legislation.

Except for an occasional transient bald eagle (*Haliaeetus leucocephalus*), no other federally listed or proposed threatened or endangered flora or fauna under Service jurisdiction are known to occur within the vicinity of the proposed project site. Therefore, no consultation pursuant to Section 7 of the Endangered Species Act is required between the federal action agency and the Service. If additional information on federally listed species becomes available, or if project plans change, this determination may be reconsidered.

Enclosed is current information regarding federally listed and candidate species occurring in New Jersey. The Service encourages federal agencies and other planners to consider candidate species in project planning. The addresses of State agencies that may be contacted for current site-specific information regarding federal candidate and State-listed species are also enclosed.

Reviewing Biologist: Jim Solberg

Authorizing Supervisor: John C. Stanton

Enclosures: Current summaries of federally listed and candidate species in New Jersey
Addresses for additional information on candidate and State-listed species
Permit requirements for activities in wetlands

No part of this response should be used out of context and if reproduced, should appear in its entirety.

Kfdermolest3x_nopot.wpd 7/19/02

10/09/2003 13:25 USFWS NJFO → 12012179607 NO.252 P02

FEDERALLY LISTED ENDANGERED AND THREATENED SPECIES IN NEW JERSEY

An **ENDANGERED** species is any species that is in danger of extinction throughout all or a significant portion of its range.

A **THREATENED** species is any species that is likely to become an endangered species within the foreseeable future throughout all or a significant portion of its range.

	COMMON NAME	SCIENTIFIC NAME	STATUS
FISHES	Atlantic sturgeon	*Acipenser brevirostrum*	E
REPTILES	Bog turtle	*Clemmys muhlenbergii*	T
	Atlantic ridley turtle	*Lepidochelys kempii*	E
	Green turtle	*Chelonia mydas*	T
	Hawksbill turtle	*Eretmochelys imbricata*	E
	Leatherback turtle	*Dermochelys coriacea*	E
	Loggerhead turtle	*Caretta caretta*	T
BIRDS	Bald eagle	*Haliaeetus leucocephalus*	T
	Piping plover	*Charadrius melodus*	T
	Roseate tern	*Sterna dougallii dougallii*	E
MAMMALS	Eastern cougar	*Felis concolor couguar*	E+
	Indiana bat	*Myotis sodalis*	E
	Gray wolf	*Canis lupus*	E+
	Delmarva fox squirrel	*Sciurus niger cinereus*	E+
	Blue whale*	*Balaenoptera musculus*	E
	Fin whale*	*Balaenoptera physalus*	E
	Humpback whale*	*Megaptera novaeangliae*	E
	Right whale*	*Balaena glacialis*	E
	Sei whale*	*Balaenoptera borealis*	E
	Sperm whale*	*Physeter macrocephalus*	E

	COMMON NAME	SCIENTIFIC NAME	STATUS
INVERTEBRATES		*Alasmidonta heterodon*	E
		Cicindela dorsalis dorsalis	T
		Neonympha m. mitchellii	E*
		Nicrophorus americanus	E*
PLANTS		*Isotria medeoloides*	T
		Helonias bullata	T
		Rhynchospora knieskernii	T
		Schwalbea americana	E
		Aeschynomene virginica	T
		Amaranthus pumilus	T

E	endangered species	PE	proposed endangered
T	threatened species	PT	proposed threatened
+	presumed extirpated**		

* Except for sea turtle nesting habitat, principal responsibility for these species is vested with the National Marine Fisheries Service.

** Current records indicate the species does not presently occur in New Jersey, although the species did occur in the State historically.

Note: for a complete listing of Endangered and Threatened Wildlife and Plants, refer to 50 CFR 17.11 and 17.12

For further information, please contact: U.S. Fish and Wildlife Service
New Jersey Field Office
927 N. Main Street, Building D
Pleasantville, New Jersey 08232
Phone: (609) 646-9310
Fax: (609) 646-0352

Revised 12/06/00

FEDERAL CANDIDATE SPECIES IN NEW JERSEY

CANDIDATE SPECIES are species that appear to warrant consideration for addition to the federal List of Endangered and Threatened Wildlife and Plants. Although these species receive no substantive or procedural protection under the Endangered Species Act, the U.S. Fish and Wildlife Service encourages federal agencies and other planners to give consideration to these species in the environmental planning process.

SPECIES	SCIENTIFIC NAME
Bog asphodel*	*Narthecium americanum*
Hirsute panic grass	*Panicum hirsiti*

Note: For complete listings of taxa under review as candidate species, refer to Federal Register Vol. 64, No. 205, October 25, 1999 (Endangered and Threatened Wildlife and Plants; Review of Plant and Animal Taxa that are Candidates for Listing as Endangered or Threatened Species).

Revised 11/99

FEDERAL CANDIDATE AND STATE-LISTED SPECIES

Candidate species are species under consideration by the U.S. Fish and Wildlife Service (Service) for possible inclusion on the List of Endangered and Threatened Wildlife and Plants. Although these species receive no substantive or procedural protection under the Endangered Species Act, the Service encourages federal agencies and other planners to consider federal candidate species in project planning.

The New Jersey Natural Heritage Program maintains the most up-to-date information on federal candidate species and State-listed species in New Jersey and may be contacted at the following address:

Coordinator
Natural Heritage Program
Division of Parks and Forestry
P.O. Box 404
Trenton, New Jersey 08625
(609) 984-0097

Additionally, information on New Jersey's State-listed wildlife species may be obtained from the following office:

Dr. Larry Niles
Endangered and Nongame Species Program
Division of Fish and Wildlife
P.O. Box 400
Trenton, New Jersey 08625
(609) 292-9400

If information from either of the aforementioned sources reveals the presence of any federal candidate species within a project area, the Service should be contacted to ensure that these species are not adversely affected by project activities.

Revised 07/03

[illegible] NO. 252 P05

PERMIT REQUIREMENTS FOR ACTIVITIES IN WETLANDS

A review of the Service's National Wetland Inventory maps indicates that wetlands occur within the project area. Wetlands provide habitats for a variety of migratory and resident species of fish and wildlife. Thus, the Service discourages activities in and affecting the Nation's wetlands that would unnecessarily damage, degrade, or destroy the values associated with them. Project activities in wetlands may require federal and State permits from the U.S. Army Corps of Engineers pursuant to the Clean Water Act of 1977 (33 U.S.C. 1344 *et seq.*), and the New Jersey Department of Environmental Protection and Energy pursuant to the Freshwater Wetlands Protection Act (N.J.S.A. 13:9B-1 *et seq.*). Thus, if work is proposed in or adjacent to wetlands, the following offices must be contacted to determine federal and State permit requirements, respectively:

Federal Permitting Authority:

Regulatory Branch
U.S. Army Corps of Engineers
New York District
26 Federal Plaza
New York, New York 10278-0090
(212) 264-3996
Fax #: (212) 264-4260

or

Regulatory Branch
U.S. Army Corps of Engineers
Philadelphia District
100 Penn Square East
Philadelphia, Pennsylvania 19107-3390
(215) 656-6725
Fax #: (215) 656-6724



State Permitting Authority:

Land Use Regulation Program
New Jersey Department of Environmental Protection
P.O. Box 439
501 East State St., 2nd Floor
Trenton, New Jersey 08625
(609) 984-3444
Fax #: Northern Counties (609-292-1231); Southern Counties (609-292-8115)

Revised January 29, 2003

RECEIVED DELAWARE RIVER BASIN COMMISSION
2004 MAR 17 A 10:46
DRIVE DIVISION

State of New Jersey
DEPARTMENT OF TRANSPORTATION
P.O.Box 600
Trenton, New Jersey 08625-0600

JAMES E. McGREEVEY
Governor

JACK LETTIERE
Commissioner

March 12, 2004

Mr. Paul Scally
Delaware River Basin Commission
25 State Police Drive
P.O. Box 7360
West Trenton, New Jersey 08628-0360

Re: I-295/I-76/Rte. 42 Direct Connection
Short-listing Concurrence Letter

Dear Mr. Scally:

As you know, the New Jersey Department of Transportation (NJDOT) has proposed improvements to the I-295/I-76/Rt. 42 Interchange, in Camden and Gloucester Counties. The reconstruction of the interchange is needed to improve safety, address driver expectations, and decrease congestion in the interchange and adjacent local roads, and thereby improve the quality of life in the surrounding communities.

The development of the I-295 Direct Connection project in the NEPA process has been guided by the implementation of the Streamlining Process that you have been a part of from the start. The Streamlining Process of the I-295 Direct Connection project is precedent-setting in New Jersey and involves the merging of the NEPA and the Section 404 requirements. The NJDOT and the Federal Highways Administration (FHWA) sincerely appreciate the contributions that the many individuals from the stakeholder Agencies have made to the process thus far.

Beginning with the first Partnering Meeting in 2001, a series of meetings have been held with the various Agencies involved. Through coordinated efforts and frank discussions between all parties, a meaningful Purpose and Need Statement was developed for the Direct Connection project. Further, an Independent Utility Statement was developed to establish the individual need and status of both the I-295 Direct Connection project and the nearby Missing Moves Connector ramps project. At the conclusion of these tasks, the Agencies concurred with the progress made to date and with the Purpose and Need statement for the project. There was also consensus regarding the independent utility of the Missing Moves project and this project has been advanced independently into the design phase.

Through the continued joint efforts of all parties, 26 initial alternatives were developed during the scoping process. An Initial Alternative Screening Matrix was then assembled to evaluate the potential impacts of each alternative on the many resources located in the study area. The matrix criteria, as well as the screening methodology, were developed in consultation with the Agencies. During the screening process, meetings were held with the NJDOT Core Group to allow the technical specialists in all relevant fields to provide input regarding the impact of each alternative. Subsequent to the Core Group meeting, a Workshop was held with the ACM members to gain their perspectives on the screening process and to evaluate the alternatives. Additionally, meetings have been held with the public, the local officials and the communities in the area. All interested parties have been invited to share their ideas and concerns, as well as their suggestions to improve the interchange and connecting roadways. These meetings held included the following:

- Community Advisory Committee (CAC) meeting
- Partnering meeting
- Public Information Center (PIC)
- Local Officials Briefing (LOB)

Based on the consensus reached during the Short-listing process, the initial group of 26 alternatives has been narrowed to five (5) alternatives, which have been recommended for further study. Although fewer than five (5) alternatives were suggested by some of the groups during the above meetings, the FHWA and the NJDOT agreed that the five (5) short listed alternatives recommended by the ACM for further study would be advanced through the Environmental Impact Statement (EIS) phase of the project. Consequently, the following short listed alternatives will be studied via the Technical Environmental Studies (TES) in the EIS process. In addition, the No Build Alternative will be included in the TES studies.

- Alternative D
- Alternative D1
- Alternative G2
- Alternative H1
- Alternative K (Tunnel)
- No Build Alternative

The NJDOT and the FHWA again wish to thank you for your assistance and concurrence during the Streamlining Process. For those Agencies that can provide a signed concurrence, please sign below to acknowledge your concurrence with the short listed alternatives shown above. For those Agencies that cannot provide written concurrence, you are encouraged to call me within five (5) days to confirm your consensus with this shortlist of alternatives. Unless I receive any comments to the contrary by the end of this comment period April 1, 2004, this document will represent the confirmation of our final shortlist of alternatives to be carried through the EIS phase, agreed upon in the ACM meeting of October 15, 2003.

Sincerely,

Nick Caiazza
Environmental Team Leader
Bureau of Environmental Project Support

CONCURRED

Signature 3-22-04 Date

State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O.Box 600
Trenton, New Jersey 08625-0600

JAMES E. McGREEVEY
Governor

JACK LETTIERE
Commissioner

March 12, 2004

Mr. Chick Dougherty
Associate Director
Del. Valley Reg. Planning Commission
The Bourse Building
111 S. Independence Mall East, 8th Floor
Philadelphia, Pennsylvania 19106

Re: I-295/I-76/Rte. 42 Direct Connection
Short-listing Concurrence Letter

Dear Mr. Dougherty:

As you know, the New Jersey Department of Transportation (NJDOT) has proposed improvements to the I-295/I-76/Rt. 42 Interchange, in Camden and Gloucester Counties. The reconstruction of the interchange is needed to improve safety, address driver expectations, and decrease congestion in the interchange and adjacent local roads, and thereby improve the quality of life in the surrounding communities.

The development of the I-295 Direct Connection project in the NEPA process has been guided by the implementation of the Streamlining Process that you have been a part of from the start. The Streamlining Process of the I-295 Direct Connection project is precedent-setting in New Jersey and involves the merging of the NEPA and the Section 404 requirements. The NJDOT and the Federal Highways Administration (FHWA) sincerely appreciate the contributions that the many individuals from the stakeholder Agencies have made to the process thus far.

Beginning with the first Partnering Meeting in 2001, a series of meetings have been held with the various Agencies involved. Through coordinated efforts and frank discussions between all parties, a meaningful Purpose and Need Statement was developed for the Direct Connection project. Further, an Independent Utility Statement was developed to establish the individual need and status of both the I-295 Direct Connection project and the nearby Missing Moves Connector ramps project. At the conclusion of these tasks, the Agencies concurred with the progress made to date and with the Purpose and Need statement for the project. There was also consensus regarding the independent utility of the Missing Moves project and this project has been advanced independently into the design phase.

New Jersey Is An Equal Opportunity Employer • Printed on Recycled and Recyclable Paper

Through the continued joint efforts of all parties, 26 initial alternatives were developed during the scoping process. An Initial Alternative Screening Matrix was then assembled to evaluate the potential impacts of each alternative on the many resources located in the study area. The matrix criteria, as well as the screening methodology, were developed in consultation with the Agencies. During the screening process, meetings were held with the NJDOT Core Group to allow the technical specialists in all relevant fields to provide input regarding the impact of each alternative. Subsequent to the Core Group meeting, a Workshop was held with the ACM members to gain their perspectives on the screening process and to evaluate the alternatives. Additionally, meetings have been held with the public, the local officials and the communities in the area. All interested parties have been invited to share their ideas and concerns, as well as their suggestions to improve the interchange and connecting roadways. These meetings held included the following:

- Community Advisory Committee (CAC) meeting
- Partnering meeting
- Public Information Center (PIC)
- Local Officials Briefing (LOB)

Based on the consensus reached during the Short-listing process, the initial group of 26 alternatives has been narrowed to five (5) alternatives, which have been recommended for further study. Although fewer than five (5) alternatives were suggested by some of the groups during the above meetings, the FHWA and the NJDOT agreed that the five (5) short listed alternatives recommended by the ACM for further study would be advanced through the Environmental Impact Statement (EIS) phase of the project. Consequently, the following short listed alternatives will be studied via the Technical Environmental Studies (TES) in the EIS process. In addition, the No Build Alternative will be included in the TES studies.

- Alternative D
- Alternative D1
- Alternative G2
- Alternative H1
- Alternative K (Tunnel)
- No Build Alternative

The NJDOT and the FHWA again wish to thank you for your assistance and concurrence during the Streamlining Process. For those Agencies that can provide a signed concurrence, please sign below to acknowledge your concurrence with the short listed alternatives shown above. For those Agencies that cannot provide written concurrence, you are encouraged to call me within five (5) days to confirm your consensus with this shortlist of alternatives. Unless I receive any comments to the contrary by the end of this comment period April 1, 2004, this document will represent the confirmation of our final shortlist of alternatives to be carried through the EIS phase, agreed upon in the ACM meeting of October 15, 2003.

Sincerely,

Nick Caiazza
Environmental Team Leader
Bureau of Environmental Project Support

CONCURRED

John J. Rosica — Exec Director — Signature — 3-18-04 — Date

Charlie Dougherty — Assoc Director Transp. — 3-18-04

State of New Jersey
DEPARTMENT OF TRANSPORTATION
P.O.Box 600
Trenton, New Jersey 08625-0600

JAMES E. McGREEVEY
Governor

JACK LETTIERE
Commissioner

March 12, 2004

Mr. Al Payne
NJDEP Division of Parks and Forestry
Box 404, Station Plaza 5
501 E. State Street
Trenton, New Jersey 08625

Re: I-295/I-76/Rte. 42 Direct Connection
Short-listing Concurrence Letter

Dear Mr. Payne:

As you know, the New Jersey Department of Transportation (NJDOT) has proposed improvements to the I-295/I-76/Rt. 42 Interchange, in Camden and Gloucester Counties. The reconstruction of the interchange is needed to improve safety, address driver expectations, and decrease congestion in the interchange and adjacent local roads, and thereby improve the quality of life in the surrounding communities.

The development of the I-295 Direct Connection project in the NEPA process has been guided by the implementation of the Streamlining Process that you have been a part of from the start. The Streamlining Process of the I-295 Direct Connection project is precedent-setting in New Jersey and involves the merging of the NEPA and the Section 404 requirements. The NJDOT and the Federal Highways Administration (FHWA) sincerely appreciate the contributions that the many individuals from the stakeholder Agencies have made to the process thus far.

Beginning with the first Partnering Meeting in 2001, a series of meetings have been held with the various Agencies involved. Through coordinated efforts and frank discussions between all parties, a meaningful Purpose and Need Statement was developed for the Direct Connection project. Further, an Independent Utility Statement was developed to establish the individual need and status of both the I-295 Direct Connection project and the nearby Missing Moves Connector ramps project. At the conclusion of these tasks, the Agencies concurred with the progress made to date and with the Purpose and Need statement for the project. There was also consensus regarding the independent utility of the Missing Moves project and this project has been advanced independently into the design phase.

New Jersey Is An Equal Opportunity Employer • Printed on Recycled and Recyclable Paper

Through the continued joint efforts of all parties, 26 initial alternatives were developed during the scoping process. An Initial Alternative Screening Matrix was then assembled to evaluate the potential impacts of each alternative on the many resources located in the study area. The matrix criteria, as well as the screening methodology, were developed in consultation with the Agencies. During the screening process, meetings were held with the NJDOT Core Group to allow the technical specialists in all relevant fields to provide input regarding the impact of each alternative. Subsequent to the Core Group meeting, a Workshop was held with the ACM members to gain their perspectives on the screening process and to evaluate the alternatives. Additionally, meetings have been held with the public, the local officials and the communities in the area. All interested parties have been invited to share their ideas and concerns, as well as their suggestions to improve the interchange and connecting roadways. These meetings held included the following:

- Community Advisory Committee (CAC) meeting
- Partnering meeting
- Public Information Center (PIC)
- Local Officials Briefing (LOB)

Based on the consensus reached during the Short-listing process, the initial group of 26 alternatives has been narrowed to five (5) alternatives, which have been recommended for further study. Although fewer than five (5) alternatives were suggested by some of the groups during the above meetings, the FHWA and the NJDOT agreed that the five (5) short listed alternatives recommended by the ACM for further study would be advanced through the Environmental Impact Statement (EIS) phase of the project. Consequently, the following short listed alternatives will be studied via the Technical Environmental Studies (TES) in the EIS process. In addition, the No Build Alternative will be included in the TES studies.

- Alternative D
- Alternative D1
- Alternative G2
- Alternative H1
- Alternative K (Tunnel)
- No Build Alternative

The NJDOT and the FHWA again wish to thank you for your assistance and concurrence during the Streamlining Process. For those Agencies that can provide a signed concurrence, please sign below to acknowledge your concurrence with the short listed alternatives shown above. For those Agencies that cannot provide written concurrence, you are encouraged to call me within five (5) days to confirm your consensus with this shortlist of alternatives. Unless I receive any comments to the contrary by the end of this comment period April 1, 2004, this document will represent the confirmation of our final shortlist of alternatives to be carried through the EIS phase, agreed upon in the ACM meeting of October 15, 2003.

Sincerely,

Nick Caiazza
Environmental Team Leader
Bureau of Environmental Project Support

CONCURRED

Signature

3-22-04
Date

State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O.Box 600
Trenton, New Jersey 08625-0600

JAMES E. McGREEVEY
Governor

JACK LETTIERE
Commissioner

March 12, 2004

Mr. Steven Hardegen
N.J. Dept. of Environmental Protection
Division of Parks & Forestry, Historic Preservation Office
P.O. Box 404
Trenton, New Jersey 08625

Re: I-295/I-76/Rte. 42 Direct Connection
Short-listing Concurrence Letter

Dear Mr. Hardegen:

As you know, the New Jersey Department of Transportation (NJDOT) has proposed improvements to the I-295/I-76/Rt. 42 Interchange, in Camden and Gloucester Counties. The reconstruction of the interchange is needed to improve safety, address driver expectations, and decrease congestion in the interchange and adjacent local roads, and thereby improve the quality of life in the surrounding communities.

The development of the I-295 Direct Connection project in the NEPA process has been guided by the implementation of the Streamlining Process that you have been a part of from the start. The Streamlining Process of the I-295 Direct Connection project is precedent-setting in New Jersey and involves the merging of the NEPA and the Section 404 requirements. The NJDOT and the Federal Highways Administration (FHWA) sincerely appreciate the contributions that the many individuals from the stakeholder Agencies have made to the process thus far.

Beginning with the first Partnering Meeting in 2001, a series of meetings have been held with the various Agencies involved. Through coordinated efforts and frank discussions between all parties, a meaningful Purpose and Need Statement was developed for the Direct Connection project. Further, an Independent Utility Statement was developed to establish the individual need and status of both the I-295 Direct Connection project and the nearby Missing Moves Connector ramps project. At the conclusion of these tasks, the Agencies concurred with the progress made to date and with the Purpose and Need statement for the project. There was also consensus regarding the independent utility of the Missing Moves project and this project has been advanced independently into the design phase.

New Jersey Is An Equal Opportunity Employer • Printed on Recycled and Recyclable Paper

Through the continued joint efforts of all parties, 26 initial alternatives were developed during the scoping process. An Initial Alternative Screening Matrix was then assembled to evaluate the potential impacts of each alternative on the many resources located in the study area. The matrix criteria, as well as the screening methodology, were developed in consultation with the Agencies. During the screening process, meetings were held with the NJDOT Core Group to allow the technical specialists in all relevant fields to provide input regarding the impact of each alternative. Subsequent to the Core Group meeting, a Workshop was held with the ACM members to gain their perspectives on the screening process and to evaluate the alternatives. Additionally, meetings have been held with the public, the local officials and the communities in the area. All interested parties have been invited to share their ideas and concerns, as well as their suggestions to improve the interchange and connecting roadways. These meetings held included the following:

- Community Advisory Committee (CAC) meeting
- Partnering meeting
- Public Information Center (PIC)
- Local Officials Briefing (LOB)

Based on the consensus reached during the Short-listing process, the initial group of 26 alternatives has been narrowed to five (5) alternatives, which have been recommended for further study. Although fewer than five (5) alternatives were suggested by some of the groups during the above meetings, the FHWA and the NJDOT agreed that the five (5) short listed alternatives recommended by the ACM for further study would be advanced through the Environmental Impact Statement (EIS) phase of the project. Consequently, the following short listed alternatives will be studied via the Technical Environmental Studies (TES) in the EIS process. In addition, the No Build Alternative will be included in the TES studies.

- Alternative D
- Alternative D1
- Alternative G2
- Alternative H1
- Alternative K (Tunnel)
- No Build Alternative

The NJDOT and the FHWA again wish to thank you for your assistance and concurrence during the Streamlining Process. For those Agencies that can provide a signed concurrence, please sign below to acknowledge your concurrence with the short listed alternatives shown above. For those Agencies that cannot provide written concurrence, you are encouraged to call me within five (5) days to confirm your consensus with this shortlist of alternatives. Unless I receive any comments to the contrary by the end of this comment period April 1, 2004, this document will represent the confirmation of our final shortlist of alternatives to be carried through the EIS phase, agreed upon in the ACM meeting of October 15, 2003.

Sincerely,

Nick Caiazza
Environmental Team Leader
Bureau of Environmental Project Support

CONCURRED

_____ _____
Signature Date

State of New Jersey
DEPARTMENT OF TRANSPORTATION
P.O.Box 600
Trenton, New Jersey 08625-0600

JAMES E. McGREEVEY
Governor

JACK LETTIERE
Commissioner

March 12, 2004

Mr. Ken Koschek
N.J. Dept. of Environmental Protection
Office of Coastal Planning and Coordination
401 East State Street, Floor 7
Trenton, New Jersey 08625

Re: I-295/I-76/Rte. 42 Direct Connection
Short-listing Concurrence Letter

Dear Mr. Koschek:

As you know, the New Jersey Department of Transportation (NJDOT) has proposed improvements to the I-295/I-76/Rt. 42 Interchange, in Camden and Gloucester Counties. The reconstruction of the interchange is needed to improve safety, address driver expectations, and decrease congestion in the interchange and adjacent local roads, and thereby improve the quality of life in the surrounding communities.

The development of the I-295 Direct Connection project in the NEPA process has been guided by the implementation of the Streamlining Process that you have been a part of from the start. The Streamlining Process of the I-295 Direct Connection project is precedent-setting in New Jersey and involves the merging of the NEPA and the Section 404 requirements. The NJDOT and the Federal Highways Administration (FHWA) sincerely appreciate the contributions that the many individuals from the stakeholder Agencies have made to the process thus far.

Beginning with the first Partnering Meeting in 2001, a series of meetings have been held with the various Agencies involved. Through coordinated efforts and frank discussions between all parties, a meaningful Purpose and Need Statement was developed for the Direct Connection project. Further, an Independent Utility Statement was developed to establish the individual need and status of both the I-295 Direct Connection project and the nearby Missing Moves Connector ramps project. At the conclusion of these tasks, the Agencies concurred with the progress made to date and with the Purpose and Need statement for the project. There was also consensus regarding the independent utility of the Missing Moves project and this project has been advanced independently into the design phase.

New Jersey Is An Equal Opportunity Employer • Printed on Recycled and Recyclable Paper

Through the continued joint efforts of all parties, 26 initial alternatives were developed during the scoping process. An Initial Alternative Screening Matrix was then assembled to evaluate the potential impacts of each alternative on the many resources located in the study area. The matrix criteria, as well as the screening methodology, were developed in consultation with the Agencies. During the screening process, meetings were held with the NJDOT Core Group to allow the technical specialists in all relevant fields to provide input regarding the impact of each alternative. Subsequent to the Core Group meeting, a Workshop was held with the ACM members to gain their perspectives on the screening process and to evaluate the alternatives. Additionally, meetings have been held with the public, the local officials and the communities in the area. All interested parties have been invited to share their ideas and concerns, as well as their suggestions to improve the interchange and connecting roadways. These meetings held included the following:

- Community Advisory Committee (CAC) meeting
- Partnering meeting
- Public Information Center (PIC)
- Local Officials Briefing (LOB)

Based on the consensus reached during the Short-listing process, the initial group of 26 alternatives has been narrowed to five (5) alternatives, which have been recommended for further study. Although fewer than five (5) alternatives were suggested by some of the groups during the above meetings, the FHWA and the NJDOT agreed that the five (5) short listed alternatives recommended by the ACM for further study would be advanced through the Environmental Impact Statement (EIS) phase of the project. Consequently, the following short listed alternatives will be studied via the Technical Environmental Studies (TES) in the EIS process. In addition, the No Build Alternative will be included in the TES studies.

- Alternative D
- Alternative D1
- Alternative G2
- Alternative H1
- Alternative K (Tunnel)
- No Build Alternative

The NJDOT and the FHWA again wish to thank you for your assistance and concurrence during the Streamlining Process. For those Agencies that can provide a signed concurrence, please sign below to acknowledge your concurrence with the short listed alternatives shown above. For those Agencies that cannot provide written concurrence, you are encouraged to call me within five (5) days to confirm your consensus with this shortlist of alternatives. Unless I receive any comments to the contrary by the end of this comment period April 1, 2004, this document will represent the confirmation of our final shortlist of alternatives to be carried through the EIS phase, agreed upon in the ACM meeting of October 15, 2003.

Sincerely,

Nick Caiazza
Environmental Team Leader
Bureau of Environmental Project Support

CONCURRED

_____ _____
Signature Date

State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O.Box 600
Trenton, New Jersey 08625-0600

JAMES E. McGREEVEY
Governor

JACK LETTIERE
Commissioner

March 12, 2004

Ms. Anita Riportella
National Marine Fisheries Service
James J. Howard Marine Sciences Laboratory
74 Magruder Road
Highlands, New Jersey 07732

Re: I-295/I-76/Rte. 42 Direct Connection
Short-listing Concurrence Letter

Dear Ms. Riportella:

As you know, the New Jersey Department of Transportation (NJDOT) has proposed improvements to the I-295/I-76/Rt. 42 Interchange, in Camden and Gloucester Counties. The reconstruction of the interchange is needed to improve safety, address driver expectations, and decrease congestion in the interchange and adjacent local roads, and thereby improve the quality of life in the surrounding communities.

The development of the I-295 Direct Connection project in the NEPA process has been guided by the implementation of the Streamlining Process that you have been a part of from the start. The Streamlining Process of the I-295 Direct Connection project is precedent-setting in New Jersey and involves the merging of the NEPA and the Section 404 requirements. The NJDOT and the Federal Highways Administration (FHWA) sincerely appreciate the contributions that the many individuals from the stakeholder Agencies have made to the process thus far.

Beginning with the first Partnering Meeting in 2001, a series of meetings have been held with the various Agencies involved. Through coordinated efforts and frank discussions between all parties, a meaningful Purpose and Need Statement was developed for the Direct Connection project. Further, an Independent Utility Statement was developed to establish the individual need and status of both the I-295 Direct Connection project and the nearby Missing Moves Connector ramps project. At the conclusion of these tasks, the Agencies concurred with the progress made to date and with the Purpose and Need statement for the project. There was also consensus regarding the independent utility of the Missing Moves project and this project has been advanced independently into the design phase.

New Jersey Is An Equal Opportunity Employer • Printed on Recycled and Recyclable Paper

Through the continued joint efforts of all parties, 26 initial alternatives were developed during the scoping process. An Initial Alternative Screening Matrix was then assembled to evaluate the potential impacts of each alternative on the many resources located in the study area. The matrix criteria, as well as the screening methodology, were developed in consultation with the Agencies. During the screening process, meetings were held with the NJDOT Core Group to allow the technical specialists in all relevant fields to provide input regarding the impact of each alternative. Subsequent to the Core Group meeting, a Workshop was held with the ACM members to gain their perspectives on the screening process and to evaluate the alternatives. Additionally, meetings have been held with the public, the local officials and the communities in the area. All interested parties have been invited to share their ideas and concerns, as well as their suggestions to improve the interchange and connecting roadways. These meetings held included the following:

- Community Advisory Committee (CAC) meeting
- Partnering meeting
- Public Information Center (PIC)
- Local Officials Briefing (LOB)

Based on the consensus reached during the Short-listing process, the initial group of 26 alternatives has been narrowed to five (5) alternatives, which have been recommended for further study. Although fewer than five (5) alternatives were suggested by some of the groups during the above meetings, the FHWA and the NJDOT agreed that the five (5) short listed alternatives recommended by the ACM for further study would be advanced through the Environmental Impact Statement (EIS) phase of the project. Consequently, the following short listed alternatives will be studied via the Technical Environmental Studies (TES) in the EIS process. In addition, the No Build Alternative will be included in the TES studies.

- Alternative D
- Alternative D1
- Alternative G2
- Alternative H1
- Alternative K (Tunnel)
- No Build Alternative

The NJDOT and the FHWA again wish to thank you for your assistance and concurrence during the Streamlining Process. For those Agencies that can provide a signed concurrence, please sign below to acknowledge your concurrence with the short listed alternatives shown above. For those Agencies that cannot provide written concurrence, you are encouraged to call me within five (5) days to confirm your consensus with this shortlist of alternatives. Unless I receive any comments to the contrary by the end of this comment period April 1, 2004, this document will represent the confirmation of our final shortlist of alternatives to be carried through the EIS phase, agreed upon in the ACM meeting of October 15, 2003.

Sincerely,

Nick Caiazza
Environmental Team Leader
Bureau of Environmental Project Support

CONCURRED

_____ _____
Signature Date

State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O.Box 600
Trenton, New Jersey 08625-0600

JAMES E. McGREEVEY
Governor

JACK LETTIERE
Commissioner

March 12, 2004

RECEIVED
IN REGULATORY BRANCH
MAR 18 2004
PHILADELPHIA DISTRICT
CORPS OF ENGINEERS

Mr. Sam Reynolds
U. S. Army Corps of Engineers, Philadelphia District
Wanamaker Building
100 Penn Square East
Philadelphia, Pennsylvania 19107-3390

Re: I-295/I-76/Rte. 42 Direct Connection
Short-listing Concurrence Letter

Dear Mr. Reynolds:

As you know, the New Jersey Department of Transportation (NJDOT) has proposed improvements to the I-295/I-76/Rt. 42 Interchange, in Camden and Gloucester Counties. The reconstruction of the interchange is needed to improve safety, address driver expectations, and decrease congestion in the interchange and adjacent local roads, and thereby improve the quality of life in the surrounding communities.

The development of the I-295 Direct Connection project in the NEPA process has been guided by the implementation of the Streamlining Process that you have been a part of from the start. The Streamlining Process of the I-295 Direct Connection project is precedent-setting in New Jersey and involves the merging of the NEPA and the Section 404 requirements. The NJDOT and the Federal Highways Administration (FHWA) sincerely appreciate the contributions that the many individuals from the stakeholder Agencies have made to the process thus far.

Beginning with the first Partnering Meeting in 2001, a series of meetings have been held with the various Agencies involved. Through coordinated efforts and frank discussions between all parties, a meaningful Purpose and Need Statement was developed for the Direct Connection project. Further, an Independent Utility Statement was developed to establish the individual need and status of both the I-295 Direct Connection project and the nearby Missing Moves Connector ramps project. At the conclusion of these tasks, the Agencies concurred with the progress made to date and with the Purpose and Need statement for the project. There was also consensus regarding the independent utility of the Missing Moves project and this project has been advanced independently into the design phase.

New Jersey Is An Equal Opportunity Employer • Printed on Recycled and Recyclable Paper

Through the continued joint efforts of all parties, 26 initial alternatives were developed during the scoping process. An Initial Alternative Screening Matrix was then assembled to evaluate the potential impacts of each alternative on the many resources located in the study area. The matrix criteria, as well as the screening methodology, were developed in consultation with the Agencies. During the screening process, meetings were held with the NJDOT Core Group to allow the technical specialists in all relevant fields to provide input regarding the impact of each alternative. Subsequent to the Core Group meeting, a Workshop was held with the ACM members to gain their perspectives on the screening process and to evaluate the alternatives. Additionally, meetings have been held with the public, the local officials and the communities in the area. All interested parties have been invited to share their ideas and concerns, as well as their suggestions to improve the interchange and connecting roadways. These meetings held included the following:

- Community Advisory Committee (CAC) meeting
- Partnering meeting
- Public Information Center (PIC)
- Local Officials Briefing (LOB)

Based on the consensus reached during the Short-listing process, the initial group of 26 alternatives has been narrowed to five (5) alternatives, which have been recommended for further study. Although fewer than five (5) alternatives were suggested by some of the groups during the above meetings, the FHWA and the NJDOT agreed that the five (5) short listed alternatives recommended by the ACM for further study would be advanced through the Environmental Impact Statement (EIS) phase of the project. Consequently, the following short listed alternatives will be studied via the Technical Environmental Studies (TES) in the EIS process. In addition, the No Build Alternative will be included in the TES studies.

- Alternative D
- Alternative D1
- Alternative G2
- Alternative H1
- Alternative K (Tunnel)
- No Build Alternative

The NJDOT and the FHWA again wish to thank you for your assistance and concurrence during the Streamlining Process. For those Agencies that can provide a signed concurrence, please sign below to acknowledge your concurrence with the short listed alternatives shown above. For those Agencies that cannot provide written concurrence, you are encouraged to call me within five (5) days to confirm your consensus with this shortlist of alternatives. Unless I receive any comments to the contrary by the end of this comment period April 1, 2004, this document will represent the confirmation of our final shortlist of alternatives to be carried through the EIS phase, agreed upon in the ACM meeting of October 15, 2003.

Sincerely,
Nick Caiazza
Environmental Team Leader
Bureau of Environmental Project Support

CONCURRED

Signature

1 APRIL 04
Date

State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O.Box 600
Trenton, New Jersey 08625-0600

JAMES E. McGREEVEY
Governor

JACK LETTIERE
Commissioner

March 12, 2004

Mr. David Carlson
U. S. Environmental Protection Agency - Region II
290 Broadway, 25th Floor
New York, New York 10007-1866

Re: I-295/I-76/Rte. 42 Direct Connection
Short-listing Concurrence Letter

Dear Mr. Carlson:

As you know, the New Jersey Department of Transportation (NJDOT) has proposed improvements to the I-295/I-76/Rt. 42 Interchange, in Camden and Gloucester Counties. The reconstruction of the interchange is needed to improve safety, address driver expectations, and decrease congestion in the interchange and adjacent local roads, and thereby improve the quality of life in the surrounding communities.

The development of the I-295 Direct Connection project in the NEPA process has been guided by the implementation of the Streamlining Process that you have been a part of from the start. The Streamlining Process of the I-295 Direct Connection project is precedent-setting in New Jersey and involves the merging of the NEPA and the Section 404 requirements. The NJDOT and the Federal Highways Administration (FHWA) sincerely appreciate the contributions that the many individuals from the stakeholder Agencies have made to the process thus far.

Beginning with the first Partnering Meeting in 2001, a series of meetings have been held with the various Agencies involved. Through coordinated efforts and frank discussions between all parties, a meaningful Purpose and Need Statement was developed for the Direct Connection project. Further, an Independent Utility Statement was developed to establish the individual need and status of both the I-295 Direct Connection project and the nearby Missing Moves Connector ramps project. At the conclusion of these tasks, the Agencies concurred with the progress made to date and with the Purpose and Need statement for the project. There was also consensus regarding the independent utility of the Missing Moves project and this project has been advanced independently into the design phase.

Through the continued joint efforts of all parties, 26 initial alternatives were developed during the scoping process. An Initial Alternative Screening Matrix was then assembled to evaluate the potential impacts of each alternative on the many resources located in the study area. The matrix criteria, as well as the screening methodology, were developed in consultation with the Agencies. During the screening process, meetings were held with the NJDOT Core Group to allow the technical specialists in all relevant fields to provide input regarding the impact of each alternative. Subsequent to the Core Group meeting, a Workshop was held with the ACM members to gain their perspectives on the screening process and to evaluate the alternatives. Additionally, meetings have been held with the public, the local officials and the communities in the area. All interested parties have been invited to share their ideas and concerns, as well as their suggestions to improve the interchange and connecting roadways. These meetings held included the following:

- Community Advisory Committee (CAC) meeting
- Partnering meeting
- Public Information Center (PIC)
- Local Officials Briefing (LOB)

Based on the consensus reached during the Short-listing process, the initial group of 26 alternatives has been narrowed to five (5) alternatives, which have been recommended for further study. Although fewer than five (5) alternatives were suggested by some of the groups during the above meetings, the FHWA and the NJDOT agreed that the five (5) short listed alternatives recommended by the ACM for further study would be advanced through the Environmental Impact Statement (EIS) phase of the project. Consequently, the following short listed alternatives will be studied via the Technical Environmental Studies (TES) in the EIS process. In addition, the No Build Alternative will be included in the TES studies.

- Alternative D
- Alternative D1
- Alternative G2
- Alternative H1
- Alternative K (Tunnel)
- No Build Alternative

The NJDOT and the FHWA again wish to thank you for your assistance and concurrence during the Streamlining Process. For those Agencies that can provide a signed concurrence, please sign below to acknowledge your concurrence with the short listed alternatives shown above. For those Agencies that cannot provide written concurrence, you are encouraged to call me within five (5) days to confirm your consensus with this shortlist of alternatives. Unless I receive any comments to the contrary by the end of this comment period April 1, 2004, this document will represent the confirmation of our final shortlist of alternatives to be carried through the EIS phase, agreed upon in the ACM meeting of October 15, 2003.

Sincerely,

Nick Caiazza
Environmental Team Leader
Bureau of Environmental Project Support

CONCURRED

_____ _____
Signature Date

_____ _____
Signature Date

DELAWARE RIVER PORT AUTHORITY
of Pennsylvania & New Jersey
PATCO
Port Authority Transit Corporation
2 Riverside Drive
Camden NJ

John J. Matheussen
Chief Executive Officer - Delaware River Port Authority
President - Port Authority Transit Corporation

CRAIG JOHNSON
CC: II

May 3, 2004

Jack Lettiere, Commissioner
New Jersey Department of Transportation
1035 Parkway Avenue
P.O. Box 600
Trenton, NJ 08625-0600

RECEIVED
[illegible] 2004
DEWBERRY GOODKIND

Re: I-295/I-76/Rt. 42 Direct Connection Project

Dear Commissioner Lettiere:

I am writing to reiterate a very important issue that you and I have discussed, most recently at a meeting several months ago in your office. The issue related to the expansion of mass transit in South Jersey, in particular PATCO, and the need for a future train line to pass through the planned realignment of the I-295/I-76/Rt. 42 Direct Connection Project. Without an allowance of right-of-way for PATCO track through this massive intersection we may seriously delay or forever preclude PATCO from reaching the citizens of Gloucester, Cumberland and counties beyond.

I've enclosed a memorandum of a meeting that took place on 3/31/04 authored by Mr. Jeff Hewitson attended by Mike Russo and Bruce Riegel of NJDOT, Robert Box of PATCO, Bill Brooks of DRPA, Rich Amodei of STV, Inc., our consultant, and Lou Robbins, Craig Johnson and Mr. Hewitson from Dewberry, Inc.

I wanted to re-emphasize the critical nature of including the envelope for future rail transit in the Direct Connection Project. DRPA continues to move ahead with plans to expand our PATCO transit services, but without this option, PATCO may have to abandon this plan, something that many believe would be a serious loss for South Jersey.

Thank you for your review of this material and your consideration of the request to keep this option open as the plans on this project proceed. I would appreciate a meeting

DRPA is an equal opportunity employer
Mailing Address: PO Box 1949 Camden New Jersey 08101-1949 Tel: 856.968.2444 Fax: 856.968.2458 E-mail: jjmathoussen@drpa.org
215.218.3750

with you at your earliest convenience to discuss this issue further. I will look forward to your comments.

Yours truly,

John J. Matheussen
CEO, Delaware River Port Authority
President of PATCO

Enclosure
JJM:ad
Cc: Vice Chair and Camden County Freeholder Director Jeff Nash
Senator and Gloucester County Freeholder Director Steve Sweeney
Senator Nicholas Asselta
Senator Wayne R. Bryant
Senator Fred H. Madden
Assemblyman John C. Gibson
Assemblyman Jeff Van Drew
Assemblyman John J. Burzichelli
Assemblyman Douglas H. Fisher
Assemblyman David R. Mayer
Assemblyman Robert J. Smith
Assemblywoman Nilsa Cruz-Perez
Assemblyman Joseph J. Roberts
Robert Box, General Manager, PATCO
Bill Brooks, DRPA
Rich Amodei, STV, Inc.
Lou Robbins, Dewberry, Inc.
Craig Johnson, Dewberry, Inc.
Jeff Hewitson, Dewberry, Inc.
Marlene Asselta, President, Southern New Jersey Development Council
Debra P. DiLorenzo, President, Chamber of Commerce of Southern New Jersey
Kathleen Davis, Executive Vice President, Chamber of Commerce of Southern New Jersey

MEMORANDUM

TO: Record

FROM: Jeff Hewitson

DATE: April 1, 2004

RE: MEETING WITH DRPA/PATCO REPRESENTATIVES

CC: Attendees, Mike Russo, NJDOT; Bruce Riegel, NJDOT;
File: 2652; Team Minutes; Chrono
Dewberry – Ileana Ivanciu; Pete Agnello; Todd Davies; Pat Saulino

DATE & TIME OF MEETING: March 31, 2004, 2:30 pm

LOCATION OF MEETING: One Port Center – 7th Floor – Camden, NJ

IN ATTENDANCE:

Robert Box	PATCO
Bill Brooks	DRPA
Rich Amodei	STV, Inc.
Lou Robbins	Dewberry, Inc.
Craig Johnson	Dewberry, Inc.
Jeff Hewitson	Dewberry, Inc.

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion and action items that took place at the above captioned meeting:

After proper introductions, Lou Robbins spoke about the status of the I-295/I-76/Rt. 42 Direct Connection Project. Lou continued with an overview of the five short listed Alternatives that were recommended for further study in the TES portion of the EIS for this project. Lou stated that the goal of the project was to provide a direct connection for I-295 through the I-295/I-76/Rt. 42 Interchange. Lou then highlighted the potential impacts associated with each alternative. Lou went on to say that a balloon test will be conducted on April 27, 2004 to determine potential visual impacts these design alternatives could have to the surrounding areas.

There was some discussion about the I-295 Missing Moves Project which Lou addressed and he provided an overview and status update of this project. Lou also stated we would provide preliminary plans of the Missing Moves Project to DRPA along with typical sections showing the current median width for both projects.

Richard Amodei from STV, Inc. presented his overview of the status of the Route 55 Transit Study and spoke about the two alternative Corridor's that are presently being considered for light rail transit (LRT) service. Of the two proposed Corridor alignments that Rich spoke about, the green-coded alignment utilized the old Conrail Right of Way while the orange-coded alignment utilized the I-76, I-676, Route 42 and Route 55 Right of Way.

Jeff Hewitson inquired about the pros and cons of the green-coded alignment (old Conrail ROW) since it would not impact the area near the I-295/I-76/Rt.42 Interchange. Rich Amodei responded that the green-coded alignment had many positives, such as higher ridership potential; however, local towns were not in favor of this alignment when it was presented to them seven years ago. Rich added that this summer they will present to the Board of Directors the pros and cons of the two alignment alternatives.

Bob Box, General Manager for PATCO, asked that in the interest of good planning if there was a will by the NJDOT to include the envelope for the LRT into our project. According to Rich Amodei, the envelope will be approximately 38-40' horizontally and 20' vertically. Craig Johnson responded that there will be greater impact to the project if a 40' envelope for mass transit is included. In addition, bridge structures would have to be raised 25' and ramp takeoffs would need to be relocated. The other option would be for the LRT line to be elevated on piers within the median above/below our proposed structures. Since the maximum grade for light rail track is between 3-5%, this could be very expensive.

There was concern by everyone as to whether the project could be designed in such a way as to allow for future LRT service without jeopardizing the ongoing EIS process and thereby delaying the NJDOT project.

Lou Robbins mentioned the fact that when considering the orange-coded alignment which utilizes the I-676 and I-76 ROW, it will require assessments of Environmental Justice (EJ) impacts to federally protected populations; i.e., minority and low income populations. Based on the extent of impacts to the community, this could prove very costly.

Bill Brooks of DRPA and Lou Robbins agreed that the two projects are at different stages of development and therefore not in sync. The NJDOT project is much further advanced than the Route 55 Transit Study. It was also noted that the Route 55 Transit Study had only a slim chance of becoming a reality at this point while the NJDOT project was funded.

It was agreed by all parties that the issue of whether to include the LRT envelope in the project needed a higher-level policy decision by NJDOT and DRPA to ascertain if it is in the best interest of the State of New Jersey.

Bob Box and Bill Brooks inquired if the NJDOT and its representatives would be available for a follow up meeting if needed. Craig Johnson and Lou Robbins responded that they would be available when needed and they would inform the NJDOT project manager, Mike Russo, of the request.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Jeffrey Hewitson
Dewberry

State of New Jersey
Department of Environmental Protection

ard J. Codey
ting Governor

Bradley M. Campbell
Commissioner

Land Use Regulation Program
P.O. Box 439, Trenton, NJ 08625-0439
Fax # (609) 292-8115
Fax # (609) 777-3656
www.state.nj.us/landuse

NJ Department of Transportation
1035 Parkway Avenue
P.O. Box 600
Trenton, NJ 08625-0600

FEB 09 2005

Attention: Nicholas Calazza

RE: I-295 / I-76 / Route 42 Direct Connection
Letter of Interpretation/Line Verification and Jurisdictional Determination
File No.: 0400-04-0002.1 LOI 040001
Applicant: NJDOT
Trenton, NJ 08625

Dear Nick Calazza:

This letter is in response to your request of July 12, 2004 for a Letter of Interpretation to verify the jurisdictional boundary of the freshwater wetlands and waters on the referenced property.

In accordance with agreements between the State of New Jersey Department of Environmental Protection, the U.S. Army Corps of Engineers Philadelphia and New York Districts, and the U.S. Environmental Protection Agency, the NJDEP, Land Use Regulation Program is the lead agency for establishing the extent of State and Federally regulated wetlands and open waters in those areas assumed by the State of New Jersey. The USEPA and/or USACOE retain the right to reevaluate and modify the jurisdictional determination at any time should the information prove to be incomplete or inaccurate. Portions of the subject wetlands are not subject to assumption and therefore remain jointly regulated by the State and the U.S. Army Corps of Engineers, Philadelphia District.

Based upon the information submitted, and upon site inspections conducted on October 31 and December 3, 2003 and May 5, 2004, the Land Use Regulation Program has determined that the wetlands and waters boundary line(s) as shown on the six (6) plan sheets entitled: "I-295 / I-76 / Route 42 Direct Connection Borough of Bellmawr, Borough of Mount Ephraim and City of Gloucester, Camden County", signed by George Soule, dated 11/19/04 and one (1) Index Sheet signed by Arthur J. Schappell Jr. and dated 1/26/05, are accurate as shown.

Any activities regulated under the Freshwater Wetlands Protection Act proposed within the wetlands or transition areas or the deposition of any fill material into any water area, will require a permit from this office unless exempted under the Freshwater Wetlands Protection Act, N.J.S.A. 13:9B-1 et seq., and implementing rules, N.J.A.C. 7:7A. A copy of this plan, together with the information upon which this boundary determination is based, has been made part of the Program's public records.

New Jersey is an Equal Opportunity Employer
Recycled Paper

Pursuant to the Freshwater Wetlands Protection Act Rules (N.J.A.C. 7:7A-1 et seq., you are entitled to rely upon this jurisdictional determination for a period of five years from the date of this letter.

The freshwater wetlands and waters boundary line(s), as determined in this letter, must be shown on any future site development plans. The line(s) should be labeled with the above LURP file number and the following note:

"Freshwater Wetlands/Waters Boundary Line as verified by NJDEP."

In addition, the Department has determined that wetlands on the subject property are of intermediate resource value and have a standard transition area or buffer required adjacent to these wetlands of fifty (50) feet, with the exceptions listed below. This intermediate resource value classification is based on the determination that the wetlands are associated with tributaries to Big Timber Creek or Little Timber Creek, which are FW-2 waters as listed in the "Classification of New Jersey Waters As Related to Their Suitability For Trout," December, 1996. This classification may affect the requirements for an Individual Wetlands Permit (see N.J.A.C. 7:7A-3), the types of Statewide General Permits available for the wetlands portion of this property (see N.J.A.C. 7:7A-9) and the modification available through a transition area waiver (see N.J.A.C. 7:7A-7). Please refer to the Freshwater Wetlands Protection Act (N.J.S.A. 13:9B-1 et. seq.) and implementing rules for additional information.

	Wetland Area	Resource Classification
Sheet W-1		
	TC1 thru TC19	Intermediate w/State Open Water
	AI1 thru AI7	Intermediate
	TB1-17 thru TB34-49	Intermediate w/State Open Water
	TD8 thru TD18	Intermediate w/State Open Water
	EC7-1 thru EC7-8	Ordinary
	TE21 thru TE23	Intermediate w/State Open Water
Sheet W-2		
	TD1 thru TD 21	Intermediate w/State Open Water
	C1 thru C9	Ordinary
	EC7-1 thru EC7-8	Ordinary
	TE1 thru TE36	Intermediate w/State Open Water
	TF1-43 thru TF83-89	Intermediate w/State Open Water
	D1 thru D10	Intermediate
	E1 thru E5	Intermediate
	P1 thru P8	Ordinary
	AJ1 thru AJ4	Ordinary
	N1 thru N7	Ordinary
	M1 thru M4	Ordinary
	K10 thru K11	Ordinary
	OW1 thru OW12	State Open Water
Sheet W-3		
	TF42 thru TF89 &TF76B	Intermediate w/State Open Water
	OW1 thru OW12	State Open Water
	U1 thru U7	Intermediate w/State Open Water
	K1 thru K21	Intermediate
	Q1 thru Q6	Intermediate
	J1 thru J4	Intermediate

	R1 thru R6	Ordinary
	I1 thru I10	Intermediate
	S1 thru S4	Ordinary
	T1 thru T4	Ordinary
	V1 thru V12	Intermediate
	AF1-12 thru AE1-7	Intermediate w/State Open Water
	Y1 thru Y3	Intermediate w/State Open Water
	W1 thru W5	Intermediate w/State Open Water
	X1 thru X3	Intermediate w/State Open Water
	Z1-8, AA1-8, AAA1-3 thru AB-D	Intermediate w/State Open Water
Sheet W-4		
	TB15 thru TB33	Intermediate w/State Open Water
	TD4 thru TD 18	Intermediate w/State Open Water
	C1 thru C12	Ordinary
Sheet W-5		
	TA1-4 thru TA21-27	Intermediate w/State Open Water
	S1A1 thru S1A21	Intermediate w/State Open Water
	D1-31 thru B1-4, B48-61	Intermediate w/State Open Water
	B4 thru B27	Upland
	C1 thru C8	Intermediate
	B1 thru B4 (Wetland B)	Ordinary
	Area HV	State Open Water
	H1 thru H6	Ordinary
Sheet W-6		
	TA3 thru TA27, S1A13-16	Intermediate w/State Open Water
	Wetland A	Ordinary

It should be noted that this determination of wetland classification is based on the best information presently available to the Department. The classification is subject to change if this information is no longer accurate, or as additional information is made available to the Department, including, but not limited to, information supplied by the applicant.

The coastal wetlands (1970) upper wetlands boundary, mean-high-water, and spring-high-water lines appear accurate as shown on the above-referenced plans. Impacts to coastal wetlands and intertidal/subtidal shallows are subject to mitigation in accordance with the coastal rules (see N.J.A.C. 7:7E) applicable to Waterfront Development and Coastal Wetlands Permits. Areas subject to review pursuant to the coastal rules for waterfront development extend at least 100 feet and no more than 500 feet landward of the mean-high-water line as depicted, in accordance with N.J.A.C. 7:7-2.3(a)3.

This letter in no way legalizes any fill, which may have been placed, and does not waive any Tidelands ownership that the State of New Jersey may have in these propertie or authorizes other regulated activities, which may have occurred on-site. Also this determination does not affect your responsibility to obtain any local, State, or Federal permits which may be required.

Please note any remediation activities proposed within the designated wetlands and/or transition area will require the review and written approval from the Land Use Regulation Program prior to commencement of any regulated activities.

PROJ. MANAGEMENT Fax:609-530-5387 Mar 8 2005 15:42 P.05

I-295 / I-76 / Route 42 Direct Connection Page 4
File No.: 0400-04-0002.1 LOI 040001

In accordance with N.J.A.C. 7:7A-12.7, any person who is aggrieved by this decision may request a hearing within 30 days of the decision date by writing to: New Jersey Department of Environmental Protection, Office of Legal Affairs, Attention: Adjudicatory Hearing Requests, P.O. Box 402, Trenton, NJ 08625-0402. This request must include a completed copy of the Administrative Hearing Request Checklist.

Should you have any questions or need additional information regarding this letter, please contact William Mc Laughlin of our staff by mail at the above address, telephone (609-984-0195), or email (william.mclaughlin@dep.state.nj.us). Be sure to indicate the Program's file number in all communication.

Sincerely,

Robert N. Cubberley
Environmental Scientist 1
Land Use Regulation Program

WMcL

c: Michael Hayduk, ACOE Philadelphia District Office
Township of Bellmawr Clerk
Township of Mt. Ephraim Clerk
Gloucester City Clerk

W/o att. Township of Bellmawr Construction Official
Township of Mt. Ephraim Construction Official
Gloucester City Construction Official

DEPARTMENT OF THE ARMY
PHILADELPHIA DISTRICT, CORPS OF ENGINEERS
WANAMAKER BUILDING, 100 PENN SQUARE EAST
PHILADELPHIA, PENNSYLVANIA 19107-3390

REPLY TO ATTENTION OF

FEB 15 2005

Regulatory Branch
Application Section II

SUBJECT: CENAP-OP-R-199802102-35 (JD)
I-295 Direct Connection

Mr. Nick Caiazza
Project Manager
New Jersey Department of Transportation
Bureau of Environmental Project Support
1035 Parkway Avenue
P.O. Box 600
Trenton, New Jersey 08625-0600

Dear Mr. Caiazza:

The plans identified on the following page depict the extent of Federal jurisdiction on the subject property. The basis of our determination of jurisdiction is also provided (Enclosure 1).

Pursuant to Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act, a Department of the Army permit is required for work or structures in navigable waters of the United States and the discharge of dredged or fill material into waters of the United States including adjacent and isolated wetlands. Any proposal to perform the above activities within the area of Federal jurisdiction requires the prior approval of this office.

This delineation/determination has been conducted to identify the limits of the Corps Clean Water Act jurisdiction for the particular site identified in this request. This delineation/determination may not be valid for the wetland conservation provisions of the Food Security Act of 1985, as amended. If you or your tenant are U.S. Department of Agriculture (USDA) program participants, or anticipate participating in USDA programs, you should request a certified wetland determination from the local office of the Natural Resources Conservation Service prior to starting work.

This letter is valid for a period of five (5) years. However, this wetland determination is issued in accordance with current Federal regulations and is based upon the existing site conditions and information provided by you in your application. This office reserves the right to reevaluate and modify the jurisdictional determination at any time should the existing site conditions or Federal regulations change, or should the information provided by you prove to be false, incomplete or inaccurate.

In accordance with the U.S. Army Corps of Engineers Administrative Appeal Process, you may accept or appeal the approved jurisdiction determination. For further information in this regard, please refer to the Notification of Administrative Appeal Options and Process and Request for Appeal form (Enclosure 2).

If you should have any questions regarding this matter, please contact me at (215) 656-5822 or write to the above address.

Sincerely,

Michael H. Hayduk
Biologist

****

SUBJECT PROPERTY: I-295/I-76/Route 42 Direct Connection project, Borough of Bellmawr, Borough of Mount Ephram, and City of Gloucester, Camden County, New Jersey.

****

SURVEY DESCRIPTION: Plans entitled "Wetlands Delineation, Index Sheet", dated June 2004, last revised January 26, 2005, prepared by Dewberry-Goodkind Inc., and "Wetlands Delineation, Sheets 1 through 6", dated November 9, 2004, last revised/signed November 10, 2004, prepared by Dewberry-Goodkind Inc.

****

COMMENTS: Site visits with DG Inc. on October 17, 2003 & December 3, 2003. Aerial photo review on November 26, 2003.

Enclosures

JURISDICTIONAL DETERMINATION Revised 8/13/04
U.S. Army Corps of Engineers

DISTRICT OFFICE: CENAP-OP-R
FILE NUMBER: 199802102

PROJECT LOCATION INFORMATION:
State: NJ
County: Camden
Center coordinates of site (latitude/longitude): 39-52-28, 75-05-54
Approximate size of area (parcel) reviewed, including uplands: 200 acres.
Name of nearest waterway: Little Timber Creek
Name of watershed: Delaware River

JURISDICTIONAL DETERMINATION
Completed: Desktop determination ☐ Date:
Site visit(s) ☒ Date(s): October 17, 2003, December 3, 2003

Jurisdictional Determination (JD):

☐ Preliminary JD - Based on available information, ☐ *there appear to be* (or) ☐ *there appear to be no* "waters of the United States" and/or "navigable waters of the United States" on the project site. A preliminary JD is not appealable (Reference 33 CFR part 331).

☒ Approved JD – An approved JD is an appealable action (Reference 33 CFR part 331).
Check all that apply:

☒ *There are* "navigable waters of the United States" (as defined by 33 CFR part 329 and associated guidance) within the reviewed area. Approximate size of jurisdictional area: 5-10 acres.

☒ *There are* "waters of the United States" (as defined by 33 CFR part 328 and associated guidance) within the reviewed area. Approximate size of jurisdictional area: 10-30 acres.

☐ *There are "isolated, non-navigable, intra-state* waters or wetlands" within the reviewed area.
☐ Decision supported by SWANCC/Migratory Bird Rule Information Sheet for Determination of No Jurisdiction.

BASIS OF JURISDICTIONAL DETERMINATION:

A. Waters defined under 33 CFR part 329 as "navigable waters of the United States":
☒ The presence of waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce.

B. Waters defined under 33 CFR part 328.3(a) as "waters of the United States":
☒ (1) The presence of waters, which are currently used, or were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide.
☐ (2) The presence of interstate waters including interstate wetlands[1].
☐ (3) The presence of other waters such as intrastate lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds, the use, degradation or destruction of which could affect interstate commerce including any such waters (check all that apply):
☐ (i) which are or could be used by interstate or foreign travelers for recreational or other purposes.
☐ (ii) from which fish or shellfish are or could be taken and sold in interstate or foreign commerce.
☐ (iii) which are or could be used for industrial purposes by industries in interstate commerce.
☐ (4) Impoundments of waters otherwise defined as waters of the US.
☒ (5) The presence of a tributary to a water identified in (1) – (4) above.
☐ (6) The presence of territorial seas.
☒ (7) The presence of wetlands adjacent[2] to other waters of the US, except for those wetlands adjacent to other wetlands.

Rationale for the Basis of Jurisdictional Determination (applies to any boxes checked above). *If the jurisdictional water or wetland is not itself a navigable water of the United States, describe connection(s) to the downstream navigable waters. If B(1) or B(3) is used as the Basis of Jurisdiction, document navigability and/or interstate commerce connection (i.e., discuss site conditions, including why the waterbody is navigable and/or how the destruction of the waterbody could affect interstate or foreign commerce). If B(2, 4, 5 or 6) is used as the Basis of Jurisdiction, document the rationale used to make the determination. If B(7) is used as the Basis of Jurisdiction, document the rationale used to make adjacency determination*: Little Timber Creek is flowed by the tides. As such, it is Federally regulated as per 33 CFR 329 and 33 CFR 328.3(a)(1). Several small waterways within the study limits flow to the Little Timber Creek. As such, these tributaries are regulated as per 33 CFR 328.3(a)(5). Wetlands are found all along the Little Timber Creek. Most of the wetlands are contigious/bordering (adjacent) to the tidal waterway. As such, these wetlands are regulated as per 33 CFR 328.3(a)(7). Additional wetlands located in this vicinity are located on the south side of the highway, opposite from the Little Timber Creek. However, all of these wetlands connect to the Little Timber Creek via pipes. As such, these wetlands are considered tributarties to the tidal waterway and regulated as per 33 CFR 328.3(a)(5). An unnamed tributary to the Big Timber Creek, a navigable tidal waterway regulated as per 33 CFR 329 and 33 CFR 328.3(a)(1), was located in the western portion of the study limits. This waterway, being a tributary to Big Timber Creek and tidally flowed, is regulated as per 33 CFR 329 and 33 CFR 328.3(a)(1) & (5). Wetlands adjacent to this waterway are contigious/bordering (adjacent) to the tidal waterway.

As such, these wetlands are regulated as per 33 CFR 328.3(a)(7). Additional waters and wetlands are found in the projects study boundary but are in areas where Section 404 of the Clean Water Act has been assumed by the State of New Jersey.

Lateral Extent of Jurisdiction: (Reference: 33 CFR parts 328 and 329)
☐ Ordinary High Water Mark indicated by:
☐ clear, natural line impressed on the bank
☐ the presence of litter and debris
☐ changes in the character of soil
☐ destruction of terrestrial vegetation
☐ shelving
☐ other:
☒ High Tide Line indicated by:
☐ oil or scum line along shore objects
☐ fine shell or debris deposits (foreshore)
☒ physical markings/characteristics
☒ tidal gages
☐ other: Bulkhead

☒ Mean High Water Mark indicated by:
☒ survey to available datum; ☐ physical markings; ☐ vegetation lines/changes in vegetation types.

☒ Wetland boundaries, as shown on the attached wetland delineation map and/or in a delineation report prepared by: Dewberry-Goodkind Inc

Basis For Not Asserting Jurisdiction:
☐ The reviewed area consists entirely of uplands.
☐ Unable to confirm the presence of waters in 33 CFR part 328(a)(1, 2, or 4-7).
☐ Headquarters declined to approve jurisdiction on the basis of 33 CFR part 328.3(a)(3).
☐ The Corps has made a case-specific determination that the following waters present on the site are not Waters of the United States:
☐ Waste treatment systems, including treatment ponds or lagoons, pursuant to 33 CFR part 328.3.
☐ Artificially irrigated areas, which would revert to upland if the irrigation ceased.
☐ Artificial lakes and ponds created by excavating and/or diking dry land to collect and retain water and which are used exclusively for such purposes as stock watering, irrigation, settling basins, or rice growing.
☐ Artificial reflecting or swimming pools or other small ornamental bodies of water created by excavating and/or diking dry land to retain water for primarily aesthetic reasons.
☐ Water-filled depressions created in dry land incidental to construction activity and pits excavated in dry land for the purpose of obtaining fill, sand, or gravel unless and until the construction or excavation operation is abandoned and the resulting body of water meets the definition of waters of the United States found at 33 CFR 328.3(a).
☐ Isolated, intrastate wetland with no nexus to interstate commerce.
☐ Prior converted cropland, as determined by the Natural Resources Conservation Service. Explain rationale:

☐ Non-tidal drainage or irrigation ditches excavated on dry land. Explain rationale:
☐ Other (explain):

DATA REVIEWED FOR JURSIDICTIONAL DETERMINATION (mark all that apply):
☒ Maps, plans, plots or plat submitted by or on behalf of the applicant.
☐ Data sheets prepared/submitted by or on behalf of the applicant. July 2004
☒ This office concurs with the delineation report, dated September 9, 2003, prepared by (company): DGI
☐ This office does not concur with the delineation report, dated , prepared by (company):
☐ Data sheets prepared by the Corps.
☐ Corps' navigable waters' studies:
☐ U.S. Geological Survey Hydrologic Atlas:
☒ U.S. Geological Survey 7.5 Minute Topographic maps: Mount Ephram
☐ U.S. Geological Survey 7.5 Minute Historic quadrangles:
☐ U.S. Geological Survey 15 Minute Historic quadrangles:
☐ USDA Natural Resources Conservation Service Soil Survey:
☐ National wetlands inventory maps:
☐ State/Local wetland inventory maps:
☐ FEMA/FIRM maps (Map Name & Date):
☐ 100-year Floodplain Elevation is: (NGVD)
☐ Aerial Photographs (Name & Date):
☐ Other photographs (Date):
☐ Advanced Identification Wetland maps:

☐ Site visit/determination conducted on:
☐ Applicable/supporting case law:
☒ Other information (please specify): Extensive experience and first hand knowledge of the region.

[1]Wetlands are identified and delineated using the methods and criteria established in the Corps Wetland Delineation Manual (87 Manual) (i.e., occurrence of hydrophytic vegetation, hydric soils and wetland hydrology).

[2]The term "adjacent" means bordering, contiguous, or neighboring. Wetlands separated from other waters of the U.S. by man-made dikes or barriers, natural river berms, beach dunes, and the like are also adjacent.

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

New Jersey Division Office
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628-1019

June 30, 2005

IN REPLY REFER TO
HPO-NJ

I-295/I-76/Rt-42 Direct Connection
Camden County
IM-2952(098)

Lawrence Rinaldo
United States Environmental Protection Agency
Region 2
290 Broadway, 24th Floor
New York, NY 10007-1866

Dear Mr. Rinaldo:

The New Jersey Department of Transportation (NJDOT), using funds provided by the Federal Highway Administration (FHWA), is proposing to make highway improvements at the above-referenced project location. The I-295/I-76/Route 42 Direct Connection project involves the reconstruction of Interstate 295 (I-295), Interstate 76 (I-76), and New Jersey State Route 42 (Route 42) and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. See attached project location map. The existing interchange, which was constructed between 1958 and 1961, is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps combined with the congestion and failure of local streets, adversely affects the quality of life in the surrounding communities.

A Draft Environmental Impact Statement, in compliance with the National Environmental Policy Act (NEPA), will be prepared by the FHWA and NJDOT, in cooperation with the United States Army Corps of Engineers (USACOE). Five build alternatives (along with the no-build) are being analyzed for environmental impacts, and they all have in common the construction of a freeway section through the current interchange area to carry I-295 traffic. All alternatives will exhibit deep cuts in certain areas to allow for highway ramps (or in one case, a section of the freeway itself) to pass under existing roadways for short "tunnel" sections. In addition, the highway drainage system will be rebuilt in the project area to comply with the stormwater management rules promulgated by the New Jersey Department of Environmental Protection. We currently envision this work to consist of the construction of relatively large bio-retention basins along the project to filter contaminants from stormwater before it is discharged to surface water bodies or groundwater.

BUCKLE UP AMERICA

The project is located within the New Jersey Coastal Plain Aquifer System, a Sole Source Aquifer designated on June 24, 1988 pursuant to Section 1424(e) of the Safe Drinking Water Act. Given the magnitude of the proposed project and the information provide above, the purpose of this letter is to provide your office with notification of the project and initiate consultation to determine the scope of study for any required water quality assessment. It is our intention to combine any assessment required under Section 1424(e) review with the environmental analysis being performed to satisfy NEPA. Please respond with any requirements or guidance deemed appropriate by your office for the preparation of a water quality assessment. If you have any questions, please contact me at (609) 637-4237 or Nicholas Caiazza, NJDOT at (609) 530-2991.

Sincerely yours,

Lourdes Castaneda

Lourdes Castaneda
Area Engineer

Enclosure

cc: Michael Hayduk (USACOE) w/o encl.
Craig Johnson (Dewberry) w/o encl.
Jody Barankin w/o encl.
Nicholas Caiazza w/o encl.

BUCKLE UP AMERICA

HPO-G2005-079 PROD
Log # 03-0254-03

State of New Jersey
Department of Environmental Protection
Natural and Historic Resources, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

Richard J. Codey
Acting Governor

Bradley M. Campbell
Commissioner

July 6, 2005

Mr. Nick Caiazza
Supervising Environmental Specialist
Division of Environmental Resources
New Jersey Department of Transportation
1035 Parkway Avenue
Post Office Box 600
Trenton, New Jersey 08625-0600

Dear Mr. Caiazza:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published with amendments in the Federal Register on 6 July 2004 (69 FR 40553-40555), I am providing Consultation Comments for the following proposed undertaking:

I-295/I-76/Route 42 Direct Connection
Boroughs of Bellmawr and Mount Ephraim, and Gloucester City
Camden County
Historic Architectural Review

SUMMARY: This project review has resulted in the creation of **one (1) new SHPO Opinion** of eligibility for **Bellmawr Park Mutual Housing Historic District**. The proposed project will have a direct effect on the **Bellmawr Park Mutual Housing Historic District**. The effect to the historic district will be reviewed once an initially preferred alternative is selected.

These comments are in response to your cover letter dated June 3, 2005 received at the Historic Preservation Office (HPO) on June 8, 2005, with *I-295/I-76/Route 42 Direct Connection Camden County Historic Architectural Resources Technical Environmental Study, Volume I, II, & III* (A. D. Marble & Company May 2005) attached, requesting review and comments under the National Historic Preservation Act (NHPA) of 1966 as amended.

New Jersey is an Equal Opportunity Employer
Recycled Paper

Ms. Nick Caiazza
I-295/I-76/Route 42 Direct Connect
Boroughs of Bellmawr and Mount Ephraim, and Gloucester City
Camden County
Log # 03-0254-03, HPO-G2005-079 PROD
July 6, 2005
Page 2 of 3

800.4 Identification of Historic Properties

Fifty-one (51) architectural resources were intensively surveyed within the established architectural Area of Potential Effects (APE) for this project. These resources included eight residential historic districts with multiple residential types. No resources among the surveyed resources were previously determined eligible for or had been previously listed on the National Register of Historic Places.

Based solely upon the information in the submitted report and without the benefit of input from any of the consulting parties, I concur with the consultant's findings that the **Bellmawr Park Mutual Housing Historic District**, Block 49, Lot 1, in the Borough of Bellmawr is eligible for inclusion on the National Register of Historic Places (NRHP) under Criterion A for its association with the development of the mutual park housing concept associated with World War II-era defense housing projects. The historic district retains its overall integrity of feeling and association through the architecture and its ability to convey the history of the community. The historic district, with the exception of the school, continues to operate under the direction of the Bellmawr Park Mutual Housing Corporation. HPO staff has carefully reviewed the argument for the exclusion of the Bellmawr Park School from the Historic District and respectfully **disagrees with the report findings regarding the school, because the school was constructed within the period of significance (1942-1945) and was historically part of the Bellmawr Park Mutual Housing Historic District.** In addition, the Bellmawr Park Mutual Housing Historic District is eligible under Criterion C as a resource that exhibits distinctive characteristics of an architectural type: functional military workers housing from the 1940s. The Bellmawr Park Mutual Housing Historic District retains integrity of materials, design, and setting through intact residential and institutional structures.

800.5 Assessing Adverse Effects

The proposed project will have a direct effect on the **Bellmawr Park Mutual Housing Historic District**. The effect to the historic district will be reviewed once an initially preferred alternative is selected.

Report Comments

The HPO would like to commend the cultural resources consultant for thoroughly presenting and addressing difficult issues associated with this project in the cultural resource report. The HPO suggests that the New Jersey Department of Transportation (NJDOT) should make digital versions of the regional and local histories available for the county and municipalities to post on their respective digital forums for educational purposes.

Ms. Nick Caiazza
I-295/I-76/Route 42 Direct Connect
Boroughs of Bellmawr and Mount Ephraim, and Gloucester City
Camden County
Log # 03-0254-03, HPO-G2005-079 PROD
July 6, 2005
Page 3 of 3

The HPO continues to look forward to working cooperatively and collaboratively with the NJDOT and all of the consulting parties to assess the effects of the project on the **Bellmawr Park Mutual Housing Historic District** in accordance with 36 CFR Part 800.5 Assessing Adverse Effects and, if necessary, resolve adverse effects in accordance with 36 CFR Part 800.6 Resolution of Adverse Effects. In addition, the HPO requests that all future submissions concerning this project reference **HPO Log # 03-0245**. If you have questions concerning this project review, please contact HPO staff Steven Hardegen at (609) 984-0141.

Sincerely,

Dorothy P. Guzzo
Deputy State Historic
Preservation Officer

DPG/seh
HPO-G2005-079 PROD rt295rt42l76 architecture
C: Jeanette Mar, FHWA
Lourdes Castaneda, FHWA
Elkins Green, NJDOT
Clerk, Bellmawr Borough
Clerk, Mount Ephraim Borough
Clerk, Gloucester City
Gloucester City Historical Society
Camden County Historical Society
Camden County Cultural and Heritage Commission
Camden County
Bellmawr Park Mutual Housing Corporation
Bob Cubberly, NJDEP LUR
Sam Reynolds, USACOE
David Carlson, EPA

001

Lawrence Smith
Dresdner Robin

26012 3 201-217-9607

Date: 7/18/05 NJDOT
Subject: I 295/I 76/Rte 42

UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Habitat Conservation Division
James J. Howard Marine
Sciences Laboratory
74 Magruder Rd.
Highlands, NJ 07732

Anita Riportella (reviewing biologist) — revised from 5/27/05 — new information provided 7/15/05 Letter from L. Smith

The National Marine Fisheries Service's Habitat Conservation Division has received your request for information. Your request concerning the presence or absence of marine resources is required pursuant to the regional conditions implemented for nationwide permit activities in the State of New Jersey.

It should be noted that our response to your request should not be construed as a formal review of your proposed project with respect to its eligibility or compliance with the Corps' nationwide permit program. (NWP). It is incumbent upon you or your agent to coordinate your application with the appropriate office of the U.S. Army Corps of Engineers to ensure that the project complies with all of the necessary NWP requirements.

Based upon our review of the information you have provided, we offer the following comments:

Endangered Species Act

X Other than an occasional transient, there are no endangered or threatened species under NMFS's jurisdiction present in the project area.

___ Endangered species or threatened species may be present in the project area. Please contact: Protected Resources Division, National Marine Fisheries Service, One Blackburn Drive, Gloucester, MA 01930.

Fish and Wildlife Coordination Act

The following may be present in the project area: Big Timber Creek - alewife, blueback herring, striped bass, American shad
Little Timber Creek - no resources of concern

DEPENDING UPON THE PROJECT DETAILS, RECOMMENDATIONS MAY INCLUDE:
Big Timber Creek: 4/15-6/30 for in-water work, only two downstream, none necessary
Little Timber Creek: none necessary

Magnuson-Stevens Fishery Conservation and Management Act (MSA)

___: The project area has been designated as Essential Fish Habitat (EFH) pursuant to the MSA for one or more species. The information you have provided will be utilized by the Corps to prepare an EFH assessment of the proposed activity and its impacts to EFH. Conservation recommendations may be included as a condition of the permit. For a listing of EFH and further information regarding EFH, please go to our website: www.nero.nmfs.gov/ro/doc/webintro.html

PLEASE NOTE IF CHECKED BELOW

___: We are unable to fully respond to your request due to insufficient information provided in your request. In order to assess the effects to the above listed species by the proposed activity, please provide us with the all information required in condition G-1 of the regional permit conditions listed in the Federal Register/Vol. 67, No. 10, 15 January 2002.

___: The proposed project does not appear to qualify for NWP authorization. To avoid any unnecessary and/or lengthy delays, please contact the Army Corps of Engineers at (215) 656-6728 as soon as possible to assure that your project complies with the NWP.

Copy to: ___U.S. Army Corps of Engineers, Philadelphia District ___U.S. Army Corps of Engineers, New York Dist

Received 01-25-2006 01:59pm From- To-DRESDNER ROBIN Page 001

HPO-H2006-111 PROD
Log # 03-0254-04

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION

JON S. CORZINE
Governor

Natural and Historic Resources, Historic Preservation Office
PO Box 404, Trenton, NJ 08625
TEL: (609) 292-2023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

LISA P. JACKSON
Commissioner

August 16, 2006

Mr. Nick Caiazza
Supervising Environmental Specialist
Division of Environmental Resources
New Jersey Department of Transportation
1035 Parkway Avenue
P.O. Box 600
Trenton, New Jersey 08625-0600

Dear Mr. Caiazza:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published with amendments in the Federal Register on 6 July 2004 (69 FR 40553-40555), I am providing continuing consultation comments for the following proposed undertaking:

I-295/I-76/Route 42 Direct Connect
Boroughs of Bellmawr and Mount Ephraim, and Gloucester City
Camden County
Archaeological Review and Assessment of Project Effects

SUMMARY: The proposed project will have a direct effect on the on **Bellmawr Park Mutual Housing Historic District**. The HPO staff have evaluated the effects of each alternative to the historic district and have determined that Alternative K represents the least overall adverse effect. (Please see **800.5 Assessing Effects**)

These comments are in response to your cover letter dated August 7, 2006 received at the Historic Preservation Office (HPO) on that same date, with *I-295/I-76/Route 42 Direct Connection Camden County Historic Architectural Resources Technical Environmental Study, Volume I, II, & III* and the *Phase I and II Archaeological Investigation Volume I and II* (A. D. Marble & Company and Dewberry Goodkind, May 2005) attached, requesting review and comments under the NHPA of 1966 as amended.

800.4 Identification of Historic Properties

Fifty-one (51) architectural resources were intensively survey within the established architectural APE for this project. The HPO on July 6, 2005 identified the **Bellmawr Park Mutual Housing Historic District** in the Borough of Bellmawr as eligible for inclusion on the National Register of Historic Places (NRHP). No additional properties were identified within the architectural area of potential effect. No additional architectural survey is recommended.

An acceptable level of archaeological survey effort identified four prehistoric archaeological sites 28-Ca-106, 28-Ca-107, 28-Ca-110, and 28-Ca-105. However, agricultural land use, roadway construction activities, and commercial/residential development have disturbed the environs of the sites. The remnants of the archaeological deposits offer little potential to provide information on Native American lifeways. Hence, I concur with the consultants' finding that no identified archaeological sites are eligible for listing on the NRHP. The archaeological survey and reporting conformed to HPO's *Guidelines for Phase I Archaeological Investigations: Identification of Archaeological Resources, and Guidelines for Preparing Cultural Resources Management Archaeological Report Submitted to the Historic Preservation Office*. No additional archaeological survey is recommended at this time.

800.5 Assessing Effects

All of the proposed alternatives, with exception of the "No Build", **will have an adverse effect** to the **Bellmawr Park Mutual Housing Historic District**, due to the permanent acquisition of land, demolition of contributing structures, and roadway construction within the boundaries of the historic district. Pursuant to 800.5(d)(2) HPO staff have evaluated the effects of each alternative to the historic district and have determined that Alternative K represents the least overall adverse effect. While two of the presented alternative require less physical acquisition and alteration to the historic district they are outweighed by the introduction of extreme visual and audible elements that are out of character with the historic district.

800.6 Resolution of Adverse Effects

All of the built alternatives presented will have an adverse effect. The HPO challenges NJDOT and the consulting and interested parties to develop a memorandum of agreement (MOA) that provides appropriate mitigation to Bellmawr Park Mutual Housing and provides a regional public benefit.

Report Comments

The HPO would like to commend the staff of A. D. Marble and NJDOT, and especially recognize Dewberry for their dedication to the NEPA process. HPO staff have been very

impressed with the transparent and honest dialogue that has occurred. The sheer project scope, with a half a billion-dollar project cost, has made it essential that the regulatory review community work collaboratively. The community partnership teams and the agency coordination meetings have expedited review time and created open communication channels, which have avoided project "delays". The HPO would like to see all future transportation projects learn from this process and incorporate this collaborative effort into their standard practice for all projects.

The HPO continues to look forward to working cooperatively and collaboratively with the NJDOT and all of the consulting parties to resolve, in accordance with 36 CFR Part 800 Resolution of Adverse Effects, once a initially preferred alternative has been determined. In addition the HPO requests that all future submissions concerning this project reference **HPO Log # 03-0245.** If you have questions concerning this project review, please contact HPO staff Charles Scott at (609) 633-2396.

Sincerely,

Dorothy P. Guzzo
Deputy Historic
Preservation Officer

HPO-H2006-111 PROD rt295rt42l76
c **Jeanette Mar, FHWA**
Elkins Green, NJDOT DES
Clerk, Bellmawr Borough
Clerk, Mount Ephraim Borough
Clerk, Gloucester City
Gloucester City Historical Society
Camden County Historical Society
Camden County Cultural and Heritage Commission
Camden County
Bellmawr Park Mutual Housing Corporation
Bill McLaughlin, NJDEP LUR
Sam Reynolds, AMCOE
David Carlson, EPA

State of New Jersey
DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI
Commissioner

December 13, 2006

I-295/I-76/RT. 42 DIRECT CONNECTION PROJECT
Community Advisory Committee

Dear CAC MEMBER:

We hope everyone had a nice Thanksgiving and that you are getting ready for the holidays. Before Thanksgiving, we distributed the minutes from our October 19, 2006 CAC meeting. Hopefully, you have had time to review them by now. At the meeting, we discussed the Alternative Comparison Matrix (copy enclosed), and the New Jersey Department of Transportation's evaluation process which screened out the No-Build Alternative as well as Alternatives D1, G2 and H1. (A brief description of each alternative is also enclosed for your use.) A number of questions were raised on the remaining two Alternatives (D and K) regarding traffic impacts during construction, noise impacts and visual impacts. Over the last 6 weeks, we have provided further information to the following individuals:

Photo Simulations - Harry Moore, Bellmawr Park
Ken McIlvaine, Camden Diocese
Robert Guerrieri – Camden Diocese
Rich Middleton – Bellmawr

Traffic Impacts - Dale Keith – Mt. Ephraim
Bruce Huntsinger – Gloucester City

Noise Impacts - Harry Moore, Bellmawr Park
Ken McIlvaine, Camden Diocese

From a traffic standpoint during construction, excerpts from the Socioeconomic Technical Environmental Study (TES) were provided explaining the phase of construction where Alternative D requires a weave condition in the southbound direction which will divert more than 50 cars an hour onto other local and regional roadways. In addition, an analysis shows that traffic on I-295 southbound will undergo a four mile backup during the evening peak hour in 2010 without any construction taking place. Under Alternative D when the above mentioned southbound weave is in place, this delay will increase to seven miles resulting in 17 +/- additional minutes. Alternative K, which does not require the southbound weave, will also cause additional delays, probably in the five mile range. The current schedule shows the southbound weave being in place for 8 months for Alternative D, but after further investigation we

believe there is a good potential to shorten this duration or eliminate it entirely with the addition of temporary pavement and a temporary bridge. Finally, Alternative K which has a construction duration of 24 months greater that Alternative D will cause delays on all roadways for a much longer duration.

From a noise perspective, an explanation on why air conditioning is proposed for the Annunciation Church instead of noise walls was provided to the Diocese. Also, Bellmawr Park Mutual Housing Corporation was provided information outlining the fact that noise conditions to the west of Route 42 will be improved under both Alternatives D and K over the 2030 No-Build condition.

To date, the alternative analysis process presented to and reviewed in detail by the NJDOT Core Group, the Local Officials of Bellmawr and Gloucester City and the environmental agencies has yielded Alternative D as the Preferred Alternative. Recently, we have received two responses from CAC members also supporting Alternative D as the Preferred Alternative.

Based on the above the New Jersey Department of Transportation would like to recommend Alternative D as the Preferred Alternative. Please provide your concurrence or comments to Patricia Saulino at the Mt. Laurel address listed below or fax to her at 856 802 0843 or email Patricia at psaulino@dewberry.com. A response by January 10, 2007 would be appreciated.

Patricia N. Saulino
East Gate Business Center
133 Gaither Drive - Suite F
Mount Laurel, NJ 08054-1713

As always, we wish to thank you for your continued involvement and commitment to the Direct Connection Project and wish you and your family the happiest and healthiest of holidays.

Sincerely,

Jody Barankin, Project Manager
I-295/I-76/Route 42 Direct Connection Project

Cc: Patricia Feliciano, Deputy Director, Office of Community Relations, NJDOT
Craig Johnson, P.E., Project Manager – Dewberry

Enclosures

State of New Jersey
DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

January 10, 2007

Dorothy Guzzo
New Jersey Department of Environmental Protection
Historic Preservation Office
PO Box 404
Trenton, NJ 08625-0404

Attn: Charles Scott – Transportation and Planning Group

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Federal Project Number IM-2952(098)
HPO Log # 03-0245

Dear Ms. Guzzo:

The New Jersey Department of Transportation (NJDOT) is in receipt of your August 16, 2006 letter providing HPO comments on Eligibility and Effect for the referenced project under Section 106 of the National Historic Preservation Act. As part of our public involvement effort for the project, we have identified several potential consulting parties that will be invited to participate in the Section 106 process. We have developed the attached list with the help of Mr. Charles Scott of your office, and we will be sending each listed party the entire Archaeology and Historic Architecture Cultural Resources Surveys in the form of electronic files on CD's. The purpose of this is to provide potential consulting parties with the opportunity to comment on the surveys and their conclusions regarding Eligibility and Effect, as well as to participate in future discussions on methods to minimize impacts. Some parties on the list may ultimately be participants in the drafting and signing of a Memorandum of Agreement for the project.

These surveys also are considered Technical Environmental Studies in support of the Draft Environmental Impact Statement that is being prepared for the project under the National

Environmental Policy Act. Mr. Scott will continue to be invited to any Agency Coordination Meetings scheduled for the project.

Please let us know if there are any other parties that you feel should be invited to participate in the Section 106 process.

If you need additional information, please contact me at (609) 530-2991. Thank you for your continued assistance in support of this project.

Sincerely,

Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin, Ileana Ivanciu (Dewberry), Daniel Mott (FHWA)

I-295/I-76/Route 42 Direct Connection Project
Camden County, New Jersey
Federal Project Number IM-2952(098)
Proposed Consulting Parties

Federal Highway Administration
New Jersey Division
840 Bear Tavern Road
West Trenton, NJ 08628-1019

State of New Jersey
Department of Environmental Protection
Natural and Historic Resources
Historic Preservation Office
P.O. Box 404
Trenton, NJ 08625-0404

Mr. Michael Hayduk
US Army Corps of Engineers, Philadelphia District
Application Section II, Regulatory Branch
Wannamaker Building
100 Penn Square East
Philadelphia, PA 19107-3390

Camden County Cultural & Heritage Commission
250 South Park Drive
Haddon Township, NJ 08108

Camden County Historical Society
PO Box 378
Collingswood, NJ 08108-0378

Honorable Frank Filipek
Bellmawr Borough Hall
21 East Browning Road
Bellmawr, NJ 08031

Honorable Michael Reader
Mount Ephraim Borough Hall
131 South Black Horse Pike
Mount Ephraim, NJ 08059

Honorable William P. James
Gloucester City, City Hall
512 Monmouth Street
Gloucester City, NJ 08030

Gloucester County Cultural & Heritage Commission
Route 45 and Budd Boulevard
P.O. Box 337
Woodbury, NJ 08096

Gloucester County Historical Society
17 Hunter Street
Woodbury, NJ 08096-4605

Gloucester City Historical Society
34 North King Street
Gloucester City, NJ 08030

Gloucester City Historic Preservation Commission
512 Monmouth Street
Gloucester City, NJ 08030

Bellmawr Park Mutual Housing Corporation
31 Peach Lane
Bellmawr, NJ 08031

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

January 16, 2007

Ms. Mary Lou Adams
President
Gloucester City Historical Society
34 North King Street
Gloucester City, NJ 08030

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Adams:

As you may be aware, the New Jersey Department of Transportation (NJDOT) has been looking into the reconstruction of Interstate 295 (I-295), Interstate 76 (I-76), and New Jersey State Route 42 (Route 42) and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. The purpose of the I-295/I-76/Route 42 Direct Connection project is to improve traffic safety, reduce traffic congestion, and meet driver's expectations. The existing interchange, which was constructed between 1958 and 1961, is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps combined with the congestion and failure of local streets, adversely affects the quality of life in the surrounding communities.

The I-295/I-76/Route 42 Direct Connection project is receiving federal funding from the Federal Highway Administration (FHWA) and as a result is subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA). Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking.

As part of the Section 106 process, individuals and organizations with a demonstrated interest in an undertaking may participate in the Section 106 review as consulting parties. We have identified your

organization as a potential consulting party and would like to invite you to participate in this process. As a consulting party you are able to participate in public meetings, review pertinent information, offer ideas and consider possible solutions together with the Federal agency and other consulting parties. For your reference, attached is a publication entitled "Protecting Historic Properties: A Citizen's Guide to Section 106" which can provide additional information on the Section 106 process and your role as a consulting party.

As initial planning for the I-295/I-76/Route 42 Direct Connection project continues, five alternatives have been selected to be advanced for detailed analysis in an Environmental Impact Statement (EIS). These five alternatives as well as a "No Build" alternative (which examines future conditions assuming the proposed project was not constructed) have been analyzed in Technical Environmental Studies (TES). TES reports were prepared for Archaeological Resources and Historic Architectural Resources and these reports identified historic resources that may be impacted by the proposed project. CDs containing these reports are enclosed for your reference. Also enclosed are copies of the Executive Summary from each of these reports which provides background information on the project. The reports concluded that there is one historic resource that will be adversely affected by any of the five build alternatives of the project – the Bellmawr Park Mutual Housing Corporation. Also included in this package is a copy of a letter, dated August 16, 2006, providing consultation comments from the New Jersey Historic Preservation Office.

Copies of these materials are also available for review at the Anthony P. Infanti Bellmawr Branch of the Camden County Library System (35 East Browning Road, Bellmawr, NJ) and at the main office of the Bellmawr Park Mutual Housing Corporation (31 Peach Lane, Bellmawr, NJ).

After you review this material, please let me know, in writing, whether your organization would like to participate as a consulting party for this project. If we do not hear from you within 30 days of your receipt of this letter, we will assume that you do not wish to be considered as a consulting party. You can reach me by phone at (609) 530-2991.

Please feel free to contact me if you have any questions.

Sincerely,

Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Ileana Ivanciu (Dewberry), Daniel Mott (FHWA)

encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

January 16, 2007

Ms. Sandra Turner Barnes
Executive Director
Camden County Cultural & Heritage Commission
250 South Park Drive
Haddon Township, NJ 08108

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Barnes:

As you may be aware, the New Jersey Department of Transportation (NJDOT) has been looking into the reconstruction of Interstate 295 (I-295), Interstate 76 (I-76), and New Jersey State Route 42 (Route 42) and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. The purpose of the I-295/I-76/Route 42 Direct Connection project is to improve traffic safety, reduce traffic congestion, and meet driver's expectations. The existing interchange, which was constructed between 1958 and 1961, is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps combined with the congestion and failure of local streets, adversely affects the quality of life in the surrounding communities.

The I-295/I-76/Route 42 Direct Connection project is receiving federal funding from the Federal Highway Administration (FHWA) and as a result is subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA). Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking.

As part of the Section 106 process, individuals and organizations with a demonstrated interest in an undertaking may participate in the Section 106 review as consulting parties. We have identified your

January 16, 2007 Page 2

organization as a potential consulting party and would like to invite you to participate in this process. As a consulting party you are able to participate in public meetings, review pertinent information, offer ideas and consider possible solutions together with the Federal agency and other consulting parties. For your reference, attached is a publication entitled "Protecting Historic Properties: A Citizen's Guide to Section 106" which can provide additional information on the Section 106 process and your role as a consulting party.

As initial planning for the I-295/I-76/Route 42 Direct Connection project continues, five alternatives have been selected to be advanced for detailed analysis in an Environmental Impact Statement (EIS). These five alternatives as well as a "No Build" alternative (which examines future conditions assuming the proposed project was not constructed) have been analyzed in Technical Environmental Studies (TES). TES reports were prepared for Archaeological Resources and Historic Architectural Resources and these reports identified historic resources that may be impacted by the proposed project. CDs containing these reports are enclosed for your reference. Also enclosed are copies of the Executive Summary from each of these reports which provides background information on the project. The reports concluded that there is one historic resource that will be adversely affected by any of the five build alternatives of the project – the Bellmawr Park Mutual Housing Corporation. Also included in this package is a copy of a letter, dated August 16, 2006, providing consultation comments from the New Jersey Historic Preservation Office.

Copies of these materials are also available for review at the Anthony P. Infanti Bellmawr Branch of the Camden County Library System (35 East Browning Road, Bellmawr, NJ) and at the main office of the Bellmawr Park Mutual Housing Corporation (31 Peach Lane, Bellmawr, NJ).

After you review this material, please let me know, in writing, whether your organization would like to participate as a consulting party for this project. If we do not hear from you within 30 days of your receipt of this letter, we will assume that you do not wish to be considered as a consulting party. You can reach me by phone at (609) 530-2991.

Please feel free to contact me if you have any questions.

Sincerely,

Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Ileana Ivanciu (Dewberry), Daniel Mott (FHWA)

encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

January 16, 2007

Ms. Valerie Caulfield
Chief Historical Librarian
Gloucester County Historical Society
17 Hunter Street
Woodbury, NJ 08096-4605

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Caulfield:

As you may be aware, the New Jersey Department of Transportation (NJDOT) has been looking into the reconstruction of Interstate 295 (I-295), Interstate 76 (I-76), and New Jersey State Route 42 (Route 42) and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. The purpose of the I-295/I-76/Route 42 Direct Connection project is to improve traffic safety, reduce traffic congestion, and meet driver's expectations. The existing interchange, which was constructed between 1958 and 1961, is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps combined with the congestion and failure of local streets, adversely affects the quality of life in the surrounding communities.

The I-295/I-76/Route 42 Direct Connection project is receiving federal funding from the Federal Highway Administration (FHWA) and as a result is subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA). Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking.

As part of the Section 106 process, individuals and organizations with a demonstrated interest in an undertaking may participate in the Section 106 review as consulting parties. We have identified your

organization as a potential consulting party and would like to invite you to participate in this process. As a consulting party you are able to participate in public meetings, review pertinent information, offer ideas and consider possible solutions together with the Federal agency and other consulting parties. For your reference, attached is a publication entitled "Protecting Historic Properties: A Citizen's Guide to Section 106" which can provide additional information on the Section 106 process and your role as a consulting party.

As initial planning for the I-295/I-76/Route 42 Direct Connection project continues, five alternatives have been selected to be advanced for detailed analysis in an Environmental Impact Statement (EIS). These five alternatives as well as a "No Build" alternative (which examines future conditions assuming the proposed project was not constructed) have been analyzed in Technical Environmental Studies (TES). TES reports were prepared for Archaeological Resources and Historic Architectural Resources and these reports identified historic resources that may be impacted by the proposed project. CDs containing these reports are enclosed for your reference. Also enclosed are copies of the Executive Summary from each of these reports which provides background information on the project. The reports concluded that there is one historic resource that will be adversely affected by any of the five build alternatives of the project – the Bellmawr Park Mutual Housing Corporation. Also included in this package is a copy of a letter, dated August 16, 2006, providing consultation comments from the New Jersey Historic Preservation Office.

Copies of these materials are also available for review at the Anthony P. Infanti Bellmawr Branch of the Camden County Library System (35 East Browning Road, Bellmawr, NJ) and at the main office of the Bellmawr Park Mutual Housing Corporation (31 Peach Lane, Bellmawr, NJ).

After you review this material, please let me know, in writing, whether your organization would like to participate as a consulting party for this project. If we do not hear from you within 30 days of your receipt of this letter, we will assume that you do not wish to be considered as a consulting party. You can reach me by phone at (609) 530-2991.

Please feel free to contact me if you have any questions.

Sincerely,

Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Ileana Ivanciu (Dewberry), Daniel Mott (FHWA)

encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

January 16, 2007

Honorable Frank Filipek
Bellmawr Borough Hall
PO Box 368
Bellmawr, NJ 08099

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Mayor Filipek:

As you may be aware, the New Jersey Department of Transportation (NJDOT) has been looking into the reconstruction of Interstate 295 (I-295), Interstate 76 (I-76), and New Jersey State Route 42 (Route 42) and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. The purpose of the I-295/I-76/Route 42 Direct Connection project is to improve traffic safety, reduce traffic congestion, and meet driver's expectations. The existing interchange, which was constructed between 1958 and 1961, is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps combined with the congestion and failure of local streets, adversely affects the quality of life in the surrounding communities.

The I-295/I-76/Route 42 Direct Connection project is receiving federal funding from the Federal Highway Administration (FHWA) and as a result is subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA). Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking.

As part of the Section 106 process, individuals and organizations with a demonstrated interest in an undertaking may participate in the Section 106 review as consulting parties. We have identified your organization as a potential consulting party and would like to invite you to participate in this process.

As a consulting party you are able to participate in public meetings, review pertinent information, offer ideas and consider possible solutions together with the Federal agency and other consulting parties. For your reference, attached is a publication entitled "Protecting Historic Properties: A Citizen's Guide to Section 106" which can provide additional information on the Section 106 process and your role as a consulting party.

As initial planning for the I-295/I-76/Route 42 Direct Connection project continues, five alternatives have been selected to be advanced for detailed analysis in an Environmental Impact Statement (EIS). These five alternatives as well as a "No Build" alternative (which examines future conditions assuming the proposed project was not constructed) have been analyzed in Technical Environmental Studies (TES). TES reports were prepared for Archaeological Resources and Historic Architectural Resources and these reports identified historic resources that may be impacted by the proposed project. CDs containing these reports are enclosed for your reference. Also enclosed are copies of the Executive Summary from each of these reports which provides background information on the project. The reports concluded that there is one historic resource that will be adversely affected by any of the five build alternatives of the project – the Bellmawr Park Mutual Housing Corporation. Also included in this package is a copy of a letter, dated August 16, 2006, providing consultation comments from the New Jersey Historic Preservation Office.

Copies of these materials are also available for review at the Anthony P. Infanti Bellmawr Branch of the Camden County Library System (35 East Browning Road, Bellmawr, NJ) and at the main office of the Bellmawr Park Mutual Housing Corporation (31 Peach Lane, Bellmawr, NJ).

After you review this material, please let me know, in writing, whether your organization would like to participate as a consulting party for this project. If we do not hear from you within 30 days of your receipt of this letter, we will assume that you do not wish to be considered as a consulting party. You can reach me by phone at (609) 530-2991.

Please feel free to contact me if you have any questions.

Sincerely,

Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Ileana Ivanciu (Dewberry), Daniel Mott (FHWA)

encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

January 16, 2007

Ms. Linda Gentry
Executive Director
Camden County Historical Society
PO Box 378
Collingswood, NJ 08108-0378

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Gentry:

As you may be aware, the New Jersey Department of Transportation (NJDOT) has been looking into the reconstruction of Interstate 295 (I-295), Interstate 76 (I-76), and New Jersey State Route 42 (Route 42) and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. The purpose of the I-295/I-76/Route 42 Direct Connection project is to improve traffic safety, reduce traffic congestion, and meet driver's expectations. The existing interchange, which was constructed between 1958 and 1961, is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps combined with the congestion and failure of local streets, adversely affects the quality of life in the surrounding communities.

The I-295/I-76/Route 42 Direct Connection project is receiving federal funding from the Federal Highway Administration (FHWA) and as a result is subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA). Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking.

As part of the Section 106 process, individuals and organizations with a demonstrated interest in an undertaking may participate in the Section 106 review as consulting parties. We have identified your

January 16, 2007 Page 2

organization as a potential consulting party and would like to invite you to participate in this process. As a consulting party you are able to participate in public meetings, review pertinent information, offer ideas and consider possible solutions together with the Federal agency and other consulting parties. For your reference, attached is a publication entitled "Protecting Historic Properties: A Citizen's Guide to Section 106" which can provide additional information on the Section 106 process and your role as a consulting party.

As initial planning for the I-295/I-76/Route 42 Direct Connection project continues, five alternatives have been selected to be advanced for detailed analysis in an Environmental Impact Statement (EIS). These five alternatives as well as a "No Build" alternative (which examines future conditions assuming the proposed project was not constructed) have been analyzed in Technical Environmental Studies (TES). TES reports were prepared for Archaeological Resources and Historic Architectural Resources and these reports identified historic resources that may be impacted by the proposed project. CDs containing these reports are enclosed for your reference. Also enclosed are copies of the Executive Summary from each of these reports which provides background information on the project. The reports concluded that there is one historic resource that will be adversely affected by any of the five build alternatives of the project – the Bellmawr Park Mutual Housing Corporation. Also included in this package is a copy of a letter, dated August 16, 2006, providing consultation comments from the New Jersey Historic Preservation Office.

Copies of these materials are also available for review at the Anthony P. Infanti Bellmawr Branch of the Camden County Library System (35 East Browning Road, Bellmawr, NJ) and at the main office of the Bellmawr Park Mutual Housing Corporation (31 Peach Lane, Bellmawr, NJ).

After you review this material, please let me know, in writing, whether your organization would like to participate as a consulting party for this project. If we do not hear from you within 30 days of your receipt of this letter, we will assume that you do not wish to be considered as a consulting party. You can reach me by phone at (609) 530-2991.

Please feel free to contact me if you have any questions.

Sincerely,

Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Ileana Ivanciu (Dewberry), Daniel Mott (FHWA)

encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

January 16, 2007

Mr. Michael Hayduk
US Army Corps of Engineers, Philadelphia District
Application Section II, Regulatory Branch
Wannamaker Building
100 Penn Square East
Philadelphia, PA 19107-3390

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Mr. Hayduk:

As you may be aware, the New Jersey Department of Transportation (NJDOT) has been looking into the reconstruction of Interstate 295 (I-295), Interstate 76 (I-76), and New Jersey State Route 42 (Route 42) and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. The purpose of the I-295/I-76/Route 42 Direct Connection project is to improve traffic safety, reduce traffic congestion, and meet driver's expectations. The existing interchange, which was constructed between 1958 and 1961, is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps combined with the congestion and failure of local streets, adversely affects the quality of life in the surrounding communities.

The I-295/I-76/Route 42 Direct Connection project is receiving federal funding from the Federal Highway Administration (FHWA) and as a result is subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA). Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking.

As part of the Section 106 process, individuals and organizations with a demonstrated interest in an undertaking may participate in the Section 106 review as consulting parties. We have identified your organization as a potential consulting party and would like to invite you to participate in this process. As a consulting party you are able to participate in public meetings, review pertinent information, offer ideas and consider possible solutions together with the Federal agency and other consulting parties. For your reference, attached is a publication entitled "Protecting Historic Properties: A Citizen's Guide to Section 106" which can provide additional information on the Section 106 process and your role as a consulting party.

As initial planning for the I-295/I-76/Route 42 Direct Connection project continues, five alternatives have been selected to be advanced for detailed analysis in an Environmental Impact Statement (EIS). These five alternatives as well as a "No Build" alternative (which examines future conditions assuming the proposed project was not constructed) have been analyzed in Technical Environmental Studies (TES). TES reports were prepared for Archaeological Resources and Historic Architectural Resources and these reports identified historic resources that may be impacted by the proposed project. CDs containing these reports are enclosed for your reference. Also enclosed are copies of the Executive Summary from each of these reports which provides background information on the project. The reports concluded that there is one historic resource that will be adversely affected by any of the five build alternatives of the project – the Bellmawr Park Mutual Housing Corporation. Also included in this package is a copy of a letter, dated August 16, 2006, providing consultation comments from the New Jersey Historic Preservation Office.

Copies of these materials are also available for review at the Anthony P. Infanti Bellmawr Branch of the Camden County Library System (35 East Browning Road, Bellmawr, NJ) and at the main office of the Bellmawr Park Mutual Housing Corporation (31 Peach Lane, Bellmawr, NJ).

After you review this material, please let me know, in writing, whether your organization would like to participate as a consulting party for this project. If we do not hear from you within 30 days of your receipt of this letter, we will assume that you do not wish to be considered as a consulting party. You can reach me by phone at (609) 530-2991.

Please feel free to contact me if you have any questions.

Sincerely,

Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Ileana Ivanciu (Dewberry), Daniel Mott (FHWA)

encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

January 16, 2007

Honorable William P. James
Gloucester City, City Hall
512 Monmouth Street
Gloucester City, NJ 08030

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Mayor James:

As you may be aware, the New Jersey Department of Transportation (NJDOT) has been looking into the reconstruction of Interstate 295 (I-295), Interstate 76 (I-76), and New Jersey State Route 42 (Route 42) and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. The purpose of the I-295/I-76/Route 42 Direct Connection project is to improve traffic safety, reduce traffic congestion, and meet driver's expectations. The existing interchange, which was constructed between 1958 and 1961, is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps combined with the congestion and failure of local streets, adversely affects the quality of life in the surrounding communities.

The I-295/I-76/Route 42 Direct Connection project is receiving federal funding from the Federal Highway Administration (FHWA) and as a result is subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA). Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking.

As part of the Section 106 process, individuals and organizations with a demonstrated interest in an undertaking may participate in the Section 106 review as consulting parties. We have identified your organization as a potential consulting party and would like to invite you to participate in this process.

As a consulting party you are able to participate in public meetings, review pertinent information, offer ideas and consider possible solutions together with the Federal agency and other consulting parties. For your reference, attached is a publication entitled "Protecting Historic Properties: A Citizen's Guide to Section 106" which can provide additional information on the Section 106 process and your role as a consulting party.

As initial planning for the I-295/I-76/Route 42 Direct Connection project continues, five alternatives have been selected to be advanced for detailed analysis in an Environmental Impact Statement (EIS). These five alternatives as well as a "No Build" alternative (which examines future conditions assuming the proposed project was not constructed) have been analyzed in Technical Environmental Studies (TES). TES reports were prepared for Archaeological Resources and Historic Architectural Resources and these reports identified historic resources that may be impacted by the proposed project. CDs containing these reports are enclosed for your reference. Also enclosed are copies of the Executive Summary from each of these reports which provides background information on the project. The reports concluded that there is one historic resource that will be adversely affected by any of the five build alternatives of the project – the Bellmawr Park Mutual Housing Corporation. Also included in this package is a copy of a letter, dated August 16, 2006, providing consultation comments from the New Jersey Historic Preservation Office.

Copies of these materials are also available for review at the Anthony P. Infanti Bellmawr Branch of the Camden County Library System (35 East Browning Road, Bellmawr, NJ) and at the main office of the Bellmawr Park Mutual Housing Corporation (31 Peach Lane, Bellmawr, NJ).

After you review this material, please let me know, in writing, whether your organization would like to participate as a consulting party for this project. If we do not hear from you within 30 days of your receipt of this letter, we will assume that you do not wish to be considered as a consulting party. You can reach me by phone at (609) 530-2991.

Please feel free to contact me if you have any questions.

Sincerely,

Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Ileana Ivanciu (Dewberry), Daniel Mott (FHWA)

encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

January 16, 2007

Ms. Pat Levins
Office Manager
Bellmawr Park Mutual Housing Corporation
31 Peach Lane
Bellmawr, NJ 08031

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Levins:

As you may be aware, the New Jersey Department of Transportation (NJDOT) has been looking into the reconstruction of Interstate 295 (I-295), Interstate 76 (I-76), and New Jersey State Route 42 (Route 42) and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. The purpose of the I-295/I-76/Route 42 Direct Connection project is to improve traffic safety, reduce traffic congestion, and meet driver's expectations. The existing interchange, which was constructed between 1958 and 1961, is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps combined with the congestion and failure of local streets, adversely affects the quality of life in the surrounding communities.

The I-295/I-76/Route 42 Direct Connection project is receiving federal funding from the Federal Highway Administration (FHWA) and as a result is subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA). Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking.

As part of the Section 106 process, individuals and organizations with a demonstrated interest in an undertaking may participate in the Section 106 review as consulting parties. We have identified your

January 16, 2007 Page 2

organization as a potential consulting party and would like to invite you to participate in this process. As a consulting party you are able to participate in public meetings, review pertinent information, offer ideas and consider possible solutions together with the Federal agency and other consulting parties. For your reference, attached is a publication entitled "Protecting Historic Properties: A Citizen's Guide to Section 106" which can provide additional information on the Section 106 process and your role as a consulting party.

As initial planning for the I-295/I-76/Route 42 Direct Connection project continues, five alternatives have been selected to be advanced for detailed analysis in an Environmental Impact Statement (EIS). These five alternatives as well as a "No Build" alternative (which examines future conditions assuming the proposed project was not constructed) have been analyzed in Technical Environmental Studies (TES). TES reports were prepared for Archaeological Resources and Historic Architectural Resources and these reports identified historic resources that may be impacted by the proposed project. CDs containing these reports are enclosed for your reference. Also enclosed are copies of the Executive Summary from each of these reports which provides background information on the project. The reports concluded that there is one historic resource that will be adversely affected by any of the five build alternatives of the project – the Bellmawr Park Mutual Housing Corporation. Also included in this package is a copy of a letter, dated August 16, 2006, providing consultation comments from the New Jersey Historic Preservation Office.

Copies of these materials are also available for review at the Anthony P. Infanti Bellmawr Branch of the Camden County Library System (35 East Browning Road, Bellmawr, NJ) and at the main office of the Bellmawr Park Mutual Housing Corporation (31 Peach Lane, Bellmawr, NJ).

After you review this material, please let me know, in writing, whether your organization would like to participate as a consulting party for this project. If we do not hear from you within 30 days of your receipt of this letter, we will assume that you do not wish to be considered as a consulting party. You can reach me by phone at (609) 530-2991.

Please feel free to contact me if you have any questions.

Sincerely,

Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Ileana Ivanciu (Dewberry), Daniel Mott (FHWA)

encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

January 16, 2007

Ms. Fran Pollander
Secretary of the Commission
Gloucester City Historic Preservation Commission
512 Monmouth Street
Gloucester City, NJ 08030

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Pollander:

As you may be aware, the New Jersey Department of Transportation (NJDOT) has been looking into the reconstruction of Interstate 295 (I-295), Interstate 76 (I-76), and New Jersey State Route 42 (Route 42) and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. The purpose of the I-295/I-76/Route 42 Direct Connection project is to improve traffic safety, reduce traffic congestion, and meet driver's expectations. The existing interchange, which was constructed between 1958 and 1961, is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps combined with the congestion and failure of local streets, adversely affects the quality of life in the surrounding communities.

The I-295/I-76/Route 42 Direct Connection project is receiving federal funding from the Federal Highway Administration (FHWA) and as a result is subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA). Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking.

As part of the Section 106 process, individuals and organizations with a demonstrated interest in an undertaking may participate in the Section 106 review as consulting parties. We have identified your

organization as a potential consulting party and would like to invite you to participate in this process. As a consulting party you are able to participate in public meetings, review pertinent information, offer ideas and consider possible solutions together with the Federal agency and other consulting parties. For your reference, attached is a publication entitled "Protecting Historic Properties: A Citizen's Guide to Section 106" which can provide additional information on the Section 106 process and your role as a consulting party.

As initial planning for the I-295/I-76/Route 42 Direct Connection project continues, five alternatives have been selected to be advanced for detailed analysis in an Environmental Impact Statement (EIS). These five alternatives as well as a "No Build" alternative (which examines future conditions assuming the proposed project was not constructed) have been analyzed in Technical Environmental Studies (TES). TES reports were prepared for Archaeological Resources and Historic Architectural Resources and these reports identified historic resources that may be impacted by the proposed project. CDs containing these reports are enclosed for your reference. Also enclosed are copies of the Executive Summary from each of these reports which provides background information on the project. The reports concluded that there is one historic resource that will be adversely affected by any of the five build alternatives of the project – the Bellmawr Park Mutual Housing Corporation. Also included in this package is a copy of a letter, dated August 16, 2006, providing consultation comments from the New Jersey Historic Preservation Office.

Copies of these materials are also available for review at the Anthony P. Infanti Bellmawr Branch of the Camden County Library System (35 East Browning Road, Bellmawr, NJ) and at the main office of the Bellmawr Park Mutual Housing Corporation (31 Peach Lane, Bellmawr, NJ).

After you review this material, please let me know, in writing, whether your organization would like to participate as a consulting party for this project. If we do not hear from you within 30 days of your receipt of this letter, we will assume that you do not wish to be considered as a consulting party. You can reach me by phone at (609) 530-2991.

Please feel free to contact me if you have any questions.

Sincerely,

Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Ileana Ivanciu (Dewberry), Daniel Mott (FHWA)

encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

January 16, 2007

Honorable Michael Reader
Mount Ephraim Borough Hall
131 South Black Horse Pike
Mount Ephraim, NJ 08059

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Mayor Reader:

As you may be aware, the New Jersey Department of Transportation (NJDOT) has been looking into the reconstruction of Interstate 295 (I-295), Interstate 76 (I-76), and New Jersey State Route 42 (Route 42) and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. The purpose of the I-295/I-76/Route 42 Direct Connection project is to improve traffic safety, reduce traffic congestion, and meet driver's expectations. The existing interchange, which was constructed between 1958 and 1961, is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps combined with the congestion and failure of local streets, adversely affects the quality of life in the surrounding communities.

The I-295/I-76/Route 42 Direct Connection project is receiving federal funding from the Federal Highway Administration (FHWA) and as a result is subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA). Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking.

As part of the Section 106 process, individuals and organizations with a demonstrated interest in an undertaking may participate in the Section 106 review as consulting parties. We have identified your organization as a potential consulting party and would like to invite you to participate in this process.

As a consulting party you are able to participate in public meetings, review pertinent information, offer ideas and consider possible solutions together with the Federal agency and other consulting parties. For your reference, attached is a publication entitled "Protecting Historic Properties: A Citizen's Guide to Section 106" which can provide additional information on the Section 106 process and your role as a consulting party.

As initial planning for the I-295/I-76/Route 42 Direct Connection project continues, five alternatives have been selected to be advanced for detailed analysis in an Environmental Impact Statement (EIS). These five alternatives as well as a "No Build" alternative (which examines future conditions assuming the proposed project was not constructed) have been analyzed in Technical Environmental Studies (TES). TES reports were prepared for Archaeological Resources and Historic Architectural Resources and these reports identified historic resources that may be impacted by the proposed project. CDs containing these reports are enclosed for your reference. Also enclosed are copies of the Executive Summary from each of these reports which provides background information on the project. The reports concluded that there is one historic resource that will be adversely affected by any of the five build alternatives of the project – the Bellmawr Park Mutual Housing Corporation. Also included in this package is a copy of a letter, dated August 16, 2006, providing consultation comments from the New Jersey Historic Preservation Office.

Copies of these materials are also available for review at the Anthony P. Infanti Bellmawr Branch of the Camden County Library System (35 East Browning Road, Bellmawr, NJ) and at the main office of the Bellmawr Park Mutual Housing Corporation (31 Peach Lane, Bellmawr, NJ).

After you review this material, please let me know, in writing, whether your organization would like to participate as a consulting party for this project. If we do not hear from you within 30 days of your receipt of this letter, we will assume that you do not wish to be considered as a consulting party. You can reach me by phone at (609) 530-2991.

Please feel free to contact me if you have any questions.

Sincerely,

Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Ileana Ivanciu (Dewberry), Daniel Mott (FHWA)

encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

January 16, 2007

Ms. Diane Robinson
Director
Gloucester County Cultural & Heritage Commission
Route 45 and Budd Boulevard
P.O. Box 337
Woodbury, NJ 08096

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Robinson:

As you may be aware, the New Jersey Department of Transportation (NJDOT) has been looking into the reconstruction of Interstate 295 (I-295), Interstate 76 (I-76), and New Jersey State Route 42 (Route 42) and affected roadway segments traversing the Boroughs of Bellmawr and Mount Ephraim, and Gloucester City, Camden County. The purpose of the I-295/I-76/Route 42 Direct Connection project is to improve traffic safety, reduce traffic congestion, and meet driver's expectations. The existing interchange, which was constructed between 1958 and 1961, is insufficient to accommodate current traffic volumes and travel speeds safely, resulting in an accident rate that is more than seven times the statewide average. Additionally, failing levels of service on the interchange ramps combined with the congestion and failure of local streets, adversely affects the quality of life in the surrounding communities.

The I-295/I-76/Route 42 Direct Connection project is receiving federal funding from the Federal Highway Administration (FHWA) and as a result is subject to review under Section 106 of the National Historic Preservation Act of 1966 (NHPA). Section 106 of NHPA requires Federal agencies to take into account the effects of their undertakings on historic properties and provide the Advisory Council on Historic Preservation an opportunity to comment on the undertaking.

January 16, 2007 Page 2

As part of the Section 106 process, individuals and organizations with a demonstrated interest in an undertaking may participate in the Section 106 review as consulting parties. We have identified your organization as a potential consulting party and would like to invite you to participate in this process. As a consulting party you are able to participate in public meetings, review pertinent information, offer ideas and consider possible solutions together with the Federal agency and other consulting parties. For your reference, attached is a publication entitled "Protecting Historic Properties: A Citizen's Guide to Section 106" which can provide additional information on the Section 106 process and your role as a consulting party.

As initial planning for the I-295/I-76/Route 42 Direct Connection project continues, five alternatives have been selected to be advanced for detailed analysis in an Environmental Impact Statement (EIS). These five alternatives as well as a "No Build" alternative (which examines future conditions assuming the proposed project was not constructed) have been analyzed in Technical Environmental Studies (TES). TES reports were prepared for Archaeological Resources and Historic Architectural Resources and these reports identified historic resources that may be impacted by the proposed project. CDs containing these reports are enclosed for your reference. Also enclosed are copies of the Executive Summary from each of these reports which provides background information on the project. The reports concluded that there is one historic resource that will be adversely affected by any of the five build alternatives of the project – the Bellmawr Park Mutual Housing Corporation. Also included in this package is a copy of a letter, dated August 16, 2006, providing consultation comments from the New Jersey Historic Preservation Office.

Copies of these materials are also available for review at the Anthony P. Infanti Bellmawr Branch of the Camden County Library System (35 East Browning Road, Bellmawr, NJ) and at the main office of the Bellmawr Park Mutual Housing Corporation (31 Peach Lane, Bellmawr, NJ).

After you review this material, please let me know, in writing, whether your organization would like to participate as a consulting party for this project. If we do not hear from you within 30 days of your receipt of this letter, we will assume that you do not wish to be considered as a consulting party. You can reach me by phone at (609) 530-2991.

Please feel free to contact me if you have any questions.

Sincerely,

Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Ileana Ivanciu (Dewberry), Daniel Mott (FHWA)

encl.

I-295/I-76/Route 42 Direct Connection Project
Camden County, New Jersey
Federal Project Number IM-2952(098)
Proposed Consulting Parties

Federal Highway Administration
New Jersey Division
840 Bear Tavern Road
West Trenton, NJ 08628-1019

State of New Jersey
Department of Environmental Protection
Natural and Historic Resources
Historic Preservation Office
P.O. Box 404
Trenton, NJ 08625-0404

Mr. Michael Hayduk
US Army Corps of Engineers, Philadelphia District
Application Section II, Regulatory Branch
Wannamaker Building
100 Penn Square East
Philadelphia, PA 19107-3390

Camden County Cultural & Heritage Commission
250 South Park Drive
Haddon Township, NJ 08108

Camden County Historical Society
PO Box 378
Collingswood, NJ 08108-0378

Honorable Frank Filipek
Bellmawr Borough Hall
21 East Browning Road
Bellmawr, NJ 08031

Honorable Michael Reader
Mount Ephraim Borough Hall
131 South Black Horse Pike
Mount Ephraim, NJ 08059

Honorable William P. James
Gloucester City, City Hall
512 Monmouth Street
Gloucester City, NJ 08030

Gloucester County Cultural & Heritage Commission
Route 45 and Budd Boulevard
P.O. Box 337
Woodbury, NJ 08096

Gloucester County Historical Society
17 Hunter Street
Woodbury, NJ 08096-4605

Gloucester City Historical Society
34 North King Street
Gloucester City, NJ 08030

Gloucester City Historic Preservation Commission
512 Monmouth Street
Gloucester City, NJ 08030

Bellmawr Park Mutual Housing Corporation
31 Peach Lane
Bellmawr, NJ 08031

RECEIVED
JAN 16 2007
HISTORIC PRESERVATION OFFICE

State of New Jersey

03-0254-5C8

HPO-C2007-198
March 29, 2007

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

January 10, 2007

Dorothy Guzzo
New Jersey Department of Environmental Protection
Historic Preservation Office
PO Box 404
Trenton, NJ 08625-0404

Attn: Charles Scott – Transportation and Planning Group

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Federal Project Number IM-2952(098)
HPO Log # 03-0243- 254

Dear Ms. Guzzo:

The New Jersey Department of Transportation (NJDOT) is in receipt of your August 16, 2006 letter providing HPO comments on Eligibility and Effect for the referenced project under Section 106 of the National Historic Preservation Act. As part of our public involvement effort for the project, we have identified several potential consulting parties that will be invited to participate in the Section 106 process. We have developed the attached list with the help of Mr. Charles Scott of your office, and we will be sending each listed party the entire Archaeology and Historic Architecture Cultural Resources Surveys in the form of electronic files on CD's. The purpose of this is to provide potential consulting parties with the opportunity to comment on the surveys and their conclusions regarding Eligibility and Effect, as well as to participate in future discussions on methods to minimize impacts. Some parties on the list may ultimately be participants in the drafting and signing of a Memorandum of Agreement for the project.

These surveys also are considered Technical Environmental Studies in support of the Draft Environmental Impact Statement that is being prepared for the project under the National

1

Environmental Policy Act. Mr. Scott will continue to be invited to any Agency Coordination Meetings scheduled for the project.

Please let us know if there are any other parties that you feel should be invited to participate in the Section 106 process.

If you need additional information, please contact me at (609) 530-2991. Thank you for your continued assistance in support of this project.

Sincerely,

Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin, Ileana Ivanciu (Dewberry), Daniel Mott (FHWA)

CONCUR

Dorothy P. Guzzo 3/30/07
DOROTHY P. GUZZO DATE
DEPUTY STATE HISTORIC
PRESERVATION OFFICER

HPO-C2007-198
Log # 03-0254-5
March 29, 2007

2

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

May 15, 2007

Honorable Frank Filipek
Bellmawr Borough Hall
PO Box 368
Bellmawr, NJ 08099

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Mayor Filipek:

The New Jersey Department of Transportation (NJDOT) would like to invite you attend a consulting party meeting for the I-295/I-76/Route 42 Direct Connection Project. The meeting will take place on Wednesday, June 6, 2007 at 10:00am at NJDOT. Earlier this year we sent you background information regarding this project and invited your organization to participate as a consulting party. A copy of the initial letter that was sent on January 16 is attached for your reference.

Although your organization did not respond to our earlier letter, we are again asking if your organization would like to participate as a consulting party for this project. Please respond within 14 days of your receipt of this letter if you would like to participate as a consulting party and if you plan to attend the consulting party meeting described above. You may respond in writing or by calling me at (609) 530-4272.

Please feel free to contact me if you have any questions.

Sincerely,

JoAnn Asadpour for

Bruce Hawkinson
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Daniel Mott (FHWA), Ileana Ivanciu (Dewberry)
encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

May 15, 2007

Ms. Pat Levins
Office Manager
Bellmawr Park Mutual Housing Corporation
31 Peach Lane
Bellmawr, NJ 08031

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Levins:

The New Jersey Department of Transportation (NJDOT) would like to invite you attend a consulting party meeting for the I-295/I-76/Route 42 Direct Connection Project. The meeting will take place on Wednesday, June 6, 2007 at 10:00am at NJDOT. Earlier this year we sent you background information regarding this project and invited your organization to participate as a consulting party. A copy of the initial letter that was sent on January 16 is attached for your reference.

Although your organization did not respond to our earlier letter, we are again asking if your organization would like to participate as a consulting party for this project. Please respond within 14 days of your receipt of this letter if you would like to participate as a consulting party and if you plan to attend the consulting party meeting described above. You may respond in writing or by calling me at (609) 530-4272.

Please feel free to contact me if you have any questions.

Sincerely,

JoAnn Asadpour for

Bruce Hawkinson
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Daniel Mott (FHWA), Ileana Ivanciu (Dewberry)
encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

May 15, 2007

Ms. Sandra Turner Barnes
Executive Director
Camden County Cultural & Heritage Commission
250 South Park Drive
Haddon Township, NJ 08108

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Turner Barnes:

The New Jersey Department of Transportation (NJDOT) would like to invite you attend a consulting party meeting for the I-295/I-76/Route 42 Direct Connection Project. The meeting will take place on Wednesday, June 6, 2007 at 10:00am at NJDOT. Earlier this year we sent you background information regarding this project and invited your organization to participate as a consulting party. A copy of the initial letter that was sent on January 16 is attached for your reference.

Although your organization did not respond to our earlier letter, we are again asking if your organization would like to participate as a consulting party for this project. Please respond within 14 days of your receipt of this letter if you would like to participate as a consulting party and if you plan to attend the consulting party meeting described above. You may respond in writing or by calling me at (609) 530-4272.

Please feel free to contact me if you have any questions.

Sincerely,

JoAnn Asadpour for

Bruce Hawkinson
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Daniel Mott (FHWA), Ileana Ivanciu (Dewberry)
encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

May 15, 2007

Ms. Linda Gentry
Executive Director
Camden County Historical Society
PO Box 378
Collingswood, NJ 08108-0378

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Gentry:

The New Jersey Department of Transportation (NJDOT) would like to invite you attend a consulting party meeting for the I-295/I-76/Route 42 Direct Connection Project. The meeting will take place on Wednesday, June 6, 2007 at 10:00am at NJDOT. Earlier this year we sent you background information regarding this project and invited your organization to participate as a consulting party. A copy of the initial letter that was sent on January 16 is attached for your reference.

Although your organization did not respond to our earlier letter, we are again asking if your organization would like to participate as a consulting party for this project. Please respond within 14 days of your receipt of this letter if you would like to participate as a consulting party and if you plan to attend the consulting party meeting described above. You may respond in writing or by calling me at (609) 530-4272.

Please feel free to contact me if you have any questions.

Sincerely,

Bruce Hawkinson
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Daniel Mott (FHWA), Ileana Ivanciu (Dewberry)
encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

May 15, 2007

Honorable William P. James
Gloucester City, City Hall
512 Monmouth Street
Gloucester City, NJ 08030

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Mayor James:

The New Jersey Department of Transportation (NJDOT) would like to invite you attend a consulting party meeting for the I-295/I-76/Route 42 Direct Connection Project. The meeting will take place on Wednesday, June 6, 2007 at 10:00am at NJDOT. Earlier this year we sent you background information regarding this project and invited your organization to participate as a consulting party. A copy of the initial letter that was sent on January 16 is attached for your reference.

Although your organization did not respond to our earlier letter, we are again asking if your organization would like to participate as a consulting party for this project. Please respond within 14 days of your receipt of this letter if you would like to participate as a consulting party and if you plan to attend the consulting party meeting described above. You may respond in writing or by calling me at (609) 530-4272.

Please feel free to contact me if you have any questions.

Sincerely,

Bruce Hawkinson
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Daniel Mott (FHWA), Ileana Ivanciu (Dewberry)
encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

May 15, 2007

Ms. Fran Pollander
Secretary of the Commission
Gloucester City Historic Preservation Commission
512 Monmouth Street
Gloucester City, NJ 08030

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Pollander:

The New Jersey Department of Transportation (NJDOT) would like to invite you attend a consulting party meeting for the I-295/I-76/Route 42 Direct Connection Project. The meeting will take place on Wednesday, June 6, 2007 at 10:00am at NJDOT. Earlier this year we sent you background information regarding this project and invited your organization to participate as a consulting party. A copy of the initial letter that was sent on January 16 is attached for your reference.

Although your organization did not respond to our earlier letter, we are again asking if your organization would like to participate as a consulting party for this project. Please respond within 14 days of your receipt of this letter if you would like to participate as a consulting party and if you plan to attend the consulting party meeting described above. You may respond in writing or by calling me at (609) 530-4272.

Please feel free to contact me if you have any questions.

Sincerely,

Bruce Hawkinson
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Daniel Mott (FHWA), Ileana Ivanciu (Dewberry)
encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

May 15, 2007

Ms. Mary Lou Adams
President
Gloucester City Historical Society
34 North King Street
Gloucester City, NJ 08030

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Adams:

The New Jersey Department of Transportation (NJDOT) would like to invite you attend a consulting party meeting for the I-295/I-76/Route 42 Direct Connection Project. The meeting will take place on Wednesday, June 6, 2007 at 10:00am at NJDOT. Earlier this year we sent you background information regarding this project and invited your organization to participate as a consulting party. A copy of the initial letter that was sent on January 16 is attached for your reference.

Although your organization did not respond to our earlier letter, we are again asking if your organization would like to participate as a consulting party for this project. Please respond within 14 days of your receipt of this letter if you would like to participate as a consulting party and if you plan to attend the consulting party meeting described above. You may respond in writing or by calling me at (609) 530-4272.

Please feel free to contact me if you have any questions.

Sincerely,

John Asadpour for

Bruce Hawkinson
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Daniel Mott (FHWA), Ileana Ivanciu (Dewberry)
encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

May 15, 2007

Ms. Diane Robinson
Director
Gloucester County Cultural & Heritage Commission
Route 45 and Budd Boulevard
P.O. Box 337
Woodbury, NJ 08096

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Robinson:

The New Jersey Department of Transportation (NJDOT) would like to invite you attend a consulting party meeting for the I-295/I-76/Route 42 Direct Connection Project. The meeting will take place on Wednesday, June 6, 2007 at 10:00am at NJDOT. Earlier this year we sent you background information regarding this project and invited your organization to participate as a consulting party. A copy of the initial letter that was sent on January 16 is attached for your reference.

Although your organization did not respond to our earlier letter, we are again asking if your organization would like to participate as a consulting party for this project. Please respond within 14 days of your receipt of this letter if you would like to participate as a consulting party and if you plan to attend the consulting party meeting described above. You may respond in writing or by calling me at (609) 530-4272.

Please feel free to contact me if you have any questions.

Sincerely,

John Asadpour for

Bruce Hawkinson
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Daniel Mott (FHWA), Ileana Ivanciu (Dewberry)
encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

May 15, 2007

Ms. Valerie Caulfield
Chief Historical Librarian
Gloucester County Historical Society
17 Hunter Street
Woodbury, NJ 08096-4605

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Ms. Caulfield:

The New Jersey Department of Transportation (NJDOT) would like to invite you attend a consulting party meeting for the I-295/I-76/Route 42 Direct Connection Project. The meeting will take place on Wednesday, June 6, 2007 at 10:00am at NJDOT. Earlier this year we sent you background information regarding this project and invited your organization to participate as a consulting party. A copy of the initial letter that was sent on January 16 is attached for your reference.

Although your organization did not respond to our earlier letter, we are again asking if your organization would like to participate as a consulting party for this project. Please respond within 14 days of your receipt of this letter if you would like to participate as a consulting party and if you plan to attend the consulting party meeting described above. You may respond in writing or by calling me at (609) 530-4272.

Please feel free to contact me if you have any questions.

Sincerely,

John Asadpour for

Bruce Hawkinson
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Daniel Mott (FHWA), Ileana Ivanciu (Dewberry)
encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

May 15, 2007

Honorable Michael Reader
Mount Ephraim Borough Hall
131 South Black Horse Pike
Mount Ephraim, NJ 08059

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Mayor Reader:

The New Jersey Department of Transportation (NJDOT) would like to invite you attend a consulting party meeting for the I-295/I-76/Route 42 Direct Connection Project. The meeting will take place on Wednesday, June 6, 2007 at 10:00am at NJDOT. Earlier this year we sent you background information regarding this project and invited your organization to participate as a consulting party. A copy of the initial letter that was sent on January 16 is attached for your reference.

Although your organization did not respond to our earlier letter, we are again asking if your organization would like to participate as a consulting party for this project. Please respond within 14 days of your receipt of this letter if you would like to participate as a consulting party and if you plan to attend the consulting party meeting described above. You may respond in writing or by calling me at (609) 530-4272.

Please feel free to contact me if you have any questions.

Sincerely,

JoAnn Asadpour for

Bruce Hawkinson
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Daniel Mott (FHWA), Ileana Ivanciu (Dewberry)
encl.

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

KRIS KOLLURI, Esq.
Commissioner

May 15, 2007

Mr. Michael Hayduk
US Army Corps of Engineers, Philadelphia District
Application Section II, Regulatory Branch
Wannamaker Building
100 Penn Square East
Philadelphia, PA 19107-3390

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Section 106 Consulting Party Invitation

Dear Mr. Hayduk:

The New Jersey Department of Transportation (NJDOT) would like to invite you attend a consulting party meeting for the I-295/I-76/Route 42 Direct Connection Project. The meeting will take place on Wednesday, June 6, 2007 at 10:00am at NJDOT. Earlier this year we sent you background information regarding this project and invited your organization to participate as a consulting party. A copy of the initial letter that was sent on January 16 is attached for your reference.

Although your organization did not respond to our earlier letter, we are again asking if your organization would like to participate as a consulting party for this project. Please respond within 14 days of your receipt of this letter if you would like to participate as a consulting party and if you plan to attend the consulting party meeting described above. You may respond in writing or by calling me at (609) 530-4272.

Please feel free to contact me if you have any questions.

Sincerely,

JoAnn Asadpour for

Bruce Hawkinson
Environmental Project Manager
Bureau of Environmental Project Support

Cc: J. Barankin (NJDOT), Daniel Mott (FHWA), Ileana Ivanciu (Dewberry)
encl.

State of New Jersey
DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

Jon S. Corzine
Governor

Kris Kolluri, Esq.
Commissioner

August 31, 2007

Annette Castiglione,
Superintendent of Schools
Bellmawr Public Schools
256 Anderson Avenue
Bellmawr, New Jersey 08031

RE: Route 295 & 42/ I-76 Direct Connection
De Minimis Determination
Bellmawr Park Ball Field

Dear Ms. Castiglione:

The New Jersey Department of Transportation (NJDOT) is proposing to reconstruct the Route 295 & 42/ I-76 interchange in order to correct the lack of a direct through movement on I-295. Since the NJDOT will be using Federal money to help finance the project, federal regulations must be followed. One regulation the NJDOT is following is the National Environmental Protection Act (NEPA). Through NEPA, proposed project impacts to the natural (water quality, wetlands, endangered species, etc.) and man-made environment (minority communities, businesses, cultural resources, etc.) must be addressed. Since this project is large and potentially can have an extensive impact on the environment, an Environmental Impact Statement (EIS) is being prepared. During preparation of the report, it was determined that impacts to certain public properties could not be avoided. Another regulation which must be followed is Section 4(f) of the United States Code regulating US Department of Transportation (USDOT) activities.

New Jersey Is An Equal Opportunity Employer

The Federal Highway Administration (FHWA), which is within the USDOT, may not approve the use of land from a significant publicly owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that: 1) There is no feasible and prudent alternative to the use of land from the property; 2) The action includes all possible planning to minimize harm to the property resulting from such use.

It has been determined that the Bellmawr Park School ball field is open to and used by the public therefore, subject to Section 4(f) requirements.

All feasible and prudent alignment configurations were examined during the preparation of the EIS. All alternatives would some how impact the ball field and the impact could not be avoided. Notification to the public of the use of Section 4(f) resources is a requirement which was met when this information was presented to the public during the Public Information Meetings. During our July 31, 2007 meeting with you, we stated that the NJDOT believes that the proposed property taking would not result in a significant adverse impact to the ball field and thus qualifies for a *de minimis* finding under Section 4(f). Our discussions turned to the mitigation and enhancement opportunities allowed during the Right of Way (ROW) process. Since the facility is now a ball field, the NJDOT presented possible ball field replacement options but, we also stated that if it was determined that the resource would be enhanced by a different type of recreation facility that was a viable option. The exact monetary amount for replacing the resource would be determined during the ROW process.

As required by Section 4(f), we met with you to present the above information of how the NJDOT could not avoid the impact, how the impact was minimized through the choice of the Initially Preferred Alignment (IPA), and potential mitigation/enhancement of the resource and to explain your role in the *de minimis* determination process.

As the authority having jurisdiction over the resource, the NJDOT needs concurrence from you (the Superintendent representing the Bellmawr Board of Education) agreeing that the proposed property taking would not result in

a significant adverse impact to the ball field. Please find below a concurrence line agreeing to the above statement.

Please call me at 609-530-3021 if you have any questions regarding the above information.

Sincerely,

Jo Ann Asadpour

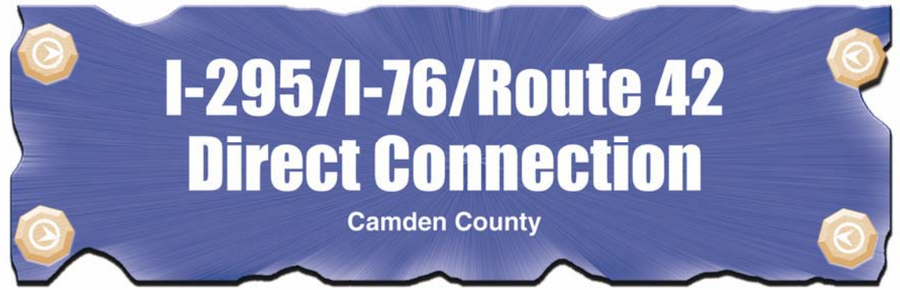
Jo Ann Asadpour
Supervising Environmental Specialist
Bureau of Environmental Resources
NJ Department of Transportation

I concur that the Bellmawr Park School ball field is a public recreational resource under the Section 4(f) definition of a public playground and that the Route 295 & 42/ I-76 Direct Connection project will not result in a significant adverse impact to the ball field and is therefore eligible for a *de minimis* finding.

Annette Castiglione 9-4-07
Date

Annette Castiglione
Superintendent of Schools
Bellmawr, New Jersey

c: J. Mar, FHWA
D. Mott, FHWA
B. Riegel, NJDOT
I. Ivanciu, Dewberry



APPENDIX C
PUBLIC INVOLVEMENT ACTION PLAN

PUBLIC INVOLVEMENT ACTION PLAN (PIAP)
I-295/I-76/ROUTE 42 - DIRECT CONNECTION PROJECT

PUBLIC INVOLVEMENT UPDATE – MARCH, 2007

During the past twelve months, we have completed several Public Involvement meetings including meeting twice with the Local Officials, the Community Advisory Committee (CAC), and the Environmental Agencies along with holding one Public Information Center, (PIC). Essentially, we went through the Alternative Analysis Process and presented the Alternatives Analysis Process and presented the recommendation of an Initially Preferred Alternative (IPA) to the public.

Within the last year, we have also met with various groups potentially impacted by the Direct Connection such as New St. Mary's Cemetery and the Camden Diocese, Bellmawr Park Mutual Housing Corporation's Board and Bellmawr Park Mutual Housing Corporation's potentially impacted residents. In the past, we have met with representatives from the Bellmawr Board of Education, Bellmawr Baseball, Mt. Ephraim Senior Housing and the Annunciation Church.

We are currently working to update the Direct Connection Website to include the information and minutes from each of the recent Public Involvement meetings.

The PIAP has been revised to reflect the anticipated Public Involvement effort to be expended between March, 2007 and June, 2008 as follows:

INTRODUCTION

A comprehensive and proactive Public Involvement Action Plan (PIAP) is a pivotal element to the success of any project. The PIAP is designed to provide outreach that is early and continuing, timely in public notice, broadly disseminated, and responsive to stakeholder needs. Implementation of this plan is a crucial ingredient in gaining support from all key stakeholders. Implementation of a Public Involvement plan is a dynamic process. This plan will be structured and executed through a phased approach consistent with the project phases, designed to meet pertinent needs and circumstances as they develop. For example, once an alternative is selected and the project advances into design and construction, this plan will be modified for the current situation.

PUBLIC INVOLVEMENT GOALS

Achievement of the PIAP is the fulfillment of the following goals:

- Provide effective education of the general public about the funding, permitting, design and construction process, and their role within it.
- Establish credibility and trust with the communities and highway users.
- Anticipate potential public reaction to real and perceived issues thereby mitigating the need for remedial action.
- Obtain public input in the development of an Initially Preferred Alternative (IPA) and promote public understanding of the reasons that an IPA was selected. Provide clear, concise information in a manner encouraging feedback. Provide a convenient, effective mechanism for the general public to offer feedback and recommendations to the Project Team so as to allow for mitigation and resolution of any problems related to project goals and alternatives.
- Meet required Federal and State requirements for public comment.

PUBLIC INVOLVEMENT STRATEGIES & TECHNIQUES

The Project Team intends to achieve its PIAP goals and objectives by enlisting a broadly inclusive variety of interests in the process to review work products and to monitor project progress. The PIAP adopts a variety of techniques and activities to elicit public participation in the decision making process. This is supported by public information that provides technical information in a user-friendly form, fostering an informed and involved general public. The focus will be placed on a "grassroots" effort to partner and work with the residents and highway users as the project progresses through the various phases. The PIAP will be flexible and adaptable to anticipate issues endeavoring to avoid problems (both real and perceived) before they arise.

A) STAKEHOLDER/MAILING LIST

To maintain ongoing contact with the community, transfer information, and invite people to public meetings, an extensive mailing list has been developed. A database of names and addresses will be maintained comprising project area residents, elected officials, state and federal agency representatives, media organizations, business community, and other stakeholders to be used as a mailing list for project related mailings.
Community Involvement efforts from March, 2007 through June, 2008 will include the updating of all groups of mailing lists including the tax records for all three of the project municipalities. The mailing list originally included residents within 200-250' of the project boundaries, all of Bellmawr Park Mutual Housing Corporation as well as people who have made contact through the I-295 website regardless of geography. Future mailings will be expanded to include all of Mt. Ephraim, Bellmawr from Route 168 to the west and Gloucester City from Route 130 to I-295. This will produce a total mailing list of roughly 7,500 which represents an additional 5,000 residents.

The list will be continuously updated and maintained in Dewberry's Mt. Laurel Office. It is suggested that as the project moves into the design and construction phases that the geographic boundaries expand for the outreach effort. Communities in Camden County, such as Runnemede, Barrington, Haddon Heights, Lawnside; and in Gloucester County, Westville, Deptford, Washington Township and Woodbury will experience possible impact from the project during construction.

B) ISSUES LOG

Over the multi-year horizon of the I-295/I-76/Route 42 Direct Connection Project, the NJDOT Project Team will receive community input in a variety of ways including letters to Project Team members; emails, sent via the website and independently; attendee comments at public meetings, both spoken and entered on comment forms; responses to surveys and input forms published in newsletters; comments stemming from newspaper stories; and other sources.

In order to ensure that community input is incorporated into the development of the project in a meaningful way and that the stated concerns of individuals and community interest groups receive prompt and comprehensive responses, it is necessary to systematically document all public comments and maintain a record of the Project Team's responses to questions and issues raised.

For this reason, Dewberry will maintain an I-295 Correspondence Log, in the form of a comprehensive database. This database will be the basis for generation of monthly reports to the entire Project Team.

In addition to recording the actual text of each public comment along with the name and contact information of the person making the comment, the I--295 Correspondence Log will categorize each comment in a variety of ways, including:

- Source of comment (e.g. website; public meeting. etc)
- Date comment was received
- Issues addressed (e.g. neighborhood traffic patterns; congestion environmental; etc.)
- Type of organization represented (e.g. municipality; agency; resident; etc.)
- Character of the comment (i.e. was it supportive of the project, against it or neutral?)

In this way, the I-295 Correspondence Log can be used to track how the project is perceived by specific groups or in specific communities, and to show how these perceptions change over time. The Project Team can also analyze all the feedback received on a given issue, in order to assist in reaching consensus on key decisions for this regionally significant project. In addition to tracking the type, nature, and source of public comments, the I-295 Correspondence Log will function as a project management tool by recording the following information related to each comment:

- Description of Project Team's initial response (whether mailing list or technical)
- Date of initial response
- Additional action required (if necessary)
- Project Team member responsible for additional action if necessary
- Date that the required action was taken

C) INFORMAL & FORMAL BRIEFINGS/COORDINATION MEETINGS

To keep affected communities up to speed with the project, as well as a method of gaining their input, a series of Local Official Briefings (LOB) will take place at appropriate milestones. These briefings are, envisioned to include the local public officials, State or Congressional representatives whose constituents are impacted by the project. Additional stakeholder meetings will be held with internal NJDOT representatives to relay specific community concerns.

Local Officials' Briefings are planned for the fall of 2007 and the spring of 2008. An Agency Coordination Meeting (ACM) is scheduled for the summer of 2007 and the spring of 2008.
As the project progresses, it is possible that additional group meetings may be required to adequately address issues, educate the public about the project, build trust and keep lines of communication open among the parties. The frequency and venues of meetings may vary and may be preceded by the Agency Coordination Meeting (ACM), Local Officials Briefing (LOB) and Community Advisory Committee (CAC) where critical milestones occur.

D) PROJECT PARTNERING SESSIONS

Prior to meeting with members of the general public, it is vital to meet with critical stakeholders. The project's major stakeholders will include, but not be limited to:

- New Jersey Department of Transportation (NJDOT)
- Counties/Municipalities
- Delaware Valley Regional Planning Commission (DVRPC)
- New Jersey Department of Environmental Protection (NJDEP)
- United States Army Corps of Engineers (USACE)
- Federal Highway Administration (FHWA)
- Utilities
- Others as appropriate

The Agency Coordination Meetings (ACM) and Local Officials Briefing (LOB) are designed to disseminate and coordinate technical information, project status, address regulatory issues/compliance, resolve conflicts arising from the analysis process and general project information. The main purpose of a partnering session is to develop working relationships, clarify goals for the project, and establish communication protocols.

E) PROJECT SPECIFIC WEB SITES

Use of the Internet for disseminating information has become common place. It is an efficient and cost effective method of sharing information. Furthermore, it provides an opportunity for "branding" the project name, thereby giving it an identity and distinguishing it from other projects. This will be discussed further in the "Newsletter" section. The public section will be housed on the NJDOT server and include information on project need, anticipated meetings, newsletters, project graphics, contact information for key project representatives list, opportunities to provide input, and other features including a summary of frequently asked questions. The web site will be hosted by NJDOT as a link to the existing department-wide site. The web site will be updated as required to provide the public with current information.

Other links to this public section can be provided through Delaware River Port Authority (DRPA); Delaware Valley Regional Planning Commission (DVRPC); New Jersey Turnpike (NJTP); Delaware Bay Bridge Commission; South Jersey Transportation Authority; Camden and Gloucester County libraries; schools; Camden and Gloucester Counties; Bellmawr; Gloucester City and Mt. Ephraim websites; South Jersey Chamber of Commerce; Alliance for Action; as well as other surrounding communities.

F) TELEPHONE HOT LINE

This method of communication has been eliminated from the plan during the Alternatives Analysis/Draft Environmental Impact Statement and Final Environmental Impact Statement Phase. However, as the project progresses into the construction phase, this method may be reassessed to determine its need and value.

G) PROJECT NEWSLETTERS

Newsletters are a very powerful means to convey information to a broad audience about the project, while not in real time, nonetheless effective. This medium is particularly useful with a project that has "users" from a variety of locations and distances. It is an excellent medium to "brand" the project with name and identity, as well as making a regular, consistent connection with the communities and the traveling public. It will be published to coincide with the progress of the technical work, alternative selection and public meetings. The primary goal is to convey technical information in clear and concise terms. The newsletters will be mailed to all the addressees on the project mailing list. Electronic versions will be sent to organizations/agencies for posting on their websites and wherever possible enclosure with their newsletter mailings. A Newsletter describing the Alternatives Analysis Process was distributed in November, 2006 and subsequent newsletters are planned for the fall of 2007 and the spring of 2008.

H) PROJECT BROCHURE/FLYERS AND FREQUENTLY ASKED QUESTIONS (FAQ'S) SHEET

These methods of communicating project information are very effective either in formal or informal settings and reinforce project identity. They are used as handouts in meetings, to public officials or can be placed in public gathering areas or places of business (with prior permission) such as retail stores, pharmacies, doctor's offices, gas stations, convenience stores, supermarkets and diners/restaurants. While random in the audience, it provides a means of communicating to the general public especially those that would not normally have access to a computer or are not for some reason on the master mailing list. Any of these pieces could be included with supplemental mailings. FAQ's would be the current, specific summary of current status and most frequently asked questions. This medium would be updated on a regular basis and could be tailored for a specific group. FAQ's will also be listed on the website.

I) PUBLIC DISPLAY BOARDS

At critical stages during the course of the project, presentation boards will be displayed in public venues such as the municipal building and library of the communities within the project limits. A board of Alternative D will be displayed in the Bellmawr Library.

J) PUBLIC MEETINGS AND HEARINGS

Public meetings are the most direct way in which to engage various segments of the public in a meaningful exchange of information, views and concerns. A variety of techniques will be used at these meetings to engage the public.

The meetings will include displays of information (via boards and slide presentations), informal Q & A, and provide a means for written comments. The attendees will be given instructions as well as questionnaire forms upon entering the meeting and will be assisted by team members located throughout the meeting room. If necessary, this will also enable the team to follow up in writing to the resident and incorporate the information into the Correspondence Log. The format of each meeting will be planned to suit the intended audience and the information to be presented. In all cases, adequate audio equipment will be available to accommodate the size of the audience and the facility. For example, a meeting which is expected to draw out the concerns of the property owners may be planned as an "Open House", where Project Team members can interact with residents on a one-to-one basis, and refer to maps and other graphics to explain potential impacts to specific properties.

A Public Meeting which is the culmination of the DEIS review process is planned for February, 2008.

K) COMMUNITY ADVISORY COMMITTEE

An important step in achieving the goal of creating a well-informed and involved public is the Community Advisory Committee (CAC) comprised of community representatives, businesses, residents of communities within the project area as well as other stakeholders. The Dewberry Team will coordinate with NJDOT to form the CAC and facilitate the committee's activities. Anticipated to meet at critical points throughout the project, the CAC will consist of approximately 40 individuals, including Project Team representatives, elected officials, and other community representatives as well as transportation policy-makers. The Community Advisory Committee will concentrate on the following objectives:

- Assist in the development of a set of project Goals and Objectives that serves the needs of the transportation system and of the local communities
- Assist in the establishment of Evaluation Criteria for the identified Goals and Objectives
- Assist in identifying, filtering, and reaching a consensus on identified problems and issues
- Assist in identifying initial and final alternatives
- Evaluate the relative effectiveness of proposed alternatives
- Assist in identifying the preferred alternative
- Disseminate information to constituents and receive feedback from interested groups and individuals

The CAC will also play a prominent role in setting the direction for other aspects of the outreach effort. For this reason, the Committee will meet on an ongoing basis throughout the project to follow-up on the progress being made, discuss issues raised, and help determine actions to be taken.

CAC meetings for the fall of 2007 and the spring of 2008 are anticipated.

L) MEDIA OUTREACH; ANNOUNCEMENTS AND MAILINGS

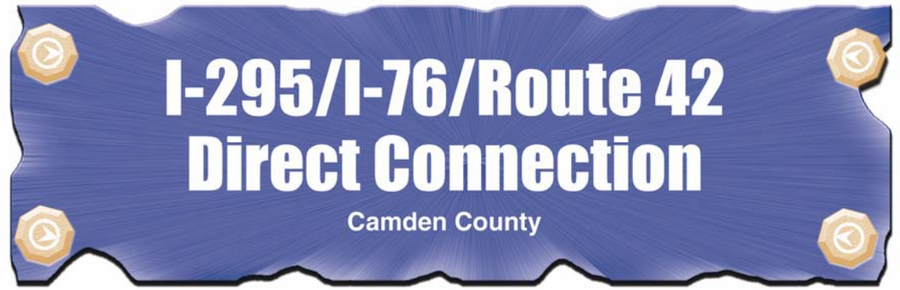
As the project proceeds through the short listing and alternatives analysis process, opportunities will arise for special interest articles, i.e., regional transportation issues. Editorial boards and journalists assigned to such issues will be contacted at regional newspapers such as the Inquirer and Courier-post. Press Kits will be provided as well as interviews arranged for the NJDOT managers or Commissioner level as deemed appropriate and approved by the NJDOT. These activities will be arranged through and coordinated with the NJDOT.

Press releases will be written by NJDOT announcing major milestones and meetings.

Other potential sources for publishing project information will be the newsletters of DRPA, Automobile Association of America, South Jersey Chamber of Commerce; NJ Alliance for Action; NJ Business and Industry Association; "The Bellmawr Bulletin"; "Camden County Pride." The current Newsletter and/or FAQ's may also be included with these mailings.

M) PROJECT SITE TOUR

Tours of the project area were conducted in December, 2001, May, 2003 and November, 2004 in order that critical stakeholders and selected attendees could see the project site first-hand and learn how the project will proceed. These field visits may be repeated if a large number of the stakeholders change through the course of the project.



APPENDIX D
MEETING MINUTES

CONTENTS

Date	Meeting
December 11-12, 2001	Project Partnering Session
January 30, 2002	Local Officials Briefing
February 8, 2002	Inter-Agency Meeting
April 17, 2002	Local Officials Briefing
April 24, 2002	Public Information Center
August 20, 2002	Community Advisory Committee
October 9, 2002	Inter-Agency Meeting
November 12, 2002	Local Officials Briefing
November 14, 2002	Agency Coordination Meeting
November 21, 2002	Community Advisory Committee
December 17, 2002	Agency Coordination Meeting
January 7, 2003	Community Advisory Committee
January 28, 2003	Local Officials Briefing
February 3, 2003	Agency Coordination Meeting
February 5, 2003	Chamber of Commerce
February 6, 2003	Local Officials Briefing
March 26, 2003	Agency Coordination Meeting
May 13, 2003	Agency Coordination Meeting
June 2, 2003	Agency Coordination Meeting
June 4, 2003	Local Officials Briefing
June 18, 2003	Project Partnering Session
June 25, 2003	DRPA
June 26, 2003	DRVPC
June 27, 2003	Inter-Agency Meeting
July 24, 2003	Public Information Center
October 15, 2003	Agency Coordination Meeting
November 25, 2003	Community Advisory Committee
December 2, 2003	BPMHC
January 7, 2004	Project Partnering Session
January 21, 2004	Local Businesses
January 28, 2004	Public Information Center
February 20, 2004	Diocese of Camden
February 20, 2004	VFW
March 23, 2004	Community Advisory Committee
March 31, 2004	DRPA/PATCO
April 19, 2004	Local Officials Briefing
May 4, 2004	Bellmawr Baseball
July 14, 2004	DVRPC/Borough of Bellmawr
July 15, 2004	Agency Coordination Meeting – Wetlands Core Group
October 26, 2004	Local Officials Briefing
November 9, 2004	Diocese of Camden
November 10, 2004	Community Advisory Committee
November 30, 2004	Public Information Center
February 16, 2005	Local Officials Briefing
February 23, 2005	BPMHC
March 23, 2005	Diocese of Camden
May 10, 2005	BPMHC
May 18, 2005	Local Officials Briefing
May 23, 2005	Annunciation BVM Church
May 23, 2005	Bellmawr Baseball
May 23, 2005	Bellmawr Board of Education
June 6, 2005	BPMHC
June 7, 2005	Agency Coordination Meeting
June 9, 2005	Community Advisory Committee
June 13, 2005	Public Information Center
August 17, 2005	Diocese of Camden
August 17, 2005	Mount Ephraim Senior Housing
November 7, 2005	Diocese of Camden
June 8, 2006	Community Advisory Committee
June 8, 2006	Local Officials Briefing
June 13, 2006	Agency Coordination Meeting
October 19, 2006	Community Advisory Committee
October 19, 2006	Local Officials Briefing
October 24, 2006	Agency Coordination Meeting
February 15, 2007	Public Information Center
June 6, 2007	Section 106 Consulting Parties Meeting
July 31, 2007	Bellmawr Board of Education
September 4, 2007	BPMHC

December 11 and 12, 2001

DRAFT

I-295/I-76/NJ 42 Reconstruction Partnering Meeting
December 11 & 12, 2001
PBA Hall Barrington, NJ

Meeting Format:

Day One:

Arnold Bloch, Howard/Stein Hudson welcomed the group, giving a brief review of the goals of the two day session. Participants introduced themselves and summarized their expectations for the partnering session. Opening remarks were made by Art Silber and Bill Beans, outlining the importance of the project and the partnering session to NJDOT.

A PowerPoint presentation was made by the project team: Describing the project – *Lou Robbins Goodkind & O'Dea;* Describing the NEPA process – *Ileana Ivanciu Goodkind & O'Dea*; and the community involvement process – *Karen Rosenberger, Howard/Stein-Hudson.* A Question and Answer Session followed.

The group was taken on a guided bus tour, its purpose to highlight transportation problems, alternative solutions and key environmental and community concerns.

Day Two:

Three breakout groups discussed issues that were highlighted during the first day's session:

1) Agency Coordination
2) Purpose and Need
3) Building Credibility

Before the meeting adjourned a brainstorming session was held concerning, Alternatives.

SUMMARIES

Expectations of the Partnering Session:

- Bypass Gloucester City? / How will it impact Gloucester City?
- Involvement of groups
- Electric utility impact
- Scope
- Hearing issues from those involved
- Environmental impacts
- Aquatic/Wetland issues
- Project design
- Permits?
- Solicit input/participation
- Obstacles?
- What are the issues?
- Concerns?
- Overview: Impact of planning/design/engineering
- Traffic impact

1

DRAFT

- Impact on community - Benefits?
  Impact on sewer lines
- Environmental concerns/community impacts
- Community's role in development process
- Impact on Atlantic City Expressway
- Public outreach assistance
- Impact on Archaeological sites
- Identify/avoid impacts on cultural resources
- Messages for legislators
- Mitigating congestion
- Moving forward?
- Noise and air quality issues
- Environmental streamlining
- Forwarding complaints to elected officials
- Bus service impact
- Commuter impact
- When is it to be implemented
- Staging?
- Financing?
- Developing partnership with all stakeholders
- Listen/feedback
- Commitment to involvement
- Developing a working relationship
- Project affects all of us
- Gaining information
- To learn

Benefits of Project:

- Traffic reduction from local streets
- Air pollution
- Noise

Two projects ID in CMS study
- Missing move – what about this?
- "Lou's" study

Missing Move

Broken out and advanced into FSD and then into design. Construction in 4-5 years.

Question & Answer

Q: Thought the process was further along; where are the alternatives? What has been happening?
A:
- Still looking at alternatives/modes
- Many schemes already presented, need long approval process/regulations to follow (TIS, etc)
- Will pull these alternatives into the EIS process

2

DRAFT

- Will not re-do work
- January (?) is first public meeting
- Want to expedite

Eight (8) Alternatives, including the No Build
Disrupt Bellmawr

March: Want two more alternatives from residents
June: Want a short list to 4 – 6 put in EIS process

- Impact Analysis follows
- EIS will identify and mention potential mitigation strategies
- Other Suggestion: Present to public at more grassroots level – clarify terms
- Ill-fated NJ Tpke effort: mistake to bring 7-8 alternatives – too many alternatives
- Good to have legislative approval for each alternative/or parts of an alternative – can present to residents
- Get public " bought-in" to the process first – get opinions and input before presenting alternatives. This is the plan, we want to get impacted towns together
- People will be asking if the process is taking too long – package to make it clear where the process is. (New TEA21 regulations).
- 1998 – 2001 Make it clear that during this time the project has continued
- Connect the history (TIS) to the present (NEPA)
- SHOW PROGRESS
- Note: Work to get rid of Acronyms
- Stop rumors from circulating because we didn't give enough history
- Brief public, elected officials, press – generate a positive standpoint

Local Official Response (Mayor of Barrington)

- Do not circumvent local officials
- Try to keep public trust
- Be upfront with public – ask for input, listen
- Go to public FIRST THING
- Provide timeline structure – but keep flexible
- DOT does not want to do this in a typical fashion, wanting to build consensus between towns/communities, start by claiming victory

Q: Do you factor changes between when process begins and now?
A: Yes – will do traffic projections, economic, land use

- Should plan public meeting expecting antagonism (low credibility)
- Build credibility with public
- "We have schemes but would prefer blank slate to get your opinions" – can have both honesty and alternatives
- Follow-up is what is going to lead to credibility

Army Corps of Engineers

- Purpose and Need – must be agreed to by Federal Agencies

3

DRAFT

- Important to ask if they want to be cooperating agencies involved in NEPA/EIS
- Permit process be sure all issues are dealt with in EIS BEFORE the permit process
- Federal Agencies work together (Corps, FHWA)
- Purpose and Need is CORE of NEPA process

FHWA

- Purpose and Need is the soul of the NEPA process

Building Credibility:

- Present facts
- Let them know with follow-ups
- Let people know, where the property takings are going to take place
- Sell the process
- Honesty
- Explain how plans affect sites
- Start where you got input
- Blank sheet & possibilities
- Credibility will come in following meetings
- History
- Meet people where they are
- Why are we back again?
- Follow-up!
- Claim two victories: Project completed 55/42;Missing move project; Now we are here for the third part
- Tell story - tell history
- Explain process from here
- Show progress
- Include the past and the future in the schedule
- Don't conflict in timelines
- Flexible – don't be rigid in construction date, use time spans
- Talk about ??? good thing

Issues Brought Forth After the Bus Tour:

- Close spacing of homes
- Traffic conditions at middle of day
- Roads "colonial system"
  - No shoulders
  - No parking

Cemetery

- Not a real permitting issue, just social and economic
- Environmental justice – unmarked graves

Community facilities (park)
- 4F issues – Army Corps, wetlands
- What is the real issue – high threshold

4

DRAFT

- (4F – public land is protected)
- Permitting – Army Corp must find that alternative is NOT in public interest to deny
- Understand how language/buzz words trigger communities sense of "the rules"
- Quality of life issues

Neighborhood Impacts

- Must address far-reaching traffic impacts
- Consider cut-throughs used by commuters
- Mixed uses
  - Industrial
  - Residential
  - Businesses
  - Landfills
- Lack of mobility due to population increases and increased number of drivers

Goods Movement Task Force (DVRPC)
- Truck accidents – cargo and driver safety
- This project is high priority (#1) for DVRPC

Project Purpose and Need

- Local traffic mobility important to local economy
- Through-traffic important
- Critical to Gloucester County workers
- To get buy-in – purpose and need must be clearer
- P & N may not satisfy public
- Articulate secondary benefits
  - Reduced air pollution
  - Reduced local congestion
  - Reduced impact on local emergency services

Noise Walls
- Bellmawr has gone through 2 projects (295 and 42)
  - Maintenance issue
  - Drainage issues
  - Construction went well
  - Some residents did not notice a difference
  - Concerns about noise bouncing off walls
    - Aesthetics of walls vs. foliage
  - Residents would be surprised if another technique was used to reduce noise
  - Some residents want walls

Construction Impacts
- Must explain benefits that have occurred to date
- No disadvantages to regional area/find ways to explain benefits to Bellmawr and Mt. Ephraim
- Regulators vs. communities

5

DRAFT

Tradeoffs for Wetlands
- Wetland options beyond avoidance vs. fill (piers)
- Top-down construction
- May eliminate existing bridges; Al-Jo's curve

Solutions
- Design solutions may be combined with alternative alignments

Summary of Agency Coordination Meeting
(regarding resource and permitting agencies)

- "streamlining" vs. "Streamlined" NEPA you Process
  - Action: Jackie Winker will explain plusses and minuses of the Streamlined NEPA you Process
  - This is a DOT policy issue
- Agency scoping meeting should discuss streamlining – what it is, etc.
  - Getting the right people to the table is the key
  - Possible agency scoping meeting earlier than March?
- Streamlining good, but attention to everyone's processes and procedures is important, too.

Things That Hurt Agency Coordination and Ways to Prevent Them

	Hurt		*Prevent*
1.	Agencies want to talk about alternatives late in the process	1.	Do early coordination
2.	Proposed mitigation land in DEIS is Purchased	2.	With appropriate justification, get FHWA approval for advance ROW acquisition
3.	Public outreach may change things	3.	Get early outreach
4.	Absence of timely, useful reviews and input from agencies, then followed by objections	4.	Set ground rules at agency scoping meetings

Other Helpful Ideas
- Get buy-in steps from elected officials
- Early buy-in to the process, not necessarily the project
- Create a "Project Specific Agency Working Group". It's agenda: Move this Project
- Make sure all affected federal and state agencies are involved from the beginning
- Make sure agencies agree on project area
  - For alternatives
  - For impacts

Details of Agency Coordination Meeting
Streamlining
1. Need to ID USEPA contact!
2. Request ACOE needs to be cooperating agency
3. Who might be involved?
   - EPA – maybe?

6

DRAFT

    - Air, noise aquifer
    - Review of EIS
  - Fish and Wildlife Service
  - National Fisheries
- FHWA makes final decisions; has begun process
- EPA has dual role
  - To "rate" the EIS ("up/down")
  - Potential permitting
- EPA Region 2: will they be involved enough?
- Is it always Region 2 in New Jersey? Experience says yes.
- EPA Region 2 was heavily involved in the Rt. 7 corridor (secondary cumulative analysis especially)
- EPA responsible for:
  - Sole source aquifer
  - Secondary cumulative impacts
  - Air, etc.
- Need to contact EPA Region 2 to see if they are still interested in streamlining.
- Initiate scoping process is key with any agencies
  - Formal design of "cooperating agencies"
  - What does that mean?
    - Work closely with them
    - Like Rt. 52 EIS, meetings, phone calls
    - Reviewed pre-DEIS version
    - The cooperating agency "adopts" our environmental document
  - Cooperating agency "agreeing" to process
    - FHWA contacting agencies who can help
    - Agree to co-op
    - Have a stake, but no formal agreement to go along with the process
    - Reasonable assurance of getting a permit
    - Prime example: Penns Neck EIS
  - Are there any elements in ACOE process that aren't in the EIS process?
    - There shouldn't be permit process surprises
- An agency streamlining meeting is needed for New Jersey
  - To define contacts, review responsibilities, etc.
  - This is already happening at a national level
  - Want to have it happen at a state level
- Do that for this project
  - Have meetings with all possible agencies
- Key issue: no one has actively dealt with streamlining in New Jersey, because it has not been needed
- Coast Guard – involved or not? Quick maps of navigable waterways might tell you

Step 1: Streamlining Meeting
- Invite, send letter, call and cajole
  - Get to the right person
  - Maybe aim for person at the highest level to get more people to attend
  - Follow-up procedures are key
- ASAP
- Not a scoping meeting
  - It's an agency coordination meeting

7

DRAFT

Action Item: Sam will get guidance on Streamlined NEPA Process from Jackie Winker, and will share this info with Amy and Nick.

- New regulations make some things unclear (e.g., essential fish habitats) – need for streamlining
- Need to work with
  - EPA
  - National Fisheries

Recommendation
Combine agency streamlining and scoping into one meeting (a scoping meting, with streamlining as an agency)

Final Result
Would be a Streamlined NEPA you Process
- Didn't do it for Rt. 52
- Not sure if we should do it here?
- Merging EIS and permit process
  - Do we need more info on the EIS process?
  - Should we take more time for NEPA – but what about getting it to the project?
- There will need to be a DOT policy decision whether to do the Streamlined NEPA you Process
- Table for now, but still should get:
  - Stepwise buy-in
  - Follow-up

Action Item
Sam Reynolds of ACOE will have Jackie Winkler lay out plusses and minuses of Streamlined NEPA you Process to DOT/FHWA.

Sam: There is nothing that obligates others to a DOT schedule. Would the "Streamlined NEPA Process" obligate others to keep that schedule?
Inter-agency coordinating meeting – who's responsibility is it?
  - FHWA invites
  - DOT does some of the internal work

Things to Avoid
- Alternatives presented, then agencies bring in others much later on (to avoid this, do early coordination)
- Mitigation land gets bought up (to avoid this, and early ROW acquisition may mitigate)
- Public outreach may change things (so, get concerns aired out early)
- Mitigate: Agency Working Group/TF
  - Agenda
  - Move this project
- Key: don't go towards getting resolution on project; get it on the process

Killers to Avoid
- Absence of timely, useful and meaningful review and input from agencies; then followed by objections (to avoid: need to lay out ground rules, get their reputation on the line)

8

DRAFT

  - Note: web sites are good at getting information inputted to agencies
- Make sure federal and state agencies are involved
  - DEP
  - SHPO
  - Everyone needs to be forthright
- Make sure agencies agree on project area
  - For alternatives
  - For impacts
    (look to the TIS for advice on this)
- Purpose and Need should drive the study area

Concerns
- Public concern about timeline of review
- Selection of feasible and practical alternatives
- Streamlining
- Wetlands
- Public lands
- Involving other agencies

Input From Rest of Partnering Group
- Need to get local, county and technical agencies involved – not necessarily on an agency coordination group, but to attend meetings with these groups.

Purpose and Need Breakout Group:

Who is this for?

REGULATORS: Need background

PUBLIC: Are already aware
Input as to how to solve
Wrap into regulations

DEADLINE: Spring
January – Into meeting with public; solicit purpose and need

Focus on Regulatory Community

When does Reg. Committee get involved?
- Need regulatory input before scoping meeting

Brainstorming

Safety – reduce accidents
- Reduce congestion
- Eliminate Geometric deficiencies
- Eliminate I295 Off/On merges
- Improve traffic flow
- Develop consensus on improvements (More a tool)
- Raise Interstate area to Interstate standards
- Identify optimum improvements to mitigate impacts

9

DRAFT

- Prioritize impacts
- Expedite project through federal process
- Reducing environmental pollutants
- Reduce delay cost
- Employers encouraged to move to an area
- Reduce local impacts
- Increase I-295 Traffic speeds

Two Specific Purpose and Needs Identified by the group were: Improving Safety and Reducing Congestion

Improving Safety

- Improving Roadway Geometrics
- Interstate Standards
- Reduce delay costs
- Provide safer truck movement
- Reduce number of cars merging

Reducing Congestion
- Design speeds – Do we include this in the Purpose and Need?
- Interstate Standards
- Reduce delay costs
- Reduce local street traffic impacts
- Safer truck movement

Purpose and Need Group Feedback
- Reluctant to include Design Speed, but needs to be talked about
- Something needs to be said
- Issue is not speed, but congestion and safety
- Need to explain what safety and speed are, just not in Purpose and need
- This is a 55 mph area (For how long? Changes were reported this week)
- Need to associate design speed to Purpose and Need
- Must define better
- Connection of roads
- Transition speeds

Building Credibility Breakout Group:

What Works?
- Lay terms
- Truth
- Sensitivity
- Inclusion
- No surprises
- Information to community and leaders
- Follow-through
- Identify roles

10

DRAFT

- Up-to-date data
- Using senses
- Clear graphics
- Wide notice
- Timing
- Go to location
- Handicapped accessible
- Flexibility
- Bottom line impacts
- Feedback

What Doesn't Work?

- Legal notices – buried
- Not sharing information
- Not asking for help
- Making assumptions Coming off as the expert
- Not meeting with local officials
- Scaring the public

Selling the Process

- Media communication
- Courier-Post – daily
- Gloucester City News – weekly
- Bellmawr Bulletin – every three months
- Channel 19 – local cable
- Identify local community group leaders
- Information Center (3:00 – 8:00) – use presentation on the tour
- Go to each affected town to schedule community meetings
- Use new techniques

Issues that cause confidence drop

- Lack of maintenance of walls
- Aggravation
- Takings
- Increased taxes – home loss
- Impact on local services
- Lack of political support

Benefits

- Reduction of local traffic
- Improved air and noise quality
- Reduction in accidents
- Decrease taxes – model economic benefits
- Relocation compensation and assistance

DRAFT

Mayor's Committee
Construction Impacts

- Gloucester City
- Mt. Ephraim
- Bellmawr

2. Secondary Traffic Impacts

- Brooklawn
- Runnemede
- Barrington
- Consider political strengths of Mayors
- Tell the truth
- Understand political framework
- What's it going to do for me?

Summary to Build Credibility for the I-295 project

- Tell the truth
- Explain the process (alternatives)
- Work with local media and newsletters
- Work with local leaders – go to them (key organizations, Mayor's meetings)
- Understand local stakeholders
- Understand political process
- Explain benefits
- Know the facts – explain clearly

January 30, 2002

MEMORANDUM

TO: Record

FROM: Charles P. Meidhof, P.E.

DATE: January 31, 2002

RE: I-295/I-76/Route 42 Reconstruction
Local Officials Briefing

CC: Attendees, Karen Rosenberger (HSH), Ileana Ivanciu (G&O), File: 2652-Chrono, 2652-Meetings

---

TIME & PLACE OF MEETING: January 30, 2002, 10:30 A.M., at the Bellmawr Municipal Building, Bellmawr, NJ

PURPOSE OF MEETING: Discuss project, upcoming public outreach efforts and next steps in the project process with the local officials.

IN ATTENDANCE:

Name	Representing	Telephone Number
1. Bill Beans	NJDOT–BPSD	(609)-530-2471
2. Bruce Riegel	NJDOT–Project Management	(609)-530-4232
3. Nick Caiazza	NJDOT-E-Team	(609)-530-2991
4. Steven Maslow	NJDOT-E-Team	(609)-530-2832
5. Jim Stevenson	NJDOT - OCR	(609)-530-2110
6. Jim Haddon	NJDOT-Communications	(609)-530-2938
7. John J. Matheussen	NJ Senate-4th District	(856)-228-8552
8. Frank Filipek	Mayor-Bellmawr Borough	(856)-933-1313
9. Joe Wolk	Mayor-Mount Ephraim	(856)-931-1780
10. Joe Falcone	Bellmawr-DPW	(856)-931-1111
11. George Coleman	Bellmawr	(856)-931-1370
12. Louis Robbins	Goodkind & O'Dea	(856)-802-0843
13. Charles Meidhof	Goodkind & O'Dea	(856)-802-0843

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussion proceeded:

1. Bill Beans of the Bureau of Project Scope Development (BPSD) opened the meeting with a round of introductions. Mr. Beans gave a brief summary of the

project background, the project history and improvements made in the project location to date by NJDOT.

2. Mr. Beans described what his role in the project will be during the preliminary engineering and Environmental Impact Statement (EIS) portion of work and he explained that Bruce Riegel would be the Project Manager once the project reaches the design and construction phases.

3. Mr. Beans discussed the problems currently experienced in the project highlighting the existing geometric deficiencies list some and number of accidents. Mr. Beans mentioned that Bellmawr responded 215 times to calls up on Rte 295. This equated to approximately one response every 36 hours.

4. Mr. Beans provided an overview of the Transportation Investment Study (TIS) and explained that the mayors and Senator were apart of the process. Mr. Beans went on to explain how 2 projects have been initiated by NJDOT as a result of the TIS. The Route 295 Missing moves (Rte 42 SB to Rte 295 NB and Rte 295 SB to Rte 42 NB). Mr. Beans briefly described the Missing Moves project.

5. Mr. Beans finished his opening remarks by summarizing the NJDOT process that will be followed for this project. He noted that this project would be advanced for Federal approval as an EIS. He described the project's community outreach program which included Public Meetings, a Web Page, a design workshop, enlarged notification area for mailings, full page display ads in lieu of small legal notices and flyers posted at municipal buildings and libraries to notify the public about upcoming meetings. Mr. Beans explained that DOT needed the help of the local officials in bring before the public the quality of life issues related to the highway system and the adjoining municipalities. He discussed the roles of the local officials in this process serving not only becoming partners with DOT but serving as mediators between the DOT and the needs of their constituents.

6. Mayor Filipek noted that Bellmawr Borough agreed that improvements are needed in the area. He acknowledged the high number of accidents that Bellmawr police and emergency services respond to. He also indicated that local streets experience high volumes of traffic traveling at high speeds when congestion occurs in the interchange.

7. Mr. Coleman expressed a concern regarding the weaving of traffic on Route 42 south between Leaf Avenue and Route 55. He felt that the ramp proposed by the Missing Moves project for this location would increase traffic congestion. Mr. Beans indicated that this issue would be looked into to see what volumes were used in the TIS and in the development of the IPA on the "Missing Moves" project.

8. Senator Matheussen cautioned the NJDOT about mistakes made in the past at public meetings by other public agencies. He stressed that NJDOT should be well prepared at all public meetings knowing what impacts proposed schemes will have on the area.

9. Senator Matheussen felt that the Missing Moves project could add traffic to the interchange. He indicated that a new interchange with the NJ Turnpike and Route 42 should be investigated as to project progression and priority. The Senator mentioned that there were three projects that came out of the TIS. The Missing Moves, The 295 interchange and the Route 42 and Turnpike interchange. He also mentioned that there was a proposal to construct a service roadway between Route 42 and Turnpike Interchange 3. The Senator also indicated that improvements at the Turnpike should possibly be made before construction of the interchange begins. Mayor Filipek and Mayor Wolk indicated that they agreed with Senator Matheussen. It was also noted that the Turnpike plans to construct a service plaza between Route 42 and Interchange 3 on the northbound side of the roadway.

10. Mr. Beans noted the Senator's concerns and indicated that putting the Turnpike interchange first could stall the Route 295 interchange project for a decade or more. Mr. Beans said that he would look into this issue with NJDOT's planning staff.

11. Mr. Coleman inquired whether NJDOT would repair and/or repave local roadways that currently experience traffic bypassing the interchange. Mr. Robbins noted that improvements to specific intersections to improve traffic operations during construction would be considered. Mr. Beans indicated that NJDOT would not be responsible for repairing current conditions on the local street system.

12. Mayor Filipek requested that NJDOT keep the local communities informed about the project.

13. In response to a question from Senator Matheussen, Mr. Beans noted that the earliest construction could start on the project would be 2007.

14. Mr. Robbins gave a summary of the public notification planned for the upcoming Public Information Center It was requested that Mayor Wolk and Mayor Filipek review the notification prior to its mailing.

15. Mayor Filipek suggested that a time limit be placed on public comments during the Public Information Center. Mr. Beans described the possible layout of the Public Information Center and Mr. Caiazza explained that the microphone and

stenographer for the comments would not be located in the center of the floor but off to the side.

16. Mayor Wolk indicated that having the meeting in Bellmawr was acceptable to him.

17. NJDOT agreed to have a script meeting in Bellmawr prior to the Public Information Center. The script meeting would serve as a dry run for the Public Information Center

18. Possible dates for the Public Information Center include March 18, 19, and 20.

19. An attendance sheet is attached.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

February 8, 2002

MEETING MINUTES

TO: Attendees

FROM: Ileana S. Ivanciu

DATE: February 8, 2002

RE: I-295/I76/Rt. 42 Reconstruction Project Job No. 2652

TIME & PLACE OF MEETING: **FHWA Regional Office; February 6, 2002**

PURPOSE OF MEETING: **Review Environmental Streamlining Process**

IN ATTENDANCE:

NJ Department of Transportation	
Bill Beans	(609) 530-2471
Michael Russo	(609) 530-2448
Steven Maslow	(609) 530-2832
Nick Caiazza	(609) 530-2991
Goodkind & O'Dea, Inc	
Lou Robbins	(201) 438-6166
Ileana Ivanciu	(973) 739-9400
EPA	NEED PHONE NUMBERS
Dave Carlson	
ACOE	
Jackie Winckler	
Michael Hyduk	
Samuel Reynolds	
FHWA	
Amy Fox	(609) 637-4212
Lourdes Castenada	(609) 637-4237

DISCUSSIONS AND DECISIONS:

Items discussed

Goodkind & O'Dea, Inc.
A Dewberry Company

MEMORANDUM

To: Attendees Page 2 February 6, 2002

1. Nick Caiazza provided an overview of the agenda and reviewed the NEPA status of the project.
2. Bill Beans discussed the project in general, provided a synopsis of the project history, quality of life issues and solicited comments/input from participants regarding environmental process
3. Samuel Reynolds inquired about the presence of regulated wetlands on the Missing Moves project and expressed a concern that if the project was regulated by ACOE, it may not be processed as a separate project from the I-295/76/42 Interchange
4. Bill Beans indicated that the two projects have been determined to have independent utility and that NJDOT was in the process to document this determination made already during the preparation of the TIS
5. Samuel Reynolds indicated that the ACOE had not been consulted regarding the this issue during the TIS and suggested that if Rt. 42 was not affected by the Interchange project, the project name including the three highways may be misleading
6. Dave Carlson echoed ACOE concern and stated that EPA would not support the Missing Moves as a separate project if the Interchange Project would affect Missing Moves or if Missing Moves would restrict the area investigated under the Interchange Project
7. Further discussion focused on the independent utility issue for the two projects; the following points were made:
   a. NJDOT must show that the Purpose and Needs are different and separate/distinct for the two projects (Missing Moves and Interchange project)
   b. NJDOT must confirm that the Interchange project will not compound Missing Moves impacts on wetlands
   c. Missing Moves cannot affect the Interchange EIS process by restricting the range of alternatives for the Interchange
   d. Secondary and cumulative effects analysis must be performed as part of the EIS to address Missing Moves effects on area wetlands and aquatic resources
8. Amy Fox stated that the FHWA was satisfied that the two projects have independent utility and that Missing Moves would be processed with a Categorical Exclusion as the applicable NEPA document;
9. A discussion regarding coordination with and NJDEP's review of the Missing Moves project concluded with the fact that this review related particularly to the hazardous waste issues associated with the three landfills traversed by one of the proposed alternatives;

Goodkind & O'Dea, Inc.
A Dewberry Company

MEMORANDUM

To: Attendees Page 3 February 6, 2002

10. The Missing Moves project is in the final stages of Feasibility Assessment and will move into Final Scope Development once the issue of the shock sensitive material is addressed; this includes formal wetlands and aquatic resources evaluation
11. Samuel Reynolds recommended that ACOE/NJDEP/NJDOT conduct a joint field reconnaissance to assess the wetlands areas that would be potentially disturbed by Missing Moves and to consider the best approach to address permitting issues on the project
12. Samuel Reynolds reiterated his suggestion made during the partnering session that NJDOT consulted with resource agencies regarding their data collection approaches and the screening methodologies proposed
13. NJDOT indicated that an interagency meeting would be convened to address Samuel Reynolds concerns and to establish a modus operandi amongst all parties involved in the environmental review for this project
14. The interagency meeting objectives would be to:
    a. establish a charter for the group
    b. provide the group with synopsis of NJDOT decision regarding Streamlining IS STREAMLING THE SAME AS THE MERGEG 404 / NEPA PROCESS ?
    c. provide an overview of project status and schedule and obtain consensus on:
       - project study area
       - data collection methodologies for the baseline study
       - alternatives screening approach
15. Jackie Winckler provided an overview of the history and current approach to environmental streamlining and distributed the following supporting documentation:
    a. Interagency Consensus on Integrating NEPA/404 for Transportation Projects (7/23/92)
    b. Figure 1-1 Improved NEPA/404 Process Flow Diagram
    c. Cooperative Agreement on Environmental Streamlining and Interagency Cooperation on Environmental and Transportation Issues (1999)
    d. Mid Atlantic Transportation and Environmental Streamlining Framework (4/18/00)
    e. Draft Data Needs Guidance for the Environmental Streamlining Process
    f. Two concurrence forms for Pennsylvania projects performed under the Streamlined Process
16. The discussion that followed focused on the benefits of the Streamlining Process and JW indicated that the benefits were not necessarily restricted to schedule and cost but that they extended to better decision-making and more cooperative interaction between agencies and project owners and fewer surprises near the latter stages of the project..

Goodkind & O'Dea, Inc.
A Dewberry Company

MEMORANDUM

To: Attendees Page 4 February 6, 2002

17. While the process does not necessarily shorten the NEPA timeframe, it assures that the points of concurrence achieved will not be revisited later in the process and that the project alternative selected is permittable.

18. Additional discussions focussed on data needs. Although the data currently collected by the NJDOT for the to establish the environmental baseline at the scoping and purpose and needs stage for the project seems to conform with the MATE Data Needs Guidelines, ACOE suggested that it may be beneficial to delineate all wetlands in the project corridor at this stage, rather than after the selection of the alternatives that would be carried through the EIS, due to the limited nature of the project area.

19. Further discussion covered the development of alternatives and the range of alternatives to be developed; NJDOT stated that their approach focussed on developing sensible alternatives that are equally protective of all resources in the area

20. In the end, Samuel Reynolds suggested that based on his experience with NJDOT scoping process the merged process may benefit the I-295/76/42 Interchange project

21. Dave Carlson expressed his support and cooperation with the NJDOT regardless of the approach the Department would select for the process

22. Bill Beans & Lou Robbins stated they would share this information with the Project team performing the Missing Moves project.

April 17, 2002

MEMORANDUM

TO: Record

FROM: Charles P. Meidhof, P.E.

DRAFT: April 17, 2002
ISSUED: May 8, 2002

RE: I-295/I-76/Route 42 Reconstruction
Local Officials Briefing

CC: Attendees, Karen Rosenberger (HSH), Bruce Riegel, Michael Russo, Lou Robbins, File: 2652-Chrono, 2652-Meetings

---

TIME & PLACE OF MEETING: April 17, 2002, 10:30 A.M., at the Bellmawr Municipal Building, Bellmawr, NJ

PURPOSE OF MEETING: Discuss project, upcoming public outreach efforts and next steps in the project process with the local officials.

IN ATTENDANCE:

Name	Representing	Telephone Number
1. Bill Beans	NJDOT–BPSD	(609)-530-2471
2. Nick Caiazza	NJDOT-E-Team	(609)-530-2991
3. Jim Stevenson	NJDOT - OCR	(609)-530-2110
4. Paul Truban	NJDOT-BMS	(609)-530-3521
5. Patricia Feliciano	NJDOT- OCR	(609)-530-2110
6. Frank Filipek	Mayor-Bellmawr Borough	(856)-933-1313
7. Joe Wolk	Mayor-Mount Ephraim	(856)-931-1780
8. Joe Ciano	Bellmawr-DPW	(856)-931-1111
9. George Coleman	Bellmawr	(856)-931-1370
10. Greg Fusco	Engineer, Boro of Bellmawr	(856)-767-6111
11. Bob Kelly	Camden County Engineer	(856)-566-2970
12. John Warburton	Bellmawr – Construction Office	(856)-933-1286
13. Charles Meidhof	Goodkind & O'Dea	(856)-802-0843

An attendance sheet for the meeting is attached.

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussion proceeded:

1. Jim Stevenson of the Office of Community Relations (OCR) opened the meeting with a round of introductions. Mr. Stevenson noted that he had invited Senator Bryant, and Assemblywoman Cruz-Perez and Assemblyman Roberts to attend this meeting.

2. Bill Beans of the Bureau of Project Scope Development (BPSD) gave a summary of the presentation he will make at the Public Information Center (PIC) scheduled for April 24, 2002. Mr. Beans indicated that he will discuss the area's history, the history of the Interchange roadways, substandard features of the Interchange, the accident history of the Interchange, number of emergency responses to the accidents made by the host communities, quality of life issues, the project process, including that this project is an Environmental Impact Statement and the project roles of NJDOT, local officials and local residents. He noted that attendees at the PIC would have the opportunity to provide their ideas on how to correct this interchange. Mr. Beans indicated that he expected 200-300 people to attend the PIC.

3. Mayor Frank Filipek indicated that NJDOT must consider the project impacts to the local communities. The Mayor stressed the importance that NJDOT must place on convincing the local residents of the benefits the project will provide them.

4. Mayor Filipek expressed concern regarding the possible Right Of Way impacts the project could have. He noted that it would be impossible for him to support a project that resulted in the loss of tax ratables to Bellmawr. Mayor Filipek pointed out that there is no undeveloped land within Bellmawr that could be used to replace any tax ratables lost as a result of this project. He further noted that Bellmawr sends students to the Black Horse Regional School District which includes Gloucester Township. He explained that Bellmawr's contributions to the School District continue to increase due to the explosive growth of Gloucester Township while the number of school age children in Bellmawr has not increased. Since Bellmawr's contribution to the Regional School District is based on a flat rate, the amount that Bellmawr contributes will not decrease even if they send fewer students to the District.

5. Joe Ciano requested that NJDOT analyze the traffic at the intersection of Creek Road and Harding Avenue to determine if improvements are warranted. Mr. Beans responded that this intersection might have been included in the SkyComp Traffic counting program. Subsequent to the meeting it was noted that manual turning movement counts have been performed for the AM and PM Peak Hours at this intersection.

6. Mr. Beans presented the Concept Schemes developed to date. He described the features of the alternatives as well as the advantages and disadvantages of each.

7. Bob Kelly inquired about the value that would be placed on the impacts to wetlands versus residences or businesses during the alternatives analysis. Nick Caiazza and Bill Beans indicated that the analysis would include an evaluation of all of the potential impacts, and that no one impact would control the selection of the preferred alternative.

8. Mayor Wolk and Mayor Filipek strongly recommended that NJDOT not show the preliminary alternatives at the upcoming PIC, but instead use the PIC as an introduction to the project. They agreed that allowing the attendees to sketch up their own improvement concepts would be valuable in gaining the public's trust. Mr. Beans agreed to this recommendation.

9. At the PIC, NJDOT will provide sign-up sheets for local residents to volunteer to serve on Advisory Committees for the project.

10. Mayor Wolk asked about the status of the Turnpike Interchange with Route 42. Paul Truban responded, that although the project would complement the I-295 Interchange project, it would still not address the operational and safety deficiencies present within the Interchange.

11. George Coleman noted that there is a web site (nj.com/forums/Camden) that serves as a convenient place for people to express their opinions on public issues. He indicated that it could be anticipated that this project will become a discussion topic in this forum.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully submitted,

Charles P. Meidhof, P.E.
Goodkind & O'Dea, Inc.
A Dewberry Company

Goodkind & O'Dea, Inc.
A Dewberry Company

April 24, 2002

I-295/I-76/Rt 42 Interchange Reconstruction
New Jersey Department of Transportation
1st Public Information Center
Bellmawr, NJ
Wednesday April 24, 2002
3:00 PM–8:30 PM

Summary of the Meeting

Introduction

A total of 43 members of the public and 5 public officials attended the first Public Information Center conducted for this project. The Center was advertised and held in two sessions, with the first beginning at 3PM and the second at 6PM. During both sessions, attendees were invited to review boards and handouts, as well as review maps of the project area and offer suggestions on potential roadway improvements. A formal presentation on the project was made at each session by Bill Beans, New Jersey Department of Transportation Project Manager. This was followed by an informal question and answer period, after which each session was adjourned. Copies of the presentation can be found at http://www.state.nj.us/dot/roads/rt295/meetings.html.

Comments and questions generally fell into the following broad categories:

- Traffic and congestion
- Roadway issues
- Property issues
- Public information
- Other

The following is a summary of some of the key points made by the public (with responses by the NJDOT Project Team, where appropriate).

Traffic and Congestion

- Traffic has grown significantly in the past 5-10 years. It is expected to continue to grow as the development of South Jersey continues.
- Traffic headed for Atlantic City and the Jersey Shore cause major tie-ups on the weekend
- The route is a major commuter route into Philadelphia.
- By-pass traffic avoiding the intersection use local street in the surrounding communities causing secondary congestion and degrading the local quality of life.
- There is a lot of truck traffic at the intersection of Benigno Boulevard and Route 168, causing accidents and congestion. This traffic is a local diversion partially due to the lack of a direct connection between I-295 and Rt 42. The NJDOT Project Team replied that the "Missing Moves" project, a separate study looking at I-295 / Rt. 42 connections may address this problem This I-295/I-76/Rt 42 interchange project is an $80 million project in which the alternatives are still being developed. The I-295 / Rt. 42 Missing Moves project is a $20 million project scheduled to start design next year, with construction occurring 2-3 years following design.
- There is a lot of congestion along Benigno Boulevard by Industrial Road and at the intersection of Routes 42 and 55. Will this project alleviate this congestion? (The NJDOT Project Team noted that this would be considered as part of this study.).
- I-295 is congested due in part to the lane changes that vehicles must do to reach connecting roads. Can the connections be reconfigured to mitigate some of the congestion on I-295? (The NJDOT Project Team responded that this will be a major consideration of our study process.)
- Route 42 creates congestion that extends to Al Jo's curve. (The NJDOT Project Team responded that this project will hopefully eliminate the combination of high volumes and low design speeds at this location).

Roadway Issues

- There was concern that the highway might be moved closer to the Mt Ephraim community and through the wooded area.
- There was a desire to use a quiet roadway material, whether that's concrete or blacktop.
- A question was raised if Benigno Boulevard or Rt. 42 would be connected to the Turnpike? (The NJDOT Project Team noted that such a connection was considered as part of an earlier study, but is not being considered here, since it does not solve the interchange congestion problems. Fixing the I-295 /Rt. 42 / I-76 interchange will relieve a lot of congestion on local roads and improve local quality of life.)
- There was a concern that NJDOT would choose to impact homeowners rather than affect the Camden Diocese's cemetery.
- Can Little Timber Creek be restored to its pre-Al-Jo's curve state? (The NJDOT Project Team said that the study will look to minimize additional impacts to the environment, as well as explore various options for wetland restoration.)
- Are there short-term roadway improvements that can be made? (The NJDOT Project Team noted that some short-term improvements have already been made, while others, including signing, can be made. In addition, the Missing Moves study will also create short-term improvements.)
- There was a concern that there should be contingency improvement plans if funding availability changes.
- A question arose questioning if the Missing Moves project is be built on landfills and if so does this present a hazardous situation. (The NJDOT Project Team noted that at present the preferred alternative would be on landfills. Compaction testing and settlement platforms are currently being examined. Impacts are also being studied to determine any hazard involved. There would be no excavation and a

section of the landfill would be capped. All landfill construction must meet NJDEP approval.)

- The concern was raised that Route 55 should have been built with two lanes in each direction, rather than one, in order to accommodate the traffic that now exists.
- The concern was raised that a connection from I-295 to the New Jersey Turnpike should be built.
- The concern was raised that sound barriers should be completed along I-295. Other residents complained about the waste of money they felt the placement of sound walls was.
- Was light rail considered for this project? (The NJDOT Project Team noted that an earlier study reviewed this option, but it did not solve the operational and safety conditions in the I-295/I-76/Rt 42 interchange.)
- A question was raised how does the NJDOT assess traffic conditions in the interchange? (The NJDOT Project Team said that it is examining both traffic volume counts and aerial videotape that traces vehicle-driving patterns through the interchange.)
- The comment was made that emergency call boxes need to be available to motorists in obvious, well-marked places. Motorists need to know where they are when they report disabled vehicles.

Property Issues

- If a new highway configuration requires private property, how will NJDOT address this? (The NJDOT Project Team noted that during the EIS process any impact on private property would be identified. They also noted that specific right-of-way compensation questions would be addressed by specific representatives within the department.)

Public Information

- When will the alternatives be shown to the public? (The NJDOT Project Team stated that the process for developing alternatives that will be reviewed in the Environmental Impact Statement will include soliciting input from local elected officials, a soon-to-be-created Community Advisory Committee, and the general public. Meetings with all these groups will be conducted over the next year.)
- Will newsletters be distributed? How often? (The NJDOT Project Team just published their first newsletter. Subsequent issues will be published around significant milestones. All issues will be mailed out to our mailing list and will be available on the web site.)

Other

- How much of this project is funded with federal money? (The NJDOT Project Team stated that as the project progresses, there will be a better understanding of the federal funding share.)

- How will mass transit along Routes 42 and 55 be included and will this project incorporate any mass transit? (The NJDOT Project Team stated that it will review transit options with NJ Transit and PATCO prior to a final determination.)
- There was a concern about the number of motorists who cut through the Mt. Ephraim community to reach Route 42. There are many children in the area.

August 20, 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295/I-76/NJ 42 Interchange Reconstruction

Community Advisory Committee Meeting
August 20, 2002 – 6:30-8:30 p.m.
Bellmawr Mutual Housing Complex

Meeting Summary

CAC Meeting Attendees

2 Bellmawr Residents
Mt. Ephraim Girls Softball Association
Borough of Bellmawr Highway Department
Borough of Bellmawr Sewer Department
Center for Independent Living
Chair, Bellmawr Senior Citizen Association
Camden Co. Council on Economic Opportunity
Mt. Ephraim Resident
Dir., Diocesian Administered Cemeteries
2 Gloucester City Residents
Chair, Bellmawr Senior Citizen Association
Diocese of Camden
Bellmawr Seniors
Bellmawr Baseball
Bellmawr Park Mutual Housing
Trustee, Old Pine Farm Natural Lands Trust
Chair, Transportation Committee, Southern NJ Chamber of Commerce
Director, AAA South Jersey Public Affairs

Project Team Attendees
Bill Beans (New Jersey DOT)
Nick Caiazza (New Jersey DOT)
Patricia Feliciano (New Jersey DOT)
Steven Maslow (New Jersey DOT)
Bruce Riegel (New Jersey DOT)
Michael Russo (New Jersey DOT)
Charlie Meidhof (Dewberry-Goodkind, Inc.)
Lou Robbins (Dewberry-Goodkind, Inc.)
Arnold Bloch (Howard/Stein-Hudson Assoc.)
Stephanie Brooks (Howard/Stein-Hudson Assoc.)
Karen Rosenberger (Howard/Stein-Hudson Assoc.)

Summary
Arnold Bloch opened the meeting, and asked each Community Advisory Committee (CAC) and project team member to introduce him or herself. Bill Beans followed with a project overview. Arnold Bloch discussed the roles and responsibilities of the CAC. Lou Robbins summarized the draft Purpose and Needs Statement. This was followed by a Question and Answer session.

Summary of Question and Answer Session

- One CAC member wanted to know whether or not various intersections and traffic circles, which he characterized as "dangerous", will be addressed in the highway reconstruction, and whether or not the public will be made aware of where and when construction will begin. Project Team members responded that a good share of the alternatives screening process consists of determining what work outside of the interchange will be included in the reconstruction effort. It was specifically noted that improvements to two locations – Brooklawn Circle and the intersection of Route 168 and Beinigno Blvd. – are under current study within NJDOT as separate projects. The public will be kept abreast of the alternatives screening via this CAC group and public meetings.

- Questions were raised as to how the Project Team plans on dealing with the effect that reconstruction will have on underground utilities. Bill Beans responded that a key tool in the reconstruction process is the use of existing utility maps, to inform team members where each utility area is located. By doing so, the team will have an idea of which utilities will be most affected by the final chosen alternative.

- One CAC member asked whether or not reconstruction includes fixing the bridge near Creek Road. Project Team members replied that the bridge is scheduled for repairs in early spring of next year, but that this is not connected to the I-295/I-76/NJ 42 interchange reconstruction.

- A number of CAC members were curious as to how the Missing Moves project will affect I-295/I-76/NJ 42 reconstruction, and whether Missing Moves will improve local road access and relieve congestion off I-295 and NJ 42. Charlie Meidhof replied that The Missing Moves Project is a distinctly separate project. He described Missing Moves efforts being made to provide two ramps which do not current exist, which, in tandem with the I-295/I-76/NJ 42 reconstruction, will reduce the traffic bottleneck in local roads. Other concerns were raised by CAC about the Missing Moves project, specifically, regarding potential weaving movements between traffic entering from I-295 and wishing to stay on 42 and traffic on 42 that wishes to exit on 55 or stay 42. Another concern was the current narrowing down of Route 42 from 4 to 3 lanes in the vicinity of Route 55. Both these concerns will be addressed by NJDOT, either as part of the I-295/I-76/NJ 42 reconstruction project or the Missing Moves project.

- Questions were raised as to whether or not the reconstruction itself has already been approved and will move forward. Bill Beans replied that there is no question of the need for this project in the minds of the local officials, residents and authorities and therefore at this time the project moving forward. The issue at hand is what is the best reconstruction alternative that minimizes impact yet still achieves project goals.

- CAC members wondered what exactly in this reconstruction process is different than the earlier construction done in the area during the 1950'5 and '60's. Lou Robbins replied that this project is complying with social and environmental regulations that were not even in existence forty years ago, and is progressing in a more fair and inclusive manner.

- A CAC member asked if there were any pre-existing prohibitive regulations against reconstructing within any area, such as the cemetery. Project Team members responded that at present they are not aware of any such restrictions.

- Brief questions were asked about double ramps and the influx of more traffic and noise in the area, and the lack of sound walls. Project Team members responded that CAC members will have opportunities to provide input on the development of noise walls. Part of the reason why noise walls do not exist in certain areas is due to technical difficulties that made such construction very difficult.

- In response to queries from the CAC, Project Team members stressed that the I-295/I-76/NJ 42 interchange reconstruction will be coordinated with the Missing Moves study, Brooklawn Circle project, and a study by the New Jersey Turnpike for an Rt 42 Interchange. These studies are geared towards reducing traffic congestion and improving safety in the region. CAC members will be informed of the status of all three projects throughout their developments.

- CAC members asked if they would be informed of construction alternatives prior to the October CAC meeting. Lou Robbins and Bill Beans both replied that a package would be sent to each CAC member before the meeting, so that members can have time to look over the various alternatives and develop their comments and suggestions.

- CAC members asked if there is room for discussion of multiple solutions/alternatives that would address small sections of the highways, instead of an overall reconstruction. Bill Beans replied that a study has already been done on multiple interchange reconstruction benefits of small project areas. It was determined that only a small percentage of traffic congestion would be relieved by such projects. In order to provide the most congestion relief, the entire highway interchange needs to be reconfigured.

- In a similar vein, CAC members asked if bus lanes and/or transit had been considered. Team members responded that bus lanes, like multiple construction in small areas, provided benefits that were minimal in comparison to the need for congestion relief and safety improvements in the entire area. Transit was also determined as not effective enough, since travel patterns in the area do not occur directly from point A to B, but instead include multiple trips that only freeway reconstruction can address. Still, transit options will be considered as part of this project.

- One CAC member asked whether funding was in place yet for condemnation of property. Bill Beans replied that the project is still in the early stages prior to any considerations of property takings. He stressed that later on the team will do a detailed look at exactly which properties will be affected by each alternative being considered. This effort will be done with CAC input.

CAC Commitment

- Bill Beans stressed that CAC commitment and consistency is imperative to a successful alternatives decision-making process, and asked that each CAC member think realistically about his or her time commitments to the project. He then suggested that if any CAC member found that consistent attendance was going to be difficult, to please let us know so that another representative could be found to attend in their place. This will help in that particular issues would be consistently addressed, and their communities kept abreast of project developments.

Action Items

- CAC members requested a glossary sheet, which Lou Robbins said is forthcoming and will be included in the next CAC meeting.

- CAC members will receive information about the first-cut alternatives prior to the next CAC meeting, tentatively schedule for October 2002.

October 9, 2002

MEMORANDUM

TO: Record

FROM: Brian A. Sayre

DATE: October 10, 2002

RE: I-295/I-76/Route 42 Reconstruction
Coordination Meeting

CC: Attendees, Lou Robbins, File: 2652 – Meetings

TIME & PLACE OF MEETING: October 9, 2002, 1:30PM-4:30 PM, at NJDOT Headquarters Conference Room 3D.

PURPOSE OF MEETING: To discuss various project issues including Purpose and Need, Independent Utility (as distinct from Missing Moves project), Project Schedule, Wetland delineation methodology, and Streamlining. An agenda is attached.

IN ATTENDANCE:

NJDOT	
Bill Beans (part time visitor)	(609)-530-2471
Nick Caiazza	(609)-520-2991
JoAnn Szczech	(609)-530-3021
NJDEP - LURP	
Bob Cubberley	(609)-633-6755
Bill McLaughlin	(609)-984-0195
USACOE	
Sam Reynolds	(215)-656-5715
Mike Hayduk	(215)-656-5822
Dresdner-Robin	
Victor Furmanec	(201)-217-9200
Steve Wheeler	(201)-217-9200
Dewberry-Goodkind, Inc.	
Ms. Ileana Ivanciu	(973)-428-4909
Mr. Charles Meidhof	(856)-802-0843
Mr. Brian Sayre	(973)-428-4909

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussion proceeded:

1. Nick Caiazza presented the meeting objectives. Ileana Ivanciu presented a project overview, including a summary of the Independent Utility Statement and Purpose and Needs document. The various environmental constraints maps and alternatives were briefly introduced. Mr. Meidhof described the scope of the Interchange Reconstruction project, reviewing the project area, the deficient ramps and the Purpose and Need for the project. Ms. Ivanciu described the development of the Independent Utility Statement related to the subject project and the Missing Moves project and noted that FHWA approval has been obtained. Mr. Caiazza indicated that the impact to wetlands will be addressed for each project, with consideration for cumulative impacts. A copy of the Independent Utility Statement was provided to all attendees.

2. Ms. Ivanciu indicated that a Categorical Exclusion Document (CED) will be prepared for the Missing Moves project, as its impacts are not expected to be significant, and an EIS for the Interchange project, which may have more significant impacts. Ms. Ivanciu then reviewed the FHWA requirements for a CED and noted that various alternatives had already been reviewed for the Missing Moves project and that the local communities support the Initially Preferred Alternative (IPA) shown on the display map. The IPA avoids impacts to businesses and homes in the local communities, traverses three inactive landfills and is expected to have minor impacts to wetlands and natural resources.

3. Bill McLaughlin discussed his concerns that there may be other alternatives for the I-295/I-76/Rt 42 Interchange that should be looked at, in addition to the "unrestricted" alternative and the various alternatives that use the existing corridor. Mr. McLaughlin will be reviewing the Missing Moves wetland permit application and is concerned that the wetland impacts of the two projects should be looked at "holistically". Sam Reynolds expressed his concerns regarding the potential impacts to the aquatic systems with the various alternatives that use the existing corridor along Little Timber Creek.

4. Bob Cubberley stated that the Independent Utility of each project must be established before any permits will be issued for the Missing Moves project. Mr. Cubberley also indicated that we will need to obtain agreement from NJDEP management, as well as from all other Agencies involved. Mr. Cubberley suggested that we review the requirements for a Waterfront Development Permit (500' from Mean High Water) and determine if there are any Riparian claims/grants, both present and historical (based on Tidelands Maps from NJDEP). Impacts to tidelands should be minimized in the reconstruction project.

5. Steve Wheeler discussed the NJDEP wetland mapping displayed and indicated that Dresdner-Robin has performed a field reconnaissance of the wetland areas. Mr. Wheeler asked about the level of effort that is needed for the wetland delineation at this time. Mr. Cubberley and Mr. Reynolds suggested that, for the baseline study, a photo review be completed of the entire Study Area to ID all wetlands that could potentially be affected by any alternative. Permit-delineation ?? was recommended for the alternatives that will be carried through the EIS process.

6. Both the NJDEP and the ACOE asked how the limits of the Study Area were established. Illeana Ivanciu stated that the limits were established as part of the review areas for the various environmental disciplines being evaluated. Both Agencies suggested that, for the Streamlining meeting, all involved agencies (NJDEP, NJDOT, USACE, FHWA, EPA, Fish and Wildlife, Coast Guard, National Marine Fisheries) must be present and agree on the Study Area, as well as on the range of reasonable alternatives that should be considered.

7. Nick Caiazza presented a tentative Schedule, talked about project Purpose and Need, and the November Streamlining meeting, whose objective is to agree on Study Area.

8. Illeana Ivanciu indicated that we have used photo review, with field checking, to prepare the baseline study and develop the range of alternatives. We are in the process of developing the criteria to screen the alternatives to approximately 6 for the next meeting.

9. Bill McLaughlin stated that areas of Wild Rice (Zizania aquatica) exist along the Little Timber Creek and must be identified as a valuable resource and considered in the review of alternatives.

10. Bob Cubberley noted that all historic tideland claims must be reviewed and shown on site maps.

11. Mr. Cubberley also indicated that a Waterfront Development permit will be needed and that consistency with Coastal Zone Management compliance (Special Areas) must be reviewed if the EIS is to be used as a basis for obtaining NJDEP permits.

12. The second streamlining meeting will be used to discuss the range of alternatives and agree on a narrowed-down list of alternatives to be considered in the EIS.

13. Field delineation of wetlands may begin in March/April of 2003 for the alternative to be carried through the EIS process. Mr. Reynolds and Mr. McLaughlin both indicated that

the more advance notice they receive prior to the delineation, the better for them to schedule their site inspections.

14. Mr. Reynolds suggested that contact should be made with the Coast Guard in regard to their jurisdiction and the navigability of the creeks involved. Mr. Reynolds also indicated that he believes that there may be a Memorandum of Agreement between the Coast Guard and the FHWA regarding their jurisdiction. Mr. Caiazza indicated that the Coast Guard has responded to FHWA NOI stating that they do not have jurisdiction in the project area.

15. Bill McLaughlin said that the EIS must include reviews of potential archeological sites and endangered species. He also indicated that the EIS should include computer modeling of stormwater pollutant runoff and impact on surface water quality, based on projected traffic volumes.

16. Ms. Ivanciu then summarized the discussions and wetland delineation schedule:
    - The NJDEP wetlands maps, with field checking, will be used to develop baseline environmental data for the project area.
    - Notify the NJDEP and ACOE of the delineation start date as soon as it is determined. The NJDEP and ACOE need to be notified approximately 2 months prior to the need for their field verification of the wetlands.
    - The wetlands will be field delineated starting March/April 2003.
    - Review the previous wetland delineations completed for the Sound Barrier project, verify and re-flag the wetlands, if necessary.
    - Use GPS to locate the wetland flagging, as vegetation is too thick for surveying.
    - Prepare and submit wetland report, delineation maps and LOI / JD request.
    - Field verification with NJDEP and ACOE (EPA will determine if isolated wetlands are "waters of the US")
    - The Draft EIS / TESs will be based on the field-delineated wetlands for all alternatives evaluated in the EIS.

17. Mr. Reynolds pointed out that the project must also include a review of secondary impacts to wetlands from, e.g. fill in a portion of a wetland that cuts off flow to another portion of the wetland or if water backs up into a wetland due to fill. Borrow and fill areas, as well as disposal sites, should be reviewed for use as potential mitigation sites.

18. Mr. McLaughlin stated that the wetland maps' scale should be no less than 1' = 50' and that FEMA maps can be used to locate floodplains.

19. It was recommended that, since the Interchange may not be constructed during the 5 year life of the LOI and JD letters, that an application for an extension should be submitted to the two agencies prior to the expiration of the permits.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Brian A. Sayre
Dewberry-Goodkind, Inc.
A Dewberry Company

November 12, 2002

MEMORANDUM

TO: Files (2652 Meetings)

FROM: Jeff Roken

DATE: November 15, 2002

RE: Meeting Minutes
I-295/I-76/Route 42 Interchange
Local Officials Briefing – 11/12/02

CC: Attendees, Illeana Ivanciu, Tony Lee, File: 2652-Meetings, 2652-Chrono

---

TIME & PLACE OF MEETING: November 12, 2002, 10:00 AM, Gloucester Towne Community Room, Gloucester City, NJ

PURPOSE OF MEETING: To introduce the project alternatives to local officials prior to the Community Action Committee Meeting.

IN ATTENDANCE:

New Jersey Department of Transportation (NJDOT)

Name:	Representing:	Phone:
Mr. Michael Russo	BPSD	(609)-530-3026
Mr. Bill Beans	BPSD	(609)-530-2471
Ms. Meredith Hammond	BPSD	(609)-530-2859
Mr. Scott Deeck	BPSD	(609)-530-4579
Mr. Nick Caiazza	E-Team	(609)-530-2991
Ms. Patricia Feliciano	OCR	(609)-530-2110
Camden County		
Mr. Bob Kelly	County Engineer	(856)-783-0043
DVRPC		
Mr. John Ward		(215)-592-9125
Gloucester City		
Mr. Eric Fetteriff		(856)-456-7105
Mr. Bob Gorman	Mayor	(856)-456-0205

Borough of Bellmawr
Mr. George Coleman (856)-933-1313
Mr. Frank Filipek Mayor (856)-933-1313

Assemblyman Joe Roberts, District 5
Mr. Jason Gonzalez (856)-742-7600

Mt. Ephraim
Mr. Joe Wolk Mayor (856)-931-1546

Dewberry-Goodkind, Inc.
Mr. Louis Robbins (201)-438-6166
Mr. Charles Meidhof (856)-802-0843
Mr. Jeff Roken (856)-802-0843

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussion proceeded:

1. Bill Beans opened the meeting by introducing Meredith Hammond as the new Project Lead from NJDOT.

   Mr. Beans explained how we are about to present the alternatives to the public. He stressed the importance of addressing the goals for fixing I-295, meeting agency requirements, and addressing quality of life issues for the community.

2. Mr. Beans discussed the Project Schedule flow-chart and explained where we currently stand.

3. Mr. Beans gave the floor to Lou Robbins explained the Initial Alternative short-list Screening Matrix. Mr. Robbins described the criteria for rating the sensitivity of possible impacts from each alternative.

   - Mayor Filipek explained that Bell Farm is not a historic site. A developer has bought the property and is planning to build senior citizen housing there.
   - John Ward from DVRPC asked if it was possible to weigh the impacts listed on the matrix by importance. Lou Robbins answered that it would not be possible because different reviewing agencies would consider their concerns more important than others.

4. Mr. Beans described each interchange alternative that has been prepared and noted the impacts of each. He then addressed any questions associated with the alternatives. The team explained that we were looking for comments, suggestions or additional alternatives from the local public officials and the general public at this time. The following were questions on the project:

   - Bob Gorman asked if mass transit was considered as a possible alternative. Mr. Beans informed him that it was not a viable alternative. It had previously been looked at the benefits were deemed few.
   - Mr. Filipek asked if Bishop DiMaurzio had been notified about the project. Mr. Beans said that a representative from the diocese is on the CAC.
   - Mr. Filipek requested thirteen (13) copies of the Local Officials Briefing Report.
   - Eric Fetteriff asked if sound barriers were ineffective at a certain elevation, i.e. on a viaduct. Mr. Beans stated that a noise study would be a major component of this project.
   - Jason Gonzalez, from Assemblyman Robert's office, asked about the two "missing moves" at this interchange. Mr. Beans explained how the Missing Moves is a separate project and is scheduled to precede this project.
   - Joe Wolk, Mayor of Mt. Ephraim, inquired about the cost of the project. Mr. Beans informed him that the cost has not been looked at.
   - Mr. Wolk then asked who actually chooses the alternative that would be constructed. Mr. Beans explained how the reviewing agencies would narrow down the alternatives to a select few. From the remaining alternatives, the one that best meets the project need, with the least amount of impacts would be chosen as the preferred alternative.
   - Mr. Wolk wanted to know the timeframe for the project. Michael Russo explained that a preferred alternative should be chosen around 2005.
   - Mr. Wolk asked about the magnitude of this project. Mr. Beans explained that this project is large but NJDOT has constructed projects of this size before; most recently, the Atlantic City-Brigantine Connector.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Jeff Roken, Project Engineer
Dewberry-Goodkind, Inc.
A Dewberry Company

November 14, 2002

MEMORANDUM

TO: Record

FROM: Brian A. Sayre

DATE: November 18, 2002

RE: I-295/I-76/Route 42 Reconstruction
Streamlining / Coordination Meeting

CC: Attendees, File: 2652 – Meetings

TIME & PLACE OF MEETING: November 14, 2002, 10:00 AM - 1:30 PM, at NJDOT Headquarters Conference Room 3A.

PURPOSE OF MEETING: To discuss various project issues including Streamlining Process, Purpose and Need, Independent Utility (as distinct from Missing Moves project) and Project Schedule. An agenda is attached.

IN ATTENDANCE:

NJDOT	
Bill Beans	(609)-530-2471
Nick Caiazza	(609)-520-2991
Michael Russo	(609)-530-3026
Meredith Hammond	(609)-530-2859
Bruce Riegel	(609)-530-4232
Steven Maslow	(609)-530-2832
FHWA	
Lourdes Castaneda	(609)-637-4237
Jeanette Mar	(609)-637-4203
Mike La Pietra	(609)-637-4208
NJDEP - LURP	
Bob Cubberley	(609)-633-6755
Bill McLaughlin	(609)-633-6755
NJDEP – HPO	
Steven Hardegen	(609)-984-0141
NJDEP – OPC	
Ken Koschek	(609)-292-2662
USACOE	
Mike Hayduk	(215)-656-5822
USF&WS	
Carlo Popolizio	(609)-383-3938
DRBC	
Tom Brand	(609)-883-9500

Dewberry-Goodkind, Inc.	
Lou Robbins	(856)-802-0843
Ms. Ileana Ivanciu	(973)-428-4909
Mr. Charles Meidhof	(856)-802-0843
Mr. Brian Sayre	(973)-428-4909

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussion proceeded:

1. All attendees introduced themselves. Lourdes Castaneda then briefly welcomed everyone and presented the objectives of the Streamlining Process and the fact that the process was created through an Executive Order of the President. Bill Beans then reviewed the Streamlining Process and its goals and the need for commitments from all parties. Mr. Beans said that the Streamlining Process had been adapted for use by the NJDOT, and that the approval process should take from 1 to 1.5 years. He also discussed the history of the interchange project, from construction in the early 1960's during the Cold War, through the present conditions. Mr. Beans revealed that a National Guard property was located in the straight-line path of I-295 and, due to the tensions of the Cold War and the responsibilities of the National Guard, the roadway could not be constructed as a direct through-route. Consequently, it was constructed in its present location and configuration. He discussed the fact that, with the existing surrounding development and waterways, there are many environmental and cultural constraints to consider in the design. Mr. Beans reviewed the many Stakeholders in the project – FHWA, NJDOT, Authorized Agencies, elected officials, consultants and the public / CAC. He finished with a brief discussion of the Project Flow Chart, indicating the many meetings to be held between the Stakeholders and the significant coordination that has been and will be required to gain their approvals.

2. Nick Caiazza presented a review of the NEPA process as related to the project and the many meetings that have been held to inform the Stakeholders and further the project:
   - Notice of Intent (NOI) dated October 24, 2001;
   - Currently in Scoping Phase;
   - Notice of Planned Action (NOPA) dated December 10, 2001;
   - Partnering Meetings dated December 11 and 12, 2001
   - Public Meeting held April 24, 2002; and
   - Individual Agency meetings
     - SHPO on September 24, 2002
     - ACOE and NJDEP on October 9, 2002

   Mr. Caiazza reviewed the various Agencies' responses to the NOPA:
   - ACOE – acknowledged receipt;

- EPA – provided an detailed response;
- NJDEP – expressed concern with water quality during construction;
- NJT – expressed a desire to coordinate activities;
- USF&WS – revealed that there are no T & E species in the project area;
- National Marine Fisheries – indicated no T & E species or critical habitat;
- NJTA – no comment; and
- USCG – indicated no jurisdiction in the project area.

Mr. Caiazza then reviewed the EIS process for the project, discussing the project scoping, the preparation of the Purpose and Needs Statement and the development of alternatives. He also laid out the potential project Schedule:

- ACTS – 2003;
- TES – 2004;
- DEIS – 2005; and
- FEIS – 2006.

Mr. Caiazza also discussed the Streamlining Process as it relates to NEPA. He indicated that the goal of the Streamlining Process is to develop an efficient process, with a predictable schedule, to produce a reasonable EIS document. Another goal is to merge the NEPA and Section 404 process in regard to the ACOE requirements, as well as for NJDEP requirements, if possible. Streamlining is intended as a method to reach a progressive consensus between all Stakeholders in order to move ahead to the next step in the process. Mr. Caiazza indicated that several other states, including Indiana, Texas, Pennsylvania, California and Massachusetts are successfully utilizing the Streamlining Process. He then discussed the Concurrence Form that would have to be signed by all Agencies involved. The Concurrence Form indicates agreement on the major issues and the fact that these issues do not need to be re-visited, unless something significant shows up in the future. He also indicated that meetings can be added to the Schedule with all Stakeholders or with individual Agencies, as needed, to ensure that everyone is comfortable with the process.

3. Ken Koschek expressed concern that his office may not be able to agree with all of the Streamlining Process steps, due to the permit regulatory process. Similarly, Bob

   Cubberley indicated that the NJDEP wishes to avoid pre-judging or even the perception of pre-judging permit applications. Mike Hayduk also indicated that the ACOE does not want to be locked into an approval in the event that something new turns up in the future, e.g. a T & E species is later found in the project area. However, Ileana Ivanciu said that the Agencies can see all of the information / TES results as they are generated, for review and approval. Mr. Koschek expressed further concern that personnel may change over the course of the project, and they may not be familiar with the previous agreements. He also commented that regulations may change that would require taking a new look at various issues. He said that workload is also an issue as there are only 2 people in his office to review applications. Nick Caiazza said that is just what the Concurrence Form is for, i.e. to avoid having to re-visit the same issues over and over with new personnel.

4. Bill McLaughlin asked if the Concurrence Form means that it is OK to proceed to the next phase. He also inquired if signing the Concurrence Form can indicate agreement without prejudice, i.e. if a new issue comes up. Bill Beans said that that is the whole point of Concurrence, to agree to the major issues and move on to the next phase with, however, the opportunity to re-visit an issue if the underlying facts change. Mr. Beans also said that the process has been working well in other states, e.g. Pennsylvania and Massachusetts.

5. Bob Cubberley said that for the last 10 months the NJDEP has had a group dedicated to NJDOT project review. However, he said that they will need to go step by step in the regulatory approval process and that we need to be aware that regulations may change. Mr. Cubberley and Mr. Koschek indicated that NJDEP management, and Mr. Brand indicated that DRBC management, may be hesitant to sign the Concurrence Form if they feel that they cannot go back to re-visit previously agreed-upon issues. Mr. Caiazza and Mr. Beans said that the NJDOT believes that signing the Concurrence Form is important, especially if there are personnel changes, so that the issues can be addressed, agreed upon and then move on to the next phase.

6. Ken Koschek asked who is expected to sign the Concurrence Form – all of the NJDEP offices involved or just 1 sign-off by upper management. Nick Caiazza said that the NJDOT would like 1 sign-off by NJDEP as a whole, but if the various offices want to sign individually, that is OK, also. Lourdes Castaneda said that the FHWA would like the meeting participants to sign off or recommend to their management that they sign off.

7. Bill McLaughlin said that he thinks the Streamlining Process could work well by keeping everyone informed and by addressing issues as they arise; it will prevent "silence" between the parties and help keep the various steps on schedule. Mike Hayduk views the process as a long-term pre-application meeting. Mr. Cubberley and Mr. McLaughlin indicated that they will take the Streamlining Process / Concurrence Form back to NJDEP, review them with management and make comments. Mr. McLaughlin questioned if the form must be called a Concurrence Form. Bill Beans said that the name of the form can be changed if necessary, as long as some form of agreement is recognized. Nick Caiazza also said that the Project Flow Chart is viewed as a "living document", constantly revised and updated as necessary.

8. After a short break, Bill Beans reviewed the Purpose and Needs Statement:
   - Operational and geometric deficiencies in the I-295 Interchange;
   - Substandard bridges and ramps;
   - Local road congestion and air pollution; and
   - Accident rates well above average.

9. Mike Hayduk and Tom Brand felt that the Purpose and Needs (P & N) Statement should state that a direct through-connection on I-295 is the purpose/need of the project. Lou Robbins and Ileana Ivanciu both said that these ideas are already expressed in the document. Bill McLaughlin said that the document should state that the project purpose

is to design a road on which 55 or 60 MPH can be maintained, assuming that lower design speeds are not being considered. Nick Caiazza confirmed that the design speed must be at least 55 MPH, the same as the incoming and outgoing speed limits. Ms. Ivanciu said that the P & N states that it must meet driver's expectations, i.e. for traveling at speeds expected on an interstate highway. Mr. Cubberley felt that the P & N Statement should emphasize that the purpose is for "improved driver's expectations".

10. Bill McLaughlin indicated that the Goals and Objectives should emphasize that the project will not preclude other types of transportation, including pedestrian and bicycles, i.e. that it will enhance opportunities for other modes of transportation. He also suggested that the Goals and Objectives should include the phrase "in accordance with the State Development and Re-development Plan. Bill Beans said that the area is already fully developed, although there will be re-development in the area. Mr. McLaughlin also suggested that the Goals and Objectives should state that the project will provide vertical clearances under structures to accommodate intermodal traffic. Other suggestions for the Goals and Objectives items are:
    - Include "Avoid, minimize or mitigate environmental and cultural impacts.
    - Remove the "Conduct a streamlined agency coordination process…" item; and
    - Remove the "Create and maintain an ongoing public outreach…" item.

11. Bill Beans reviewed the P & N and Independent Utility Statement for the Missing Moves project. He explained that the TIS had concluded that the Missing Moves project should move ahead independently of the I-295 Interchange project, since it has a different Purpose and Need as well as Independent Utility. He further explained that the I-295 Interchange project will require an EIS while the Missing Moves project will proceed

    with a CED. Tom Brand asked whether construction of the Missing Moves ramps in the landfill will be a problem. Mr. Beans explained the issue of Shock Sensitive Materials (SSM), i.e. that there is a record of Dupont disposing of SSM in the landfill, although the roadway itself will be elevated above the landfill surface and the only structure footings will be outside the limits of the actual landfill. Ileana Ivanciu indicated that Vicky Galofre is the NJDEP Case Manager; Bob Cubberley indicated that they would coordinate with Ms. Galofre.

12. Bill McLaughlin asked if the Missing Moves project precludes any alternatives for the I-295 project. He is concerned about proceeding with approvals for the Missing Moves project without having seen all the potential alternatives for the I-295 Interchange project. He also indicated that there may be other alternatives for the Missing Moves project, rather than through the landfill. Lou Robbins and Bill Beans indicated that these projects have been in development for several years and that many alternatives have been examined. Mike La Pietra said that there are no benefits to going with a longer route, through more houses/businesses for the I-295 project. Bob Cubberley agreed that the purpose of the Missing Moves project is to eliminate traffic from the Interchange. Mr. McLaughlin also questioned how the roadway runoff from the Missing Moves project will be treated, separately from the I-295 runoff and landfill runoff. Lou Robbins explained that the runoff from the two projects will be treated separately; the runoff from

the Missing Moves will be treated on the Missing Moves project, separate from both the landfill and I-295.

13. Bill McLaughlin indicated that the NJDEP will need to be comfortable with the Independent Utility of the two projects. Even if the NJDEP is OK with the concept, once a permit is issued, outside groups may object, saying that other alternatives for the I-295 project were precluded by the construction of the Missing Moves project. He also indicated that it would be better if the schedule for the Missing Moves permit approvals can be coordinated with the review of the I-295 short list of alternatives.

14. Nick Caiazza began to wrap-up the meeting by reviewing the agreed-upon changes to the P & N Statement. Ken Koschek asked that the revised P & N Statement and the Concurrence Form be sent to all parties for review and comment. Ileana Ivanciu said that the revised P & N will be sent to all parties by November 21, 2002. Nick Caiazza said that graphics of the various alternatives will be sent out for review. Bill McLaughlin requested roadway cross-sections or a typical section for review. Lou Robbins indicated that details of each alternative will be provided, i.e. how much impact to wetlands, how many houses/businesses impacted, etc.

15. Ileana Ivanciu set up a tentative schedule:
    - Send out revised P & N Statement and Concurrence Form - Nov. 21
    - Receive signature or comments on Concurrence Form - Dec. 7
    - Send out initial alternatives package - Dec. 7
    - Next meeting - Dec. 17

16. Lou Robbins asked if we can use our web site to provide information, including the alternatives for review. Everyone agreed, so it was decided that Dewberry-Goodkind will e-mail everyone attending the meeting with our web site address. Lou Robbins then asked if everyone agreed with the revisions discussed for the P & N Statement or had other items to add. There were no other suggestions. Bill McLaughlin repeated that he could not yet agree with the Independent Utility of the two projects until the short list of alternatives has been determined for the I-295 project. Mr. Robbins asked if there were any other concerns in regard to the Independent Utility and there was no comment.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Brian A. Sayre
Dewberry-Goodkind, Inc.
A Dewberry Company

November 21, 2002

NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295/I-76/Route 42 Interchange Reconstruction

Second Community Advisory Committee (CAC) Meeting
November 21, 2002 – 6:00-8:30 p.m.
Bellmawr Community Center

Meeting Summary

CAC Meeting Attendees
Bellmawr Resident
Bellmawr Resident
Gloucester City Senior Citizens Association
Mt. Ephraim Girls Softball Association
Borough of Bellmawr Highway Department
Borough of Bellmawr Sewer Department
Chair, Bellmawr Senior Citizen Association
Delaware Valley Regional Planning Commission
Camden Co. Council on Economic Opportunity
Mt. Ephraim Resident
Dir., Diocesan Administered Cemeteries
Gloucester City Resident
Senior Citizens United Community Services of Camden County
Korman Interstate Business Park
Chair, Bellmawr Senior Citizen Association
Gloucester County
Diocese of Camden
Bellmawr Seniors
Bellmawr Baseball
Bellmawr Park Mutual Housing
Trustee, Old Pine Farm Natural Lands Trust
Gloucester City Resident
Chair, Transportation Committee, Southern NJ Chamber of Commerce
Director, AAA South Jersey Public Affairs

Project Team Attendees
Bill Beans (New Jersey DOT)
Nick Caiazza (New Jersey DOT)
Scott Deeck (New Jersey DOT)
Patricia Feliciano (New Jersey DOT)
Meredith Hammond (New Jersey DOT)
Steven Maslow (New Jersey DOT)
Bruce Riegel (New Jersey DOT)
Michael Russo (New Jersey DOT)
Jackie Gaskill (Dewberry-Goodkind, Inc.)
Mike Greenberg (Dewberry-Goodkind, Inc.)
Kirt Ladwa (Dewberry-Goodkind, Inc.)
Charlie Meidhof (Dewberry-Goodkind, Inc.)
Lou Robbins (Dewberry-Goodkind, Inc.)
Arnold Bloch (Howard/Stein-Hudson Assoc.)
Karen Rosenberger (Howard/Stein-Hudson Assoc.)

Summary

Arnold Bloch welcomed everyone and presented the objectives of the meeting:
- To receive input about previous items given to the CAC.
- To present the evaluation criteria/process for initial alternatives
- To present the initial alternatives
- To discuss CAC member reactions to the new material
- To charge the CAC with the goal of obtaining further input from the public on the new material.

Mr. Bloch asked if there were any comments on the draft summary of the previous meeting—there were none. He presented the tentative schedule for upcoming meetings: possible CAC meetings in early January and March were discussed, as well as a public information center in the spring. He then confirmed that everyone received updated materials for their Resource Books. He also asked if there any comments on the draft Purpose and Need Statement—there were none.

Lou Robbins discussed the project Flow Chart. He then described the Evaluation Criteria and process for winnowing down the number of initial alternatives to a fewer number that will be studied in depth in the Environmental Impact Statement (EIS).
Bill Beans then discussed the nine initial alternatives and briefly described the rational for each alternative plus some potential impacts/advantages of each.

Following the Question/Answer and Comment session, Mr. Bloch reminded everyone to seek input from others about the evaluation criteria/process and the initial alternatives.

Summary of Question and Answer Session

- One CAC member asked if the same information on the project was available to public officials. Lou Robbins responded that they receive essentially the same information at Local Official's Briefings. He noted that such a briefing was held on November 12, where local officials were presented with the same information about evaluation criteria/evaluation process and the initial alternatives.
- Concern was expressed about the proposed design speed limit on ramps being lower than the speed limit on the mainline (45 MPH design vs. 60 MPH design). In reply to the question, Lou Robbins indicated that increasing the speed limit would mean increasing the radius of the curve, which would have more impacts, specifically, property takings or impacts to natural resources, which NJDOT was seeking to avoid. Mr. Robbins also indicated the recommended standard design speed for direct connection ramps between main line roadways was 35 to 50 MPH. and that NJDOT always designs for a higher than posted speed. For example, a ramp with a posted speed of 40 MPH would be designed for 45 MPH. Our proposed design speed for direct connect ramps on this project is 45 MPH.
- A CAC member asked what the cost of construction per lane/foot was estimated to be, and whether the cost would be included in the evaluation matrix. Mr. Robbins noted that at this time the detailed engineering required to produce a good construction cost estimate had not been performed, and that cost would not be part of the evaluation matrix.
- One member asked how NJDOT evaluates ROW impacts and if NJDOT accounts for whether a building is owned or leased. Mr. Robbins replied that at this level of screening no such distinction would be made. Mike Russo explained that there is a different acquisition process for compensating renters vs. property owners. Bill Beans added that during the EIS, a detailed evaluation could be considered.

- A question was asked about the evaluation of wetland values and whether NJDOT was evaluating wetlands by acres of wetlands removed or by considering the impact of wetland losses to local residents. Lou Robbins replied that tidal and non-tidal wetlands have different resource values, and that both the acreage and value are evaluated during wetlands consideration. Nick Caiazza said this issue would be more carefully evaluated in the EIS, which will evaluate potential flooding issues, and water flow impacts resulting from wetland losses. Additionally, Mike Russo said NJDOT would explore options to enhance wetland areas wherever possible, and noted that there may be opportunities for habitat restoration in the area of AlJo's Curve.
- Concern was raised about the evaluation of noise and air pollution. Mr. Robbins responded that studies are not currently being done, but will begin with the EIS phase. NJDOT plans to create noise simulations that will use actual roadway noises to illustrate the current conditions and show comparisons to calibrated noise levels after noise walls are installed.
- One member asked why the Missing Moves project was not included with this reconstruction project. Mr. Robbins noted that the two projects serve different purposes, and required different levels of evaluation of impacts. The Missing Moves project can also be constructed sooner, offering more immediate improvements.
- One member wanted to know if there were graphic examples of a 1500 ft. viaduct, since some of the alternatives show large viaducts. Lou Robbins responded that NJDOT would show examples at the next meeting, but that members could consider that I-95 south of Philadelphia is a three-level viaduct, Rt. 29 in Trenton is a viaduct greater than 2000 ft, and that the Atlantic City Expressway from Routes 52 to 42 is much smaller, about 300 feet.
- One member wanted to know why the maps of the initial alternatives were no oriented with north oriented to the top of the page. It was explained that the alternatives were mapped with North to the right (which is a technically acceptable alternative to North being at the top) in order to fit in adequate study area information on one sheet (or one board)
- Concern was expressed that Ramp A, which is common to all initial alternatives, would impact the community negatively and should be removed completely Charles Meidhof explained that the main area of focus has been I-295; therefore, at this point, NJDOT hasn't considered relocating other roadways in the study area, such as Rt. 42 (which could potentially obviate the need for Ramp A). However, there may be opportunities to change the ramps on Route 42. Mr. Russo reiterated that there are definite opportunities to tweak the schemes to minimize impacts. One member asked if accident ratings for each alternative had been considered. Mr. Robbins replied that all alternatives would be designed to be safe. All options eliminate the need for weaving movements, which is currently the most dangerous part of the roadway configuration.
- A comment was made that there is a lot of development near Rt. 42. Team members responded that this would be considered in the development and analysis of alternatives. For example, new two-lane ramps would accommodate traffic volumes estimated to occur by the year 2030.
- One member informed the group that there are 3098 graves in each cemetery quadrant and asked what kind of structure would be considered for Alternative I, which passes through the cemetery. Mr. Beans said that this has not been determined yet.
- One member asked if weaving movements from the exit ramps at Route 168 and Leaf Avenue were taken into consideration. Mr. Robbins replied to the question saying that the project team is doing a study on Origin and Destination (O&D), which will assess the severity of the problem. Constructing improvements to provide a safe weave will be a major consideration.

- Construction duration was raised. A member wanted to know if duration would be considered in the alternative screening. Lou Robbins noted that this is one of the considerations in the evaluation criterion "constructability".

December 17, 2002

MEMORANDUM

TO: Record

FROM: Ileana S. Ivanciu

DATE: January 12, 2003

RE: I-295/I-76/Route 42 Reconstruction
Agency Coordination Meeting

CC: Attendees, File: 2652 – Meetings

TIME & PLACE OF MEETING: December 17, 2002, 1:30PM PM, at NJDOT Headquarters, Conference Room 3D.

PURPOSE OF MEETING: To discuss various project issues including review of Purpose and Need concurrence statement, overview of community action committee activities and input, review of baseline environmental data and review of initial alternatives developed to date. An agenda and attendees list are attached.

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussion proceeded:

1. Nick Caiazza presented the meeting objectives and reviewed status of purpose and need concurrence.
2. NJDEP LURP representatives indicated that they would not be able to sign the concurrence form due to concerns related to potentially prejudging the application; however they expressed no objections to the Purpose and Need statement, offering verbal concurrence.
3. There were no objections to the revised Purpose and Need statement as written from the rest of the participants.
4. Mike Russo provided an overview of CAC activities which included a partnering session, a public information center, and 2 committee meetings.

5. Bill McLaughlin recommended that parklands representatives at county level be invited in the CAC, as well as Green Acres representatives.
6. The next partnering session was discussed including the level of participation from Agencies, which was recommended to be at Director/Assistant Commissioner level.
7. Nick Caiazza presented a summary of the baseline environmental data collected to-date. The data was collected using NJDEP GIS data bases, and consultant field efforts to verify the data. The data regarding land use, minority populations, noise, vegetation and wetlands, cultural resources, 4(f) and hazardous waste sites within the project area was summarized based on the maps included in the February 2002 Summary Report. The report was included in the Agency Resource book distributed to all participants.
8. The following recommendations were made by the participants:
9. Detailed information regarding the status of hazardous waste sites identified in the project area should be included in the TES.
10. National Heritage Database search should be updated and the field survey should revisit the historic habitat sites in the project area including swamp pink historic habitats.
11. Identify the locations of the dense stands of wild rice reported in the project area and check all sources for sensitive habitat that may be affected by the project including NMFS.
12. Charlie Meidhof presented the alternatives developed to date. Nine alternatives designated A through I were developed taking into consideration all of the historic information existing on this project, including concepts developed by the NJDOT and previous consultants on the project.
13. The team used the context driven process, basically taking into consideration the context of the project including environmental and social context baseline data to develop alternatives that would avoid or minimize impacts to all known environmental disciplines to the greatest extent possible while also meeting the purpose and need of the project.
14. Once the first two alternatives were reviewed, the ACOE representative made the comment that the purpose and need statement should clearly state the objective of placing I-295 on its own alignment. This would alleviate concerns regarding the independent utility issues associated with the Missing Moves project. The project team will revise the purpose and need statement to take into consideration this comment and the revised version will be presented in the next agency coordination meeting.

15. A recommendation was made to show with every alternative the existing conditions along with the alternative proposed on the same drawing, perhaps using an acetate layer or other technical means to depict the existing conditions.

16. A tunnel alternative was recommended – several alignments may have to be evaluated for this alternative.

17. Use of different font style to identify alternative "I" was recommended, so as to avoid confusion in the name of this alternative.

18. Alternative maps and a summary table including the estimated acreage of impacted wetlands areas were distributed. NJDEP LURP representatives expressed an interest in obtaining similar impact data for all other environmental disciplines, so as to be able to compare alternatives on an equal footing.

19. Nick Caiazza explained the team objective was to develop these data to be used in the screening process. The next Coordination Meeting will be used to discuss the screening criteria and the matrix that the team has drafted for this purpose. This meeting was tentatively scheduled for 1/23/02 at the ACOE offices in Philadelphia.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Ileana S. Ivanciu
Dewberry-Goodkind, Inc.
A Dewberry Company

January 7, 2003

NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295/I-76/Rte 42 Interchange Reconstruction

Third Community Advisory Committee (CAC) Meeting
January 7, 2003 – 6:00-8:30 p.m.
Bellmawr Community Center

Draft Meeting Summary

CAC Meeting Attendees
2 Bellmawr Resident
Mt. Ephraim Girls Softball Association
Borough of Bellmawr Highway Department
Bellmawr Senior Citizen Association)
Delaware Valley Regional Planning Commission
Mt. Ephraim Resident
Diocesan Administered Cemeteries
Gloucester City Resident
Korman Interstate Business Park
Chair, Bellmawr Senior Citizen Association
Bellmawr Seniors
Bellmawr Baseball
Bellmawr Park Mutual Housing
Trustee, Old Pine Farm Natural Lands Trust
Old Pine Farm Natural Lands Trust
Chair, Transportation Committee, Southern NJ Chamber of Commerce
Director, AAA South Jersey Public Affairs

Project Team Attendees
Nick Caiazza (New Jersey DOT)
Scott Deeck (New Jersey DOT)
Bruce Riegel (New Jersey DOT)
Michael Russo (New Jersey DOT)
Michael Greenberg (Dewberry)
Charlie Meidhof (Dewberry)
Lou Robbins (Dewberry)
Arnold Bloch (Howard/Stein-Hudson Assoc.)
Karen Rosenberger (Howard/Stein-Hudson Assoc.)

Summary of Presentations
Arnold Bloch welcomed attendees, gave a brief re-introduction of the project, and asked for comments on the summary of the November 2002 CAC meeting. There were no comments on summary content.

Mike Russo discussed the status of the Environmental Coordination. He explained what has happened since the November 2002 CAC meeting and highlighted meetings of importance scheduled in the near future:

- The purpose and need statement was approved.
- NJDOT is providing information to DVRPC to keep them up to date on project related issues.
- An Agency Coordination Meeting was held on December 17, 2002.
- An additional Agency Coordination Meeting is expected in late January.
- A partnering Meeting was tentatively scheduled for March.
- The need for a fourth CAC meeting is being discussed.

Charles Meidhof reviewed additional initial alternatives that had been created since the November 2002 CAC meeting. A revised alignment for Alternative A included "pinching" in the I-76/Rt 42 mainline to help with residential impacts and eliminate a weave, as per a suggestion at the November 2002 CAC meeting. Several other similar alternatives could be altered in the same way once the revision is fully completed. The preliminary impacts will be discussed as the revisions are made.

A working drawing of Alternative D was shown to include a tunnel option. Any tunnel alternative would have similar Right of Way (ROW) impacts as the surface alternatives they were created from. The reason for this is that the construction of the tunnel would likely utilize a cut and cover construction technique for most of its alignment.

Mr. Meidhof also reviewed a ROW impacts chart. The chart contained the preliminary impacts that each initial alternative might have on residential, commercial, institutional, and recreational properties. Impacts were considered within 50 feet of construction. A wetlands impact chart was also shown, similarly showing preliminary impacts of both freshwater and tidal wetlands for each initial alternative. DEP wetlands records were used to identify areas. Impacts were considered within 50 feet from the pavement edge.

Lou Robbins presented two photos of a three-level overpass system, as examples. Since many of the initial alternatives have a three-level overpass, the pictures were shown to give the group an idea of how high the structures might be.

Mike Russo discussed an e-mail he received regarding the missing moves project. Mr. Russo explained that a Transportation Investment Study (TIS) study was completed in the mid 1990s and two projects emerged: the Missing Moves project and the I-295/I-76/Rt 42 Interchange Reconstruction. They are independent projects. The Missing Moves project is progressing on its own. The TIS examined other modes such as HOV lanes, park and Ride options, and rail, but found that they do not address the purpose and need of the I-295/I-76/Rt 42 Interchange Reconstruction Project.

Following these presentations, Mr. Bloch moderated an open discussion.

Summary of Question and Answer Session

- Several committee members reported that they had presented the initial alternatives to their groups. All of the members noted that their groups agreed that something needed to

be done at the interchange. No groups voiced any objections to the alternatives being considered.

- One member wanted property taxes to be considered in the impact matrix. The NJDOT Project Team responded that ROW impacts would cover this issue sufficiently at this time, but will be further addressed during the EIS phase. In many cases, the ROW impacts are likely to affect the same property regardless of the alternative.
- Members were pleased that NJDOT was giving attention to the I-295/I-76/Rt 42 Interchange. Also, one member relayed positive feedback regarding the elimination of Al Jo's curve and the reclamation of green space. Mr. Russo explained that there might be a trade off between space and structure. If a tunnel option is pursued, Al Jo's curve might be upgraded and used as a ramp.
- Interest was raised as to whether The Creek Road Bridge would be widened. The NJDOT Project Team responded that existing lanes on Creek Road will be adequate without I-295 traffic. Currently, the weave makes it difficult. When the weave is taken out of I-295, it will improve flow.
- Another member expressed concern about sun glare entering the proposed tunnel. Examples of lighting techniques for safety on Route 29 were then discussed.
- Another CAC member wished to add constructibilty criteria to the impact matrix with three subsets. These could include safety, number of conflict points, and duration of construction.
- A CAC member was interested in a new alternative, which aligns I-295 along the New Jersey Turnpike Authority's ROW south of the Woodcrest Station exit. The NJDOT Project Team reported that it will look into this possibility.

Summary of Upcoming Events

Mr. Bloch reviewed the next steps in the project. There likely will be a Partnering Session in February 2003. Three members of the committee volunteered to attend – Peter DiGiambatista, Joseph Bloomer, and Harry Moore. *(Subsequent to the CAC meeting, the partnering session has been postponed until Spring 2003.)*

There likely will be a Public Information Center (PIC) in March 2003. This will be the first opportunity for the general public to view each alternative. The group wanted a strong attendance for the meeting, so several means of advertising for the event were suggested. These suggestions included newspaper ads (including the Courier Post, the Gloucester City News, and the Gloucester County Times), a VMS board located on I-295, cable TV bulletins, mailers, pamphlets at PATCO stations (including Woodcrest, Ferry Ave., and Haddonfield), Church bulletins, announcements at planning boards/councils, using Balset's Guide to Local Media, and sending home pamphlets with schoolchildren. *(Subsequent to the CAC meeting, the PIC has been postponed until Spring 2003.)*

The group preferred to hold off on the next CAC meeting after the PIC. Mr. Bloch also noted that the DOT team is willing to come out and present to any group if necessary.

Mr. Robbins concluded by adding that when the two tunnel alternatives are completed, the group will be notified and the files will be posted up on the website for comment.

January 28, 2003

MEMORANDUM

TO: File

FROM: Joseph Alai, P.E.

DATE: January 28, 2003
REVISED: February 10, 2003

RE: Meeting Minutes
I-295/I-76/Route 42 Interchange
Local Officials Briefing - Mt. Ephraim Borough

CC: Attendees, Lou Robbins, Ileana Ivanciu, Bruce Riegel, Evans Marcellus, File: 2652-Meetings, 2652-Chrono

---

TIME & PLACE OF MEETING: January 28, 2003, 10:00 AM, Mt. Ephraim Borough Town Hall, Mt. Ephraim, NJ

PURPOSE OF MEETING: To update the local officials on the status of the project.

IN ATTENDANCE:

New Jersey Department of Transportation (NJDOT)

Name:	Representing:	Phone:
Mr. Michael Russo	BPSD	(609)-530-3026
Mr. Steven Maslow	Environmental Coordinator-Project Management	(609)-530-2832
Ms. Patricia Feliciano	OCR	(609)-530-2110
Camden County		
Mr. Bob Kelly	County Engineer	(856)-783-0043
Gloucester City		
Mr. Eric Fetteriff		(856)-456-7105
Borough of Bellmawr		
Mr. George Coleman		(856)-933-1313
Mr. Frank Filipek	Mayor	(856)-933-1313
Mr. Joe Ciano		(856)-931-1111

Assemblyman Joe Roberts, District 5		
Mr. Jason Gonzalez		(856)-742-7600
Assemblywoman Nilsa Cruz-Perez		
Ms. Marion Rink		(856)-541-1251
Mt. Ephraim		
Mr. Joe Wolk	Mayor	(856)-931-1546
Mr. Beppel	Capt. P.D.	(856)-931-2225
Dewberry-Goodkind, Inc.		
Mr. Charles Meidhof		(856)-802-0843
Mr. Joseph Alai		(856)-802-0843
Howard Stein Hudson.		
Ms. Karen Rosenberger		(917)-339-0488

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussion proceeded:

1) Pat Feliciano started the meeting with a brief round of introductions.

2) Michael Russo updated the status of the project. He explained what has happened since the last Local Officials meeting and discussed upcoming meetings planned for the near future. He mentioned that a meeting scheduled is with the Bellmawr Park Mutual Housing Corporation in February. He is also anticipating a Partnering Session and a Public Information Center some time in March.

3) Mayor Filipek spoke against the NJDOT's plan to schedule selective meetings with individual community groups. It was felt that meeting with individual community groups (at separate informative meetings) would invite community conflicts and would work against the community outreach efforts already underway.

4) Mr. Russo also mentioned that the Project Team was meeting with the South Jersey Chamber of Commerce. Mayor Filipek was supportive of that team meeting. It was decided that any group within Bellmawr Borough would go thru the Mayor's Community Outreach Committee for presentation requests from NJDOT on the project.

5) Charles Meidhof then spoke to the group about the updated alternatives. The exhibits represented revised alternatives that have been created since the last meeting and a few new alternatives. There were work-in-progress drawings of revised alignments for the alternatives

February 3, 2003

MEMORANDUM

TO: Record

FROM: Brian A. Sayre

DATE: February 5, 2003

RE: I-295/I-76/Route 42 Reconstruction
Agency Coordination Meeting #3

CC: Attendees, Lou Robbins, File: 2652 – Meetings

TIME & PLACE OF MEETING: February 3, 2003 10:00AM at NJDOT Headquarters Conference Room 3B.

PURPOSE OF MEETING: To review alternatives and their evaluation criteria and matrix. An Agenda is attached.

IN ATTENDANCE:

NJDOT	
Michael Russo	(609)-530-3026
Nick Caiazza	(609)-530-2991
Evens Marcellus	(609)-530-2850
Steven Maslow	(609)-530-2832
Bruce Riegel	(609)-530-4232
FHWA	
Lourdes Castaneda	(609)-637-4237
Mike LaPietra	(609)-637-4208
NJDEP - LURP	
Bob Cubberley	(609)-633-6755
Bill McLaughlin	(609)-984-0195
NJDEP – OPA	
Ken Koschek	(609)-292-2662
NJDEP – DFW	
Andy Didun	(609)-984-2413
NJDEP – HPO	
Steven Hardegen	(609)-984-0141
USEPA	
David Carlson	(212)-637-3502
USACOE	
Sam Reynolds	(215)-656-5715
Mike Hayduk	(215)-656-5822
Jacqueline Winkler	(215)-656-5833
USFWS	
Carlo Popolizio	(609)-383-3938 x32
Chivia Horton	
Dewberry	
Ileana Ivanciu	(973)-428-4909
Charles Meidhof	(856)-802-0843
Joe Alai	(856)-802-0843
Brian Sayre	(973)-428-4909

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussions proceeded:

1. Nick Caiazza reviewed the status and objectives of the Streamlining Process and noted that the NJDOT has received concurrence, either written or verbal, from some of the agencies involved regarding the project Purpose and Needs. (It should be noted that during the prior meeting all agreed that the Purpose and Need was acceptable.) He discussed the fact that the NJDOT has modified various alternatives and developed new alternatives, based on comments from both community input and agency's comments. The NJDOT will ask for concurrence from the agencies on the short list of alternatives, when it is developed.

2. Mr. Caiazza then discussed the future tasks to be performed, including completion of various Technical Environmental Studies (TES), development of a Draft Environmental Impact Statement (DEIS) and, through merging of the NEPA and Section 404 process, the development of a draft USACOE permit application.

3. Mr. Caiazza reviewed a previously-discussed comment of the USACOE, i.e. that the P&N Statement should state that the Purpose of the project is to provide a "direct connection" for I-295 on its own alignment. He reviewed the P & N Statement and demonstrated that language to that effect is already contained in the document and the NJDOT does not believe that additional language needs to be added.

4. Sam Reynolds and Mike Hayduk of the USACOE indicated that they find it difficult to separate the Interchange Reconstruction project from the adjacent Missing Moves

   project. David Carlson of the USEPA also indicated that, although he agrees with the P&N Statements for the 2 projects, he also is concerned with viewing the 2 projects separately. Both agencies indicated that they feel that the NJDOT should look at the potential that some alternatives for the Interchange Reconstruction may involve using portions of the landfill area where the Missing Moves project is located. Mr. Carlson

which pinched in the I-76/Rt. 42 mainline to help lessen residential impacts, as per a suggestion of recent CAC meeting. Several other similar alternatives were altered in the same way.

A work-in-progress drawing of a tunnel alternative was shown, which was derived from Alternative D. It was explained that this tunnel alternative would have the same Right of Way (ROW) impacts as the land alternatives they were created from. The reason for this is that the construction of a tunnel along a curved alignment would utilize a cut and cover construction technique for most of its alignment. A second type of tunnel scheme was presented that would employ micro-tunneling technology. The micro-tunnel would require a tangent alignment under I-76/Route 42. The micro-tunnel method would not require cut and cover construction and therefore have less impacts on ROW. The micro-tunnel alignment could increase impacts in some areas due to the need for a tangent section of alignment.

Mr. Meidhof then went over a ROW impacts chart. The chart contained examples of the impacts that each alternative would have on residential, commercial, institutional, and recreational properties. A wetlands impact chart was also shown, similarly showing the impacts of both freshwater and tidal wetlands for each alternative.

Two photos of a three-level overpass system were shown to depict the type of visual impacts that may be realized. Since many of the alternatives have a three-level overpass, the pictures were shown to give the group an idea of how high the structures will be. The pictures were taken at the New Jersey Turnpike and Garden State Parkway interchange and also at the Route 24 and I-78 interchange.

5) After the presentation, the committee was asked if there were any questions. There were none noted. Several committee members elected to review the work in progress exhibits and to discuss among them some noted impacts. No groups voiced any objections to the alternatives being considered.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Joseph Alai, P.E.
Project Engineer

further indicated that the NJDOT should look at the entire area of both projects as a whole for avoidance and minimization of impacts.

5. Michael Russo explained that from an engineering perspective, the 2 projects are separate. He also indicated that previous studies, including the Transportation Investment Study (TIS), concluded that there are separate and distinct problems and needs with each project, hence the separate P & N Statements and the Independent Utility Statement. He said that these prior studies concluded that the Missing Moves project should be completed first to alleviate the associated traffic problems for the motoring public.

6. Mr. Reynolds said that he believes that the agencies have been offered a certain set of alternatives, but that there may be other alternatives that should be reviewed, which may link the 2 projects in some way. Ileana Ivanciu indicated that many other alternatives have been reviewed, including some which would link the 2 projects, but none of them avoided or minimized impacts to a greater degree than the presently offered alternatives.

7. Bill McLaughlin said that other Interchange Reconstruction alternatives should be reviewed and suggested that the Missing Moves preferred alignment should be shown on the maps of the Interchange Reconstruction alternatives. He believes that if the Missing Moves alignment can be viewed in conjunction with the various Interchange Reconstruction alternatives, then possibly the 2 projects can be separated if no connection between them is determined to exist. Lourdes Castaneda indicated that it may be acceptable to show both projects on the site maps.

8. Bob Cubberley indicated that it may be that the 2 projects are separate and distinct, but the NJDOT needs to go through the process to obtain agreement from all of the reviewing agencies. Bill McLaughlin suggested that the effect of the Missing Moves project should be shown on the Interchange Reconstruction project. Michael Russo confirmed that the Interchange Reconstruction traffic analyses will consider the effects on traffic caused by the Missing Moves built condition, as well as other nearby improvements.

9. Nick Caiazza summarized:
- The 2 projects can be looked at in combination, although the NJDOT and the FHWA believe that they are separate; however, can an EIS be approved for the Interchange Reconstruction project absent the Missing Moves component? or,
- The 2 projects can be kept separate and distinct.

10. Jackie Winkler explained that the MATE Streamlining Process allows for activities to continue past a certain concurrence point without the approval of all concerned agencies. However, the process cannot continue beyond the subsequent concurrence point unless there is agreement from all agencies on the prior point.

11. The USACOE and the NJDEP representatives reiterated that concurrence is needed from all agencies involved and that we need to identify any potential stumbling blocks early in the process.

12. Michael Russo asked if the Missing Moves project can proceed under a Categorical Exclusion (CE) and the Interchange Reconstruction project as an EIS if the 2 projects are linked together. Nick Caiazza suggested that perhaps the NJDOT should step back and enlarge the scope of the Study Area to include both project areas, in order to validate the Independent Utility of the 2 projects.

13. Sam Reynolds indicated that the USACOE prefers to look at a broad scope and then narrow it down and separate the 2 projects if warranted by the studies. He then asked how the historic resources of the study area were being reviewed.

14. Steve Hardegen noted that the State Historic Preservation Office will consider a broad scope or Area of Potential Effect (APE). They will require a balloon test for visual effects and other reviews, as necessary, to cover both project areas.

15. Carlo Popolizio also suggested that the NJDOT consider other alternatives, including a tunnel, to be sure that there are no Interchange Reconstruction alternatives that may interfere with the Missing Moves project.

16. Sam Reynolds indicated that the P & N Statements as written may not be sufficient to cover all potential alternatives involving both projects. Dave Carlson suggested that the NJDOT review other alternatives in the Missing Moves project area that may serve the needs of the Interchange. He also indicated that the concept of 2 separate projects is OK, but the agencies need to know how it was developed and that all potential alternatives were reviewed.

17. Nick Caiazza reiterated that the NJDOT will broaden the scope to look at alternatives that would solve the problems of both project areas. Lourdes Castaneda, however, cautioned that the Interchange Reconstruction project is somewhat restricted in potential configurations due to the virtually complete development of the surrounding areas.

18. Nick Caiazza and Michael Russo agreed that the NJDOT will review the potential Interchange Reconstruction alternatives that include the area of the Missing Moves

project to determine if a better alternative exists. However, Mr. Russo also noted that the previous TIS study had already looked at transportation in the larger area and concluded that the projects should be constructed separately. He also noted that the projects had included public outreach initiatives and infocenters to inform the public and to accept comments and suggestions.

19. Bill McLaughlin commented that the NJDEP may receive telephone calls from the public asking why a certain alternative(s) was not considered. The NJDEP needs to be satisfied that all potential alternatives were reviewed.

20. Andy Didun and Sam Reynolds suggested that the NJDOT present the results of the TIS study to the meeting group so that the agencies are convinced that this study considered all potential alternatives for the 2 projects.

21. Bob Cubberley asked about the present schedule for the overall review of the Interchange Reconstruction project. Michael Russo noted that the present schedule calls for a Partnering Session on March 4th and a Public Information Center session in late March. The short list of alternatives is scheduled for development over the summer. He indicated that he believes this broadening of the scope of the Study Area will delay the schedule.

22. Nick Caiazza and Michael Russo commented that the NJDOT believes that the P & N Statements for the 2 projects do not require revisions, as the projects have distinct needs.

23. Charles Meidhof suggested that other potential alternatives be reviewed, presented to the meeting group and then removed from consideration if they do not meet the Purpose and Needs of the 2 projects or do not meet engineering standards.

24. Michael Russo questioned if there is enough time before the scheduled March 4th Partnering Session to conduct the broad scope alternative review and still narrow down the alternatives. He then indicated that the March 4th meeting may need to be postponed unless the review can be completed and another agency coordination meeting held to discuss the results.

25. Dave Carlson asked Sam Reynolds if the USACOE could accept the P & N Statements and the Independent Utility Statement "as is" or otherwise, he encouraged the USACOE to suggest revisions. Mr. Reynolds indicated that the USACOE will contact the USEPA to discuss these documents. Mr. Carlson commented that the P & N Statements are acceptable to the USEPA from the NEPA and Section 404b perspectives, but that the Agency cannot yet accept the Independent Utility of the 2 projects; not until the potential alternatives from the Interchange Reconstruction that include the area of the Missing Moves project are reviewed.

26. Nick Caiazza indicated that the NJDOT will identify the expanded scope of the Study Area as the sum of the 2 project boundaries. A map of the expanded Study Area will be sent to all of the meeting participants for review, prior to the next meeting.

27. Sam Reynolds said that the USACOE views the "Interchange" as the entire area, including the area of the Missing Moves project. He suggested that all meeting

participants should, over the next few days, consider what the issues are, what is important and determine if the March 4th meeting can be held.

28. Nick Caiazza repeated that some of the agencies have provided written agreement with the P & N Statements and the Independent Utility Statement, while others have verbally agreed. The USACOE had one comment which was discussed earlier in the meeting.

29. Ken Koschek and Sam Reynolds indicated that the agencies have different internal procedures; it was stated by the NJDEP that the Department cannot provide written concurrence to any of the steps identified in the Streamlining Process.

30. Nick Caiazza said that the proposed agenda for this meeting had included plans to discuss the various Interchange alternatives, the evaluation criteria and impact matrix. However, due to the length of time spent on the P & N Statements, the Independent Utility issue and other subjects, these discussions will have to wait for a subsequent meeting. In the meantime, the NJDOT will prepare a broad scope Study Area map and send it out to all of the participating agencies for review. In addition, various other alternatives for the Interchange Reconstruction will be reviewed that include the area of the Missing Moves project, to determine if a better alternative exists. This study will be completed to allow all of the participating agencies to review the alternatives and to validate the Independent Utility of the Interchange Reconstruction project and the Missing Moves project.

31. David Carlson requested that all information to be reviewed at the next (and subsequent) coordination meetings be sent out to all participants at least 1 week ahead of the meeting so that everyone can review it and be ready to discuss it at the meeting. Nick Caiazza agreed that the information will be provided prior to the meetings.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Brian A. Sayre
Dewberry, Inc.
A Dewberry Company

February 5, 2003

MEMORANDUM

TO: Record

FROM: Charles P. Meidhof, P.E.

DRAFT: February 19, 2003
ISSUED: March 6, 2003

RE: I-295/I-76/Route 42 Interchange Reconstruction
Chamber of Commerce Southern New Jersey Meeting

CC: M. Russo, E. Marcellus, B. Riegel, S. Maslow, L. Robbins, A. Bloch (HSH), I. Ivanciu, File: 2652-Chrono, 2652-Meetings

TIME & PLACE OF MEETING: February 5, 2003, 9:00 A.M., at the Chamber Headquarters, Voorhees, NJ

PURPOSE OF MEETING: To introduce the project to the members of the Transportation Committee of the Chamber of Commerce Southern New Jersey.

SUMMARY:

Michael Russo, Steven Maslow, and Evans Marcellus represented NJDOT at the meeting. Lou Robbins and Charles Meidhof attended the meeting for Dewberry. A listing of the attendees from the Transportation Committee is attached. The following summarizes the discussion in the order that the discussion proceeded:

1. Using a PowerPoint presentation, Michael Russo introduced the Committee to the project. This presentation included discussions on the project location, study area, existing operational, safety and geometric deficiencies, Purpose and Need, schedule, outreach efforts, NEPA process, and project environmental constraints.

2. Charles Meidhof continued the PowerPoint presentation showing the alternatives that have been developed to date. These alternatives included tunnel alternatives and the option to re-use Ramp C with improvements.

3. A questions and answer period followed these presentations.

4. In response to a question by Sam Mody, Mr. Meidhof indicated that the Missing Moves project would remove some traffic from the interchange and from local streets.

5. One attendee asked whether NJDOT would also improve congestion on I-295 near Route 30 as part of this project. Mr. Russo responded that this project specifically deals with the interchange and not traffic along the I-295 corridor. Mr. Russo noted that if warranted, NJDOT may study this location to determine possible improvements as a separate project.

6. Nancy Myers of QWIC, Inc. noted that a study is just starting regarding extending PATCO into the Route 55 area. At her request a CAC resource book is being sent to her as a representative for the PATCO study.

7. Jodilyn Tofts of AAA mentioned to the Committee that she has been quite satisfied by the outreach efforts made by NJDOT to date. As a member of the Citizens Advisory Committee (CAC) Ms. Tofts is familiar with the local outreach being undertaken.

Chamber of Commerce Southern New Jersey
Transportation Committee
February 5, 2003 – 9:00 a.m.
Chamber Headquarters, Voorhees, NJ
Meeting Attendance

Bernard T. Tetreault, PE, Chairman, Transportation Committee
Supervisor & Project Manager – Taylor Wiseman & Taylor

Speakers: Louis Robbins, P.E., Senior Vice President, Dewberry-Goodkind, Inc.
Charles Meidhof, P.E., Project Manager, Dewberry-Goodkind, Inc.
Michael Russo, Bureau of Project Scope, NJDOT
Evans Marcellus, Bureau of Project Scope, NJDOT

NAME	COMPANY
Jerry A. Canter	Horner & Canter Associates
Beth DeAngelo	Parsons Brinckerhoff-FG, Inc.
Kenneth S. Goodkind	Flaster/Greenberg, P.C.
David Johnson	Rosenberg & Parker, Inc.
Robert Kelly	Camden County Complex-Dept. of Public Works
Donald W. Kensey	Au Premiere Limousine Service, Inc.
John McCreavy	SMS/Penn-Jersey Rail Lines
Ron Moore	Pennoni Associates
Beth Murphy	Foundation of UMDNJ
Nancy Myers	QWIC, Inc.
Jodilyn Tofts	AAA South Jersey
Frank Wisniewski	Flaster/Greenberg, P.C.

STAFF

Kathleen A. Davis, Executive Vice President

Susan Sorbicki, Director, Government Relations

February 6, 2003

MEMORANDUM

TO: Record

FROM: Charles P. Meidhof, P.E.

DATE: February 7, 2003

RE: I-295/I-76/Route 42 Interchange Reconstruction
Mayor's CAC Meeting

CC: M. Russo, E. Marcellus, B. Riegel, S. Maslow, P. Feliciano, L. Robbins, A. Bloch (HSH), I. Ivanciu, File: 2652-Chrono, 2652-Meetings

---

TIME & PLACE OF MEETING: February 6, 2003, 7:00 P.M., Municipal Building, Bellmawr, NJ

PURPOSE OF MEETING: To provide the members of Mayor Filipek's Citizens Advisory Committee (CAC) the progress status since the last meeting NJDOT attended.

SUMMARY:
Michael Russo, Steven Maslow, Evans Marcellus, and Patricia Feliciano represented NJDOT at the meeting. Lou Robbins and Charles Meidhof attended the meeting for Dewberry. The following summarizes the discussion in the order that the discussion proceeded:

1. Mayor Filipek opened the meeting by explaining to the Committee that the alternatives they would see are preliminary. Mayo Filipek cautioned the attendees that no one should panic in response to the alternatives because the Borough has been, and would continue, to work with NJDOT to arrive at a solution satisfactory to Bellmawr.

2. Using a PowerPoint presentation, Michael Russo introduced the Committee to the project. This presentation included discussions on the project location, study area, existing operational, safety and geometric deficiencies, Purpose and Need, schedule, outreach efforts, NEPA process, and project environmental constraints.

3. Charles Meidhof continued the PowerPoint presentation showing the alternatives that have been developed to date. These alternatives included tunnel alternatives, revisions suggested by CAC members and the option to re-use Ramp C with improvements.

4. Lou Robbins continued the presentation discussing the Matrix criteria that will be utilized to select the short-list of alternatives to be evaluated in detail in the Environmental Impact Statement.

---

5. A questions and answer period followed these presentations.

6. A member of the Mayor's CAC offered the opinion that the State should provide Bellmawr with any specialized emergency equipment that a tunnel alternative might require. He felt that asking Bellmawr taxpayers to shoulder this burden was unreasonable. Michael Russo responded that this would be one of the many questions relative to a tunnel option that would require an answer.

March 26, 2003

MEMORANDUM

TO: Record

FROM: Brian A. Sayre

DATE: April 9, 2003

RE: I-295/I-76/Route 42 Reconstruction
Agency Coordination Meeting #4

CC: Attendees, File: 2652 – Meetings

TIME & PLACE OF MEETING: March 26, 2003, 9:30AM at NJDEP Headquarters
5th Floor, Conference Room A.

PURPOSE OF MEETING: To review the previously-completed studies (mid-1980's to present) in the Study Area, including the various alternatives evaluated, to understand how the currently proposed Interchange and Missing Moves projects have separate utility. An Agenda is attached.

IN ATTENDANCE:

NJDOT	
Michael Russo	(609)-530-3026
Nick Caiazza	(609)-530-2991
Evens Marcellus	(609)-530-2850
Steven Maslow	(609)-530-2832
Bruce Riegel	(609)-530-4232
FHWA	
Lourdes Castaneda	(609)-637-4237
NJDEP - LURP	
Bob Cubberley	(609)-633-6755
Bill McLaughlin	(609)-984-0195
NJDEP – OPA	
Ken Koschek	(609)-292-2662
NJDEP – HPO	
Steven Hardegen	(609)-984-0141
USEPA	
David Carlson	(212)-637-3502
USACOE	
Sam Reynolds	(215)-656-5715

USFWS	
Carlo Popolizio	(609)-383-3938 x32
DRBC	
Paul Scally	(609)-883-9500
NOAA/NMFS	
Anita Riportella	(732)-872-3116
Dewberry	
Lou Robbins	(201)-321-0892
Ileana Ivanciu	(973)-428-4909
Charles Meidhof	(856)-802-0843
Brian Sayre	(973)-428-4909
Meeting Facilitator	
Dr. Ernest "Bub" Kovacs	(609)-737-7699

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussions proceeded:

1. Michael Russo opened the meeting with a brief summary and history of the project. He indicated that he believed that the NJDOT could have done a better job in the past of explaining the previously-completed studies, and history of the project, to the cooperating Agencies.

2. The Meeting Facilitator, Bub Kovacs, then described his role in the meeting process. He also briefly described the Project Timeline that was prepared for the meeting and the background reports that had been prepared through the history of the project and study area.

3. Charles Meidhof reviewed in detail the history of the many studies that have been completed in the study area, beginning with the proposed widening of Route 42 in 1985. Mr. Meidhof described the various alternatives (11) that were developed in the 1987 Preliminary Alternatives Report and the impacts of each. The study area at that time included the area of both the presently-proposed Interchange and Missing Moves Projects. He described how various alternatives were either dropped due to excessive impacts or moved forward for further study. In the 1990 Final Alternatives Report, it was decided to move Alternative 10 forward. It was at that time that the Interchange Project and the Missing Moves Project began to separate as distinct projects.

   The 1997 I-295 / Route 42 Missing Moves Study considered 6 alternatives to connect these two roadways. It was decided to advance Alternative B-5 because it met all of the project goals, had the least impact to both the built and natural

environment, it did not utilize the local roadways, it was supported by the local communities and it met the required design standards. Mr. Meidhof then explained that all of the additional studies between 1990 and 1999 demonstrated that both the Interchange Project and the Missing Moves Project are constructible and viable as separate projects. The 1999 Transportation Investment Study (TIS) concluded that the various other highway strategies evaluated would help, but not correct, the problems of congestion and safety within the interchange. The TIS also concluded that the Missing Moves Project could be advanced first, followed by the Interchange Project.

4. Ileana Ivanciu also briefly reviewed the previous studies and described how the early studies included the entire area of both the Interchange and the Missing Moves Projects. She explained that the early studies looked at the overall impacts, but determined that the improvements were not significant in any of the proposed 1-solution approaches, i.e. the benefits did not outweigh the impacts. Ms. Ivanciu also discussed how the NJDOT and FHWA began to recognize in the early 1990's that there were separate issues that could be dealt with independently with two separate projects, i.e. each project had separate purpose and needs and each had independent utility. Further, the local communities agreed with the need for the Missing Moves as a separate project, using the landfill areas rather than tax ratable properties. Similarly, the Interchange Project developed as a distinct project to address separate purpose and needs. She indicated that this is how we have arrived today at the status of the two projects. The Missing Moves Project can proceed with a CED, with an evaluation of all its impacts, while the Interchange Project will require an EIS, with an evaluation of both secondary and cumulative impacts.

5. Mr. Kovacs indicated that all in attendance had been sent a written summary document in the mail, to provide additional information on the previous studies.

6. Sam Reynolds questioned how the Missing Moves Project, if constructed, would be identified on a map; as a separate interchange? He indicated that, in reading the documents that had been provided, the Missing Moves Project was referred to as a "completion of the interchange". He questioned how the Missing Moves can be a separate project if it is considered part of the interchange.

7. Steven Maslow commented that the interchanges are already identified on road maps as two separate interchanges. Michael Russo explained that the initial approach in the studies was to look at the entire area of the interchange, including the area of the Missing Moves, for a potential solution. He indicated that the TIS described the Missing Moves as a "partial build" of the interchange because from 1985 through 1990 it was viewed as one interchange. However, in the subsequent years, it was recognized that the construction of the Missing Moves would

provide immediate relief to the public, whereas the interchange could have significant impacts and would therefore require more studies.

8. Nick Caiazza commented that the study area is more than just the intersection of two highways. Current road maps show two interchanges, and it has been recognized that there are possibilities for separate improvements. Mr. Caiazza said that the confusion lies in the fact that there is such a short length of combined roadway for the I-76 and Route 42 section.

9. Sam Reynolds asked that if the combined 1-solution project was advanced at this time and public comment indicated that there was too much impact, what would happen to the Missing Moves project?

10. Mr. Caiazza said that is why it is better to approach this as separate projects, because there will be less impact if the Missing Moves are constructed separately.

11. Mr. Reynolds then asked about the current IPA for the Interchange Project. Lou Robbins explained that there currently is no IPA for the Interchange Project; that the various alternatives are being studied.

12. Mr. Reynolds then asked what will happen if the eventual IPA for the Interchange Project cannot be built because of the location of the Missing Moves ramps. Lou Robbins and Ileana Ivanciu explained that none of the many alternatives that have been studied for the Interchange Project conflict with the location of the Missing Moves.

13. Bob Cubberley commented that the projects will need to be phased properly. We need to be able to ensure that there will be no conflicts between the Interchange alternatives and a completed Missing Moves project.

14. Nick Caiazza and Michael Russo both confirmed that the Missing Moves IPA has been identified and the Interchange alternatives have all been reviewed and there is no conflict with the Missing Moves.

15. Charles Meidhof commented that we can show the Missing Moves IPA on all of the Interchange alternatives and it is readily apparent that there is no conflict between the two projects. Lou Robbins and Ileana Ivanciu further explained that traffic engineers, as well as other interested parties, have looked at the many Interchange alternatives and no conflicts with the Missing Moves have been identified.

16. David Carlson commented that he believes that a mistake was made in 1990, separating these two projects in regard to NEPA review procedures. He said that

the USEPA does not want this type of project(s) to become a pattern, i.e. segmentation of roadway projects should not become the norm. He indicated that if these projects are approved as separate, that this will be the exception to the rule. However, he indicated that he does see this study area as two separate interchanges. Mr. Carlson then asked about the connection of the Missing Moves ramps and weaving conditions and asked if other potential connections had been considered.

17. Charles Meidhof demonstrated the IPA moves from Route 42 to I-295 and vice-versa, and indicated that large, sweeping curves would be needed to route the ramps in any of the alternate configurations.

18. Michael Russo commented that other locations for the Missing Moves ramps had been evaluated, but the impact is too great to both homes and wetlands.

19. David Carlson then indicated that if "resource maps" had been provided, we could evaluate potential impacts as we draw the various alternatives on the maps.

20. Sam Reynolds said that most of the meeting attendees are not intimately familiar with the study area; that we need a field trip, similar to the one offered at the initial partnering session, to see it first hand.

21. Mr. Kovacs agreed that a field trip would be advantageous for all to attend to get a feel for the site and resources involved.

22. Bob Cubberley suggested that NJDEP personnel from the Landfill Engineering Office attend the field trip so that their knowledge of the site can be provided to the group. Ileana Ivanciu said that we would ask Sukhdev Bhalla, the Bureau Chief, to attend. We also believe that John Edwards, also from the Landfill Engineering Office, should attend the field trip, as he is very familiar with the details of the site.

23. Mr. Cubberley also asked about the status of the "shock sensitive material" investigation. Bruce Riegel said that there have been several meetings and a lot of research to evaluate the potential risks, and that it would soon be resolved.

24. Ileana Ivanciu commented that the Missing Moves ramps would be constructed on lightweight Geofoam, not on pilings, so that no intrusive disturbance of the landfill would be necessary.

25. Sam Reynolds indicated that he is concerned that the public must understand and be convinced that all issues and alternatives have been evaluated and addressed. Lou Robbins agreed that we need to include everyone with a stake in these

projects. Mr. Reynolds suggested that the Missing Moves IPA be shown on the Interchange alternatives and in the draft EIS, so that the public can see what is involved. The DOT agreed to this suggestion.

26. Mr. Kovacs confirmed that the Missing Moves IPA will be provided, in color, on the various Interchange alternatives. Copies of these maps will be sent to the meeting attendees soon.

27. Mr. Reynolds questioned what would happen if the Missing Moves IPA changes, after the initial IPA is approved? Supplemental NEPA documents would have to be prepared and approved. Lou Robbins indicated that there is a fallback position for the Missing Moves IPA. There is a second potential alternative in which the ramps would be moved slightly to the north, out of the landfill area. However, Bruce Riegel indicated that by this summer there will be public meetings, the shock sensitive material issue will be resolved and that he is 99% confident that the current IPA will be advanced for construction.

28. Bob Cubberley commented that the Agencies do not want to have to continuously hit moving targets, that there must be finality to the proposed projects.

29. Mr. Reynolds and Mr. Cubberley then brought up the issue of the new Stormwater Rules that are being proposed by the NJDEP and asked how the proposed projects will meet these regulations. Mr. Reynolds commented that there are no stormwater facilities shown on any of the plans or alternatives. Lou Robbins said that these facilities will be developed in the design stage, not at this point, but that we are following the development of the new regulations.

30. Bill McLaughlin indicated that the stormwater issue may be the most important issue to be addressed, i.e. the potential combined drainage from both projects. Mr. Cubberley said that the stormwater issue must be evaluated very carefully, with an eye to provide environmental improvements where possible.

31. Michael Russo and Lou Robbins commented that a specialty sub-contractor, Bio-Engineering, will be used to evaluate the interchange area of the project for on-site treatment of the stormwater.

32. Bill McLaughlin indicated that the interchange project will require construction staging, routing of traffic and other considerations. He commented that we need a natural resources base map to put on a 40 MPH curve so that we can estimate impacts. Ileana Ivanciu and Mr. Kovacs said that we will do that at the next meeting so that we can look at the alternatives.

Bill McLaughlin then said that there cannot be the perception to the public that we are set in our alternatives, that we have already decided which ones will be evaluated. Michael Russo said that there have been public meetings all along the course of the project to aggressively obtain suggestions of alternative alignments.

33. Mr. Reynolds commented that if the cooperating Agencies are expected to proceed with a combined NEPA/Section 404 process, they must be involved, not just expected to agree with a set of selected alternatives. They need to know how the wetlands will be impacted, i.e. will they be filled or will bridges be used, etc.

34. Michael Russo suggested that a Workshop, combined with a Partnering Session, be set up for everyone to look at the alternatives and to suggest other alternatives. Lou Robbins offered to let the Agencies sit down with the design engineers and review the alternatives.

35. Mr. Kovacs asked how many people or groups would be involved. Bob Cubberley suggested that the ACM attendees view the information first, then present it to the public. Ileana Ivanciu agreed that the ACM attendees should review the alternatives first.

36. Mr. Kovacs suggested that a large room be rented, somewhere near the interchange, such that everyone can move around, review the alternatives and provide suggestions.

37. Sam Reynolds asked Lourdes Casteneda what the FHWA would like to see in response to the draft EIS – certainly not a negative response letter. Ms. Casteneda asked Mr. Reynolds if the information presented in this meeting had helped him in his decision making. Mr. Reynolds said that he is "still on the fence" in regard to the separate purpose and needs and independent utility of the two projects, but that he will take it back to the ACOE to discuss with others.

38. Bill McLaughlin asked if there is a final date at which time the two projects must be considered as separate, in order to allow them to move forward. Nick Caiazza indicated that the risk increases over time if agreement from the Agencies is expected regarding permit preparation and review timeframes.

39. Mr. Kovacs asked at this time if there is enough project history/justification to allow the process to move forward or should it just stop here?

40. Ileana Ivanciu commented that it is evident that the Agencies must be convinced that there will be no restriction of alternatives for the Interchange Project if the Missing Moves Project is built independently.

41. Sam Reynolds said that the public needs to see the two projects and the various alternatives, to know that their issues have been addressed, so that at some later date the public does not approach the ACOE for help, only to be told that it is too late. Mr. Robbins pointed out that no mater how thorough we are in following the process, any individual or group may complain to the Corps or EPA and that should not be used as an excuse to paralyze the process of addressing the public need in a timely manner.

42. Michael Russo suggested that the team proceed with a design Workshop, a Partnering Session, public meetings, etc. for the Interchange Project. However, he also questioned if the Missing Moves Project must be put on hold until all of these activities are completed.

43. Sam Reynolds indicated that when the draft EIS for the Interchange Project is out for public comment, that is when the ACOE would be more likely to agree to the separate purpose and needs and independent utility of the two projects.

44. Lou Robbins commented that there will be negative comments received on the Interchange draft EIS, as there are on every proposed project; however, this should not affect the ability of the Agencies to separate the two projects. He then offered again for the Agencies to visit Dewberry's offices to review the alternatives, work together in conjunction with public participation to move the projects forward.

45. David Carlson indicated that there is no independent utility requirement in the Section 404 process. Therefore, if there are no wetland impacts in the Missing Moves Project, no wetland permit would be required.

46. Ileana Ivanciu said that the proper permits will be requested for the Missing Moves Project. In regard to the Interchange Project, the EIS will address secondary and cumulative impacts of any nearby projects, including the Missing Moves Project.

47. Mr. Reynolds said that he will return to his office with all that he has learned in this meeting and discuss it with the appropriate people in his office.

48. Mr. Kovacs commented that if we believe that the projects are in gridlock, then we should escalate (or elevate) the decision-making process to a higher level in the various regulatory offices, rather than remain paralyzed and do nothing.

49. Bill McLaughlin suggested that the Interchange draft EIS be advanced, with a description of the Missing Moves project as proposed or anticipated. However, David Carlson questioned if a CED can be approved for Missing Moves if there

are significant secondary and cumulative impacts to the natural resources from the Interchange Project.

50. Steve Hardegan then commented on the Section 106 review. Mr Hardegan noted that the HPO was considering these as separate projects.

51. Mr. Kovacs then summarized the next steps, i.e. a "to do" list:
    - Prepare/send out resource materials;
    - Set up and conduct field trip/road show, including Landfill Engineering representatives, to the site – April 29th tentative date (April 30th as backup date);
    - Prepare Base Map / Natural Resources Map with design workshop for Agencies to review existing alternatives and to suggest additional alternatives, after the field trip.

52. Ileana Ivanciu asked what it is that the Agencies need in order to get past the Independent Utility concept and the fact that there will be no restriction of alternatives for the Interchange Project, if the Missing Moves Project is built. Lou Robbins asked, and it was agreed, that the Agencies provide in writing what the project team needs to do to advance the project to alternatives selection for the DEIS. All agreed to present a complete list of their concerns within one or two weeks
53. Mr. Kovacs concluded the meeting with the encouragement that these projects are doable; we just need to continue to work together to find a solution.

LIST OF ACTION ITEMS AGREED TO IN THIS MEETING:

ITEM	ACTION	RESPONSIBLE PARTY	DATE
• Resource Materials	Prepare/send out Resource Materials	Dewberry	April 18, 2003
• Agency Concerns	Prepare written list of concerns regarding Independent Utility	NJDEP USACOE USEPA	April 25, 2003
• Field Trip	Set up field trip and rent hall for meeting	Dewberry	May 13, 2003
• Resource Base Map	Prepare Natural Resources Base Map for field trip	Dewberry	May 13, 2003

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Brian A. Sayre
Dewberry

May 13, 2003

MEMORANDUM

TO: Record

FROM: Brian A. Sayre

DATE: May 16, 2003

RE: I-295/I-76/Route 42 Reconstruction
Agency Coordination Meeting #5

CC: Attendees, File: 2652 – Meetings

TIME & PLACE OF MEETING: May 13, 2003, 9:00 AM at the Wyndham Hotel, Mount Laurel, NJ Ballroom D

PURPOSE OF MEETING: To field view the project area, review the current Alternatives, address Agency comments, discuss potential environmental enhancements and develop additional alternatives. An Agenda is attached.

IN ATTENDANCE:

NJDOT	
Michael Russo	(609)-530-3026
Nick Caiazza	(609)-530-2991
Evens Marcellus	(609)-530-2850
Steven Maslow	(609)-530-2832
Bruce Riegel	(609)-530-4232
FHWA	
Lourdes Castaneda	(609)-637-4237
Randy Prescott	(609)-637-4235
Jeanette Mar	(609)-637-4203
NJDEP - LURP	
Bob Cubberley	(609)-633-6755
NJDEP – OPC	
Ken Koschek	(609)-292-2662
NJDEP – HPO	
Steven Hardegen	(609)-984-0141

NJDEP – DFW	
Andrew Didun	(609)-984-2413
USEPA – WPS	
Robert Montgomerie	(212)-637-3813
USACOE	
Michael Hayduk	(215)-656-5822
USFWS - NJFO	
Carlo Popolizio	(609)-383-3938 x32
DRBC	
Paul Scally	(609)-883-9500
DVRPC	
John Ward	(215)-238-2899
Charles Dougherty	(215)-238-2863
Dewberry	
Lou Robbins	(201)-321-0892
Ileana Ivanciu	(973)-428-4909
Charles Meidhof	(856)-802-0843
Brian Sayre	(973)-428-4909
Duke Bitsko	(978)-740-0096
Meeting Facilitator	
Dr. Ernest "Bub" Kovacs	(609)-737-7699

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussions proceeded:

1. After a brief introduction, the Meeting Facilitator, Bub Kovacs described the goals of the meeting. Lou Robbins then briefly reviewed the planned activities for the day. The attendees then boarded a bus for a tour of the project area.

2. Lou Robbins served as Tour Guide for the bus tour. Mr. Robbins pointed out various environmental resources, existing substandard features and community resources. There were two stops on the bus tour where the attendees could leave the bus for a more detailed view. At the first stop, the attendees viewed the

interchange proper from the Browning road overpass. From the Shining Star Park in Mount Ephraim, the attendees viewed I-295 and Ramp C as well as the adjacent wetlands along Little Timber Creek.

3. Mr. Robbins described the following concerns and points of interest during the tour, all of which must be considered in the interchange design and alternative selection process:

   - Weaving / merging problems on I-295 and Route 42;
   - Substandard structures, including the damaged Creek Road bridge;
   - Substandard design speeds on ramps, as well as on mainline I-295 on Ramp C;
   - Traffic "short-cuts" through residential areas;
   - Stormwater sediment discharges to Little Timber Creek;
   - Local schools;
   - Cemeteries;
   - Potentially historic homes;
   - Local recreation areas; and
   - Other communities facilities, including firehouses, VFW building, churches, proposed Senior Citizen Center, pumping station and DPW building.

4. A presentation was made during a working lunch back at the hotel. Charles Meidhof presented the currently proposed interchange improvement alternatives. He explained that all alternatives are designed to meet the current interstate highway standards.

5. Mr. Scally asked if costs have been developed yet for the various alternatives. Mr. Meidhof explained that costs are being developed for comparison, based on the approximate lane miles of roadway, structure and tunnel, with multipliers for the increased costs of structure and tunnel, versus just roadway and fill. More detailed cost estimates will be developed for the short list of alternatives.

6. Bob Cubberley suggested that potential wetland mitigation areas be shown on the various alternative maps, including the potential removal / use of Ramp C curve as a wetland mitigation area.

7. The potential use of a tunnel alternative was again discussed and whether or not the ground surface above the tunnel could be put to productive use or could existing structures remain over it. Charles Dougherty indicated that this issue has not yet been decided in New Jersey and asked if it is allowed in other states. Mr. Kovacs stated that Hartford, Connecticut and other cities have built over tunnels.

8. Charles Meidhof brought up the issue of the transport of hazardous materials and that these materials would likely not be allowed though a tunnel.

9. Paul Scally asked if a matrix could be put together, using weighted values, to determine the best alternative, based on its impacts and benefits. Ileana Ivanciu explained that a matrix has already been developed and will be used to determine the short list of alternatives. Mr. Dougherty commented that the matrix was presented at the CAC meeting previously. Mr. Russo explained that the ACM group is "1 meeting behind" the CAC group, and that the matrix was scheduled to be presented at the next ACM meeting. Mr. Kovacs suggested that the matrix be sent to the ACM participants prior to the next meeting so that it could be reviewed. Ileana Ivanciu stated that the matrix, in fact, was previously provided in the ACM Resource Book, in Tab #13.

10. Mr. Scally asked if it would be possible to move the historic home (Willian Harrison House) located within the cemetery. Steve Hardegen said that the eligibility of the house for historic classification is currently being determined. Ms. Ivanciu said that the eligibility report is being prepared, and that it will be completed shortly.

11. Mr. Kovacs asked if anything that the ACM group had seen during the tour or discussed at the meeting would affect the group's consideration of Missing Moves as a separate project. Mr. Dougherty said that the endpoints of the Missing Moves project ties it down beyond the limits of the various interchange alternatives, showing that it can be constructed separately. Mr. Meidhof explained that the other alternatives that were considered for the Missing Moves project do not have approval of the local communities.

12. Randy Prescott explained that it is FHWA policy to use Brownfields properties, such as the landfills in the Missing Moves project area, whenever possible for roadways, rather than using currently occupied, tax ratable properties.

13. During the lunch break, Ileana Ivanciu presented slides, which provided a summary of the Agency Comments that were received after ACM#4. The EPA indicated that the Agency was satisfied that potential "one-solution" alternatives (Missing Moves and Interchange combined) had been adequately addressed between the planning process and the design charette. The EPA also recognized that Independent Utility is a FHWA prerogative. The EPA suggested that the environmental impacts to the project area be considered "holistically" and that the impacts of both the interchange project and the Missing Moves project be considered in the DEIS.

14. The DRBC comments included a request to provide preliminary wetlands impact calculations for all alternatives considered to date, and to consider an alternative that parallels the NJ Turnpike. Commenting on the potential wetland impacts, Paul Scally indicated that the DRBC must review the project if greater than 25 acres of wetlands will be impacted. Nick Caiazza said that the potential impacts are based on 50-foot side slopes for each alternative, which should be conservative. Mike Hayduk commented that, on a Turnpike widening project in which he was involved, the actual wetland area impacts decreased significantly (versus the estimated areas) once the field delineation was completed. Ms. Ivanciu indicated that the NJDOT wants to proceed with the wetland delineation as soon as possible to determine the actual wetland impacts from the short-listed alternatives. Lou Robbins assured the Agencies that they will be involved right through the DEIS and EIS process. Ms. Ivanciu further indicated that potential alternatives along the Turnpike would be evaluated, as requested by Mr. Scally. Michael Russo said that an alternative along the Turnpike can be evaluated, but the potential benefits of such an alternative must be looked at closely, i.e. would it solve the various problems that exist in the interchange area.

15. The ACOE comments after ACM #4 included a suggestion to show potential borrow and waste sites, potential wetland mitigation sites and the location of stormwater facilities on the alternatives maps. Lou Robbins indicated that these areas will be provided on the maps for the short list of alternatives.

16. Ileana Ivanciu introduced Duke Bitsko of The Bioengineering Group, explaining that they have reviewed one of the alternatives, Alternative D, and prepared a Preconceptual Opportunities Plan. Mr. Bitsko presented the Plan, which includes conceptual project goals such as capitalizing on all opportunities to improve the environment during this project, with improvement of water quality through a watershed approach to stormwater management, restoration of habitat (including tidal and freshwater wetlands, as well as uplands), improvement of recreational and educational opportunities for the adjacent communities and a partnering with the State and Federal permitting agencies. Specific aspects of the Plan include improvement of water quality via removal of sediments and pollutants in highway and stormwater discharges, restoration of tidal and freshwater streams, restoration of wetland and upland habitats, construction of greenway / wildlife connections, management of invasive plants, connection of communities and parks with multi-use paths, fostering of environmental education and watchable wildlife and an overall improvement of the local quality of life.

17. Ileana Ivanciu indicated that these improvement opportunities will be considered in the short list of alternatives. Mike Russo said that the NJDOT also will request

community input in regard to these issues to determine what is really needed and valued at the local level.

18. Andy Didun commented that his office would like to see the proposed interchange improvements kept near the existing highways, with limited impact to Little Timber Creek and facilities to treat the highway and stormwater runoff.

19. Mr. Scally asked if any consideration had been given to a "rubber" dam upstream on Little Timber Creek, to trap and treat stormwater sediment. Nick Caiazza said that presently the plan is to treat the highway and stormwater runoff from storm drains, to remove the sediments before they enter Little Timber Creek.

20. Mike Hayduk agreed with Mr. Didun's assessment (see No. 18 above) as far as how the ACOE would like to see the project constructed. In regard to the control of invasive plants, Mr. Hayduk commented that Phragmites is difficult and expensive to control. He also commented that in some cases Phragmites may be serving a positive purpose, such as habitat or screening along the existing highways. He suggested that this possibility be evaluated before time and money is spent attempting to remove the Phragmites.

21. Bob Montgomerie asked if the area that would be necessary for stormwater treatment had been determined yet. Lou Robbins said that the amount needed will be determined by the amount of stormwater generated.

22. Bob Cubberley indicated that the NJDEP wants the areas of wild rice, Zizania aquatica, in Little Timber Creek to be identified. This should be done in August when the plant is fruiting. Mr. Cubberley also commented that the new stormwater rules will likely be in effect for the interchange project, and that the treatment requirements will have to be determined for the design.

23. At 1 pm, a design charette followed the lunch time presentations. The attendees were divided into 4 groups and were asked to provide suggestions that may be used to develop possible new alternatives. Maps at 1"=300' scale, consisting of an aerial photograph with existing environmental and community constraints were distributed to each group for their use. At the conclusion of the charette, each group reported their findings. Although none of the four groups were able to develop any new alternatives, each team provided suggestions on possible refinements to the alternatives currently under consideration. There was a general consensus that alternatives that utilized a tunnel offered the best solution when considering impacts to the environment and the community. A brief summary of the comments / conclusions of the four groups is provided below:

Group 1: Charles Dougherty indicated that this group did not come up with any new alternatives, but they did express concerns about the potential elevations / heights and visual impacts of the proposed highways, especially at Browning Road. He suggested that a typical cross-section of the proposed highway be shown on each of the alternatives maps. Lou Robbins said that this will be provided on the short list to show the communities. However, Mr. Dougherty believes that a cross-section should be shown on the present alternatives so that potentially "good" alternatives are not eliminated for other reasons. Randy Prescott asked the potential costs to temporarily move graves and then return them to the cemetery. Lou Robbins said that the costs are likely similar to a permanent relocation of the cemetery, plus the additional "emotional costs" for the family. Mr. Robbins also indicated that the costs of a tunnel alternative beneath the cemetery are likely similar to that of temporarily moving the graves and using a "cut and cover" tunnel installation technique.

Group 2: Randy Prescott agreed that it is difficult to identify a new alternative, but indicated that this group focused on existing Alternative D and impacts to the Little Timber Creek wetlands. They believe that removal of Ramp C would be beneficial for wetlands mitigation purposes. They also suggested that the hydrologic connection beneath I-76 should be enlarged and that a walking path through the communities is a good idea. The group also believes that the impacts to the ballfields should be determined, as well as identifying places to build new fields. Mike Russo then commented that it may be possible to re-orient the existing ballfields and to keep them in their present location. Lou Robbins indicated that a meeting had been held with PATCO regarding the proposed connection between Vineland and Millville in south Jersey. This project may be able to accommodate PATCO, if they are interested in constructing a light rail line in the project area. Charles Dougherty said that PATCO is looking at a light rail project along the I-76 / Route 42 corridor. However, Mike Russo said that PATCO has a very large study area at this time, and has not yet focused on any specific areas. Randy Prescott concluded with a comment that if Ramp C curve is removed, we need to look at how the upstream wetlands may be affected by a potential increase in tidal flow.

Group 3: Nick Caiazza commented that it was difficult to find any new alternatives. This group looked at Alternatives E and I with consideration of a tunnel or bridging to minimize wetland impacts. Nick indicated that the impacts of tunneling versus "cut and cover" in the cemetery must be reviewed, including the socioeconomic impacts and the impacts of where the

tunnel portals would be located. This group commented on Alternative D and the potential impact to the ballfields and how they could be mitigated. The

group also expressed concerns about a connection to the Turnpike, i.e. that the interstate traffic would be routed to a toll road. Concerns about a route parallel to the Turnpike also were identified, involving impacts to wetlands in the Missing Moves area, socioeconomic impacts, and the fact that connections to the existing exits, e.g. Route 168, must be maintained in the existing interchange area. In addition, this would not solve the other existing problems in the interchange area. Carlo Popolizio commented that the group had also discussed the tunnel alternative beneath the cemetery and the potential impacts to graves and houses above the tunnel, as well as the hazardous cargo issue.

Group 4: Robert Cubberley spoke for the absent Bill McLaughlin, commenting that a straight-line tunnel for the mainline I-295 needs to be considered. Mr. Cubberley believes that the hazardous cargo issue is a considerable problem for a tunnel alternative, with re-routing of those vehicles through other roadways and/or Pennsylvania not a likely scenario. This group looked at existing Alternative D, and also indicated that removal of Ramp C would be beneficial for wetland mitigation purposes.

24. Mike Hayduk commented that the four groups seemed to focus on or narrow it down to only a few alternatives. He then asked what alternatives the local communities had seen and what their main concerns are. Lou Robbins said that the CAC has seen Alternatives A through H. Mr. Robbins said that the communities realize that there will be impacts, but there has been very little conflict on the local level. Mr. Dougherty said that the communities are concerned about the local facilities, such as the ballfields, as well as the existing traffic problems. He noted that the impacts to the wetlands are at the bottom of the communities' concerns at this point. The communities are also concerned about the visual impact of the multi-level structures, but they all recognize the need for this project.

25. Nick Caiazza noted that there is a power line at the Browning Road overpass, and that perhaps the level of the proposed structures could be estimated relative to the height of the existing power lines. Lou Robbins said that a photosimulation could be prepared for that alternative, but then simulations would likely be requested for all of the alternatives. Mr. Caiazza suggested that perhaps the alternatives could be separated into groups with similar features to show the approximate height of the proposed structures.

26. Mike Russo and Lourdes Castenada commented that at the present there is a tree line along parts of the highway which serves as a barrier; if the proposed highway structures are much higher than the present, there will be an adverse visual impact.

27. Andy Didun indicated that moving ballfields and other facilities may not be a "show-stopper" in the eyes of the local communities, but not minimizing the impact to wetlands may be a "show-stopper" as far as the regulatory agencies are concerned.

28. John Ward said that the additional height of trucks and/or a sound barrier wall, as well as lighting structures, atop the proposed elevated structures also must be considered in the visual impact analysis.

29. Following the charette, the attendees discussed the project Purpose and Need. Mr. Kovacs and Mr. Robbins asked if everyone agreed with the Purpose and Need Statement. Everyone agreed and Michael Hayduk noted that the ACOE will be sending a letter to FHWA shortly that will essentially approve the Purpose and Need. This letter will also note that the Missing Moves and the I-295/I-76/Route 42 Interchange Reconstruction projects have Independent Utility. The letter will note that the Corps is reserving the right to revisit this issue at a later date if needed. Lou Robbins asked if the EPA also will be providing an approval letter. Mr. Montgomerie said that he will discuss this issue with Dave Carlson. However, Nick Caiazza said that Dave Carlson had already sent an e-mail to the NJDOT indicating the EPA's agreement with the Purpose and Need and the Independent Utility of the two projects. Randy Prescott noted that the EPA does not need to approve the permits for these projects.

30. There was a consensus among the attendees that the projects noted above have Independent Utility and may proceed as individual projects. The EIS for the I-295/I-76/Route 42 Interchange Reconstruction project will include a discussion on the environmental impacts of the Missing Moves project.

31. Dr. Kovacs briefly discussed the procedure to be utilized to resolve any conflicts that may arise in the future. This would include, as a first step, escalating unresolved issues to the NJDOT Assistant Commissioner level, the NJDEP Director level, the Branch/Division level at the ACOE, and the Deputy Administrator level at the EPA. He also noted that the next Partnering Session will be held on June 17th or 18th somewhere in the project area.

32. The next Agency Coordination Meeting will be held on June 2, 2003. In accordance with a subsequent e-mail from Ken Koschek, ACM#6 will be held at 9:30 am in the large conference room on the 7th Floor of the NJDEP building at 401 East State Street, in Trenton, NJ.

LIST OF ACTION ITEMS AGREED TO IN THIS MEETING:

ITEM	ACTION	RESPONSIBLE PARTY	DATE
• Alternatives Matrix	Revise/send out Matrix and Short-Listing Criteria	Dewberry	May 28, 2003
• P&N, Ind. Util.	Provide approval Letter	ACOE	May 30, 2003

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Brian A. Sayre
Dewberry

June 2, 2003

MEMORANDUM

TO: Record

FROM: Brian A. Sayre

DATE: June 4, 2003

RE: I-295/I-76/Route 42 Reconstruction
Agency Coordination Meeting #6

CC: Attendees, File: 2652 – Meetings

TIME & PLACE OF MEETING: June 2, 2003, 9:30 AM in the Large Conference Room, 7th Floor at the NJDEP, 401 East State Street, Trenton, New Jersey

PURPOSE OF MEETING: To review the progress made to date, including the discussions and minutes from ACM#5, and to review the Matrix Criteria for determining the Short List of Alternatives. An Agenda is attached.

IN ATTENDANCE:

NJDOT	
Tom Saylor	(609)-530-2739
Michael Russo	(609)-530-3026
Nick Caiazza	(609)-530-2991
Evens Marcellus	(609)-530-2850
Steven Maslow	(609)-530-2832
FHWA	
Lourdes Castaneda	(609)-637-4237
Mike LaPietra	(609)-637-4208
NJDEP - LURP	
Bob Cubberley	(609)-633-6755
Bill McLaughlin	(609)-984-0195
NJDEP – OPC	
Ken Koschek	(609)-292-2662
NJDEP – HPO	
Steven Hardegen	(609)-984-0141

NJDEP – DFW	
Andrew Didun	(609)-984-2413
USEPA	
David Carlson (via telephone)	(212)-637-3813
USACOE	
Michael Hayduk	(215)-656-5822
USFWS - NJFO	
Carlo Popolizio	(609)-383-3938 x32
DRBC	
Paul Scally	(609)-883-9500
DVRPC	
Charles Dougherty	(215)-238-2863
Dewberry	
Lou Robbins	(201)-438-6166
Ileana Ivanciu	(973)-428-4909
Charles Meidhof	(856)-802-0843
Brian Sayre	(973)-428-4909
Meeting Facilitator	
Dr. Ernest "Bub" Kovacs	(609)-737-7699

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussions proceeded:

1. After introductions and a brief review of the minutes of ACM#5, the Meeting Facilitator, Bub Kovacs proposed that the minutes be adopted and everyone agreed. Mr. Kovacs then identified the two (2) deliverables that were described in the minutes of ACM#5, i.e. the Alternatives Screening Matrix and the ACOE opinion letter regarding the Purpose and Needs and Independent Utility. The Alternatives Matrix was discussed, as described below. Copies of the ACOE opinion letter were provided by Mike Hayduk. This letter states that the ACOE concurs with the "Purpose and Need" document as well as the Independent Utility

of the I-295 Interchange and Missing Moves projects and also requests information about the location of borrow/wasting sites, wetlands mitigation sites and stormwater management facilities for the I-295 Interchange project. The letter also expressed appreciation for the May 13th ACM#5 and bus tour, which allowed all agencies involved to better understand the project complexities and to evaluate the various alternatives.

2. Mike Russo thanked everyone for attending the meeting and briefly reviewed the progress made in ACM#5. He then discussed the range of alternatives for the I-295 Interchange and the process to short list via the Matrix.

3. Lou Robbins began by reviewing the Project Flow Chart, noting that it was last updated in May 2003. Mr. Robbins reviewed the various meetings shown on the Flow Chart, as well as the process of alternatives development. He noted that several meetings have been held with local officials and that another meeting will be held on June 4, 2003 to discuss their concerns. He also noted that the next Partnering Meeting will be held on June 18th in the Barrington PBA Hall and urged everyone to attend. Several in the meeting said that they had not received the invitation package, so copies were made and distributed to them.

4. Mr. Robbins reviewed the Alternatives Screening Matrix. He noted that all of the alternatives meet accepted design criteria, but some have more undesirable "design features" than others such as left hand exits and weaving maneuvers. Mr. Russo confirmed that all of the present alternatives being considered meet the design criteria, but that the screening process will identify those with fewer undesirable design features.

5. Mr. Robbins discussed the Matrix criteria, beginning with Construction Costs. He indicated that the costs to be calculated will be relative costs, based on "lane miles" of roadway, with multipliers for structures and tunnel costs. Actual engineering costs will be calculated for the short list of alternatives during the EIS.

6. Mr. Robbins reviewed the Right-of-Way requirements as a screening criterion. He indicated that all residential units that may be impacted directly by each alternative will be counted, as well as those within 50 feet of the alignment which may be subject to "proximity" impacts. Similarly, all commercial properties either directly impacted or within 50 feet will be counted. Impacts to institutional properties, such as schools, churches and cemeteries and to recreational properties such as ballfields, will also be counted, with a rating of low, medium or high, based on the extent of the impact. Bill McLaughlin questioned why the residential properties could not be separated by extent of impact, i.e. low, medium or high. Mr. Robbins explained that, based on the small size of the residential

properties in this area, there either is or is not an impact to the property, whereas the larger size of the institutional and recreational properties allows for a more quantitative assessment of potential impacts. Mike Russo further explained that a more detailed determination of impacts to the residential properties cannot be made until the road geometry and grades are identified. Mr. McLaughlin suggested that the wording in the Matrix criteria document reflect that the potential proximity impacts to residential properties may or may not be actual impacts, depending on the final roadway location and grade.

7. Charles Dougherty commented that this process may result in some of the alternatives showing more impacts to residential properties versus institutional properties, biasing the impact analyses.

8. Ken Koschek said that he was involved in a project in Newark in which impacts to residential properties were not a major issue because many of the properties were not occupied. He asked if that was the case in any of the residential properties on this project. Mike Russo and Lou Robbins both indicated that nearly all of the residential, as well as the commercial properties, with a few exceptions, are occupied or in use on this project.

9. Mr. Kovacs suggested that the wording of the Matrix criteria document be revised to reflect the comments made by Mr. McLaughlin.

10. Mr. Robbins reviewed the wetlands criteria in the Matrix next. He indicated that the wetlands include both tidal and non-tidal wetlands, with impacts based on all areas beneath and within 50 feet of the "footprint" of each alternative. The acreage of impact to tidal and non-tidal wetlands will be calculated separately. The extent of the wetlands shown on the alternative maps is based on the NJDEP wetland mapping.

11. Mike Hayduk asked if the field wetland delineation will be completed by the time the short list of alternatives is identified. Ileana Ivanciu said that the current schedule is to start the wetland delineation in August and complete it by September, so that the delineation is completed by the start of the TES studies. Mr. Kovacs suggested that a "Wetlands Working Group" be established as an Action Item to keep this project aspect on schedule and to deal with any issues that may arise.

12. Bill McLaughlin asked if the tasks of wetland delineation/reviews/approvals could be shown on the project schedule. Mike Russo said that the schedule will be overloaded with details if every task is included.

13. Andy Didun commented that the project wetland maps indicate tidal and freshwater wetlands, whereas all of the streams in the project area are freshwater, but some portions are tidally influenced and some are non-tidal. Dewberry will revise the maps to reflect these comments.

14. Bob Cubberley indicated that the Wetlands Act of 1970 identified tidal wetlands up to the limit of the Upper Wetland Boundary (UWB), above which would be freshwater wetlands. He also commented that a separate permit will be necessary to satisfy Waterfront Development regulations, i.e. for all impacts within 500 feet of tidal waterways.

15. Ileana Ivanciu said that a request to the NJDEP Natural Heritage Program indicated that there are no threatened or endangered species found in the project study area. Bill McLaughlin noted that there are stands of wild rice in Little Timber Creek which, although not threatened or endangered, are considered a species of interest. Bob Cubberley commented that this issue was discussed in ACM#5, and that the best time to identify these stands is in August, when the plant is fruiting.

16. Mike Hayduk asked if the Matrix will distinguish between areas of high impact versus low impact to the wetland areas, e.g. direct filling, retaining walls, shading from structures, etc. Lou Robbins said that this evaluation will be done for the short list of alternatives. Mr. Robbins further commented that each of the alternatives (which impact the wetlands) affects the same two (2) areas of wetlands, although to varying degrees. The two (2) areas of wetlands are those associated with the Little Timber Creek and those associated with the tributaries of the Big Timber Creek.

17. Bill McLaughlin asked if impacts to stream channels could be identified via aerial photo interpretation. Bob Cubberley suggested that aerial photos could be used, along with the various alternative maps, to measure the impacts to the stream channels. However, he also urged that the wetlands field work and delineation be started this season, as the only summertime photos available are from 1977/78, which are probably too old to accurately identify the stands of wild rice.

18. Lou Robbins next explained that each alternative will be evaluated for its probable noise impact. The potential increase in noise will be rated as low, moderate or high, based on the height of the roadway structures above the ground level and their proximity to sensitive receptors. Each alternative also will be evaluated for its probable impact on air quality, also rated as low, moderate or high. While these evaluations are subjective, they will be based on experience and professional judgment.

19. Mike Russo asked how the potential noise impacts will be evaluated, i.e. if any measurements will be taken. Ileana Ivanciu explained that modeling will be used on the short-listed alternatives to determine the potential impacts, based on the height of the structures and the proximity to the receptors Lou Robbins commented that a specialty subcontractor in noise evaluation, Paul Carpenter Associates, will be present at the Short-listing Meeting to discuss the noise issue.

20. Nick Caiazza and Mike Russo asked if vibration will be an issue or a potential impact that should be evaluated. Ileana Ivanciu explained that vibration impacts are generally more related to the construction phase of roadway projects and that rail projects tend to be affected by vibration in the post-construction phase more than highway projects. Therefore, a decision was made not to include vibration as a screening criterion.

21. Mr. Kovacs observed that each participant is offering insight into their area of expertise, and that the rest of the meeting participants can both learn and offer comments on the various issues of concern. Charles Dougherty indicated that this process has been termed "informed qualitative assessment" in other meetings in which he has participated.

22. Lou Robbins continued with the Matrix criteria evaluation, indicating that socioeconomics will be reviewed for each alternative. The study area is composed of residential, industrial, commercial, recreational and public land uses. Vacant lands are primarily wetlands and floodplains. Each alternative will be evaluated for its impact on the various categories of land use and will be rated as low, moderate or high.

23. Bill McLaughlin asked if the local Emergency Response Teams have been involved in the decision-making process. Mike Russo indicated that the local "Incident Task Force" working with the DVRPC is aware of the project and will be added to the team and invited to the local meetings.

24. Mr. Robbins explained that census data will be used in the socioeconomic evaluation, as well as in the environmental justice evaluation. Mike Russo indicated that the NJDOT also has an EJ Specialist and that an EJ Workplan has been prepared to evaluate the impacts to low income and minority households for the short-listed alternatives. David Carlson commented that it is not enough to just say that there is or is not an impact to an EJ community, we need to assess if the project results in disproportionate impacts to these communities. Nick Caiazza agreed and indicated that these impact evaluations would be done during the EIS process.

25. Lou Robbins continued with an explanation that potential impacts to archaeological resources in the project area will be evaluated based on the sensitivity of the sites. The level of sensitivity of each site has been identified as low, medium or high based on a number of factors. The evaluation of these sites will be based on the total acreage impacted for low, moderate or high sensitivity sites. Steve Hardegen commented that the wording of the Matrix criteria document should be reviewed; Nick Caiazza suggested that the word "potentially" impacted be added. Steve Hardegen indicated that it is best to leave all of the archaeological sites intact, if possible. Ileana Ivanciu said that a specialty subcontractor would be used for the archeology issues; that the sites have been identified and will be evaluated via Phase I investigations once the short list of alternatives has been determined.

26. Lou Robbins described that there are various historic resources within the project study area. He said that the number of sites impacted will be reported for each alternative. Steve Hardegen said that visual impacts also must be evaluated, not just a physical "taking". Mr. Robbins said that the word "visual" will be added to the wording of the Matrix criteria document.

27. Mr. Hardegen was asked if the Area of Potential Effect (APE) has been established. Mike Russo and Nick Caiazza commented that the initial APE has been established, but it will be modified as necessary.

28. Mr. Robbins explained that a total of 66 potentially hazardous materials sites have been identified within the project study area, including gas stations, auto repair, etc. The alternatives will be rated in regard to the number of potentially hazardous sites that are impacted by each alternative.

29. Mr. Robbins concluded the Matrix review by indicating that the current Matrix is the 3rd generation document. He asked for comments, criticisms and/or suggestions on how to improve the Matrix.

30. Bill McLaughlin asked if the potential socioeconomic impacts on Route 42, due to lane closures and other impacts, had been evaluated for the Missing Moves project. Mike Russo and Lou Robbins explained that the construction of the Missing Moves project involves primarily shoulder work along Route 42 and I-295, as well as construction of the ramps through the undeveloped landfill areas. Additionally, the Missing Moves project will remove traffic from the Interchange area, making construction easier on that project. Mr. Dougherty commented that the Missing Moves project will be completed first, well ahead of the Interchange project. He also said that funding will be an issue for the Interchange project, based on the substantial costs involved and the current fiscal crisis situation.

31. Bill McLaughlin brought up the issue of independent utility of the two projects, i.e. no restriction of alternatives for the Interchange project upon construction of the Missing Moves project. However, he was referred to the minutes of ACM#5, in which it was agreed by all that there will be no restriction of alternatives to the Interchange project by the Missing Moves project. Mike Hayduk also referred to the May 29, 2003 ACOE opinion letter in which it was recognized that the two projects have separate Purpose and Needs as well as Independent Utility.

32. Andy Didun noted that the Federal definition of wetlands includes open waters, while the State definition recognizes open waters as a separate category. He questioned whether wetlands and open waters should be shown as separate categories in the Matrix. However, Lou Robbins indicated that the Matrix needs to include categories with a "common denominator" and that every difference in every Matrix category cannot be included or the process will be too unwieldy.

33. Nick Caiazza asked if the number of stream crossings per alternative should be included in the Matrix. Bill McLaughlin commented that, as per Executive Order 11990, longitudinal impacts to streams should be evaluated and asked if the "No Build" alternative will be included in the Matrix, i.e. how do the number of crossings in each alternative compare to the existing number of crossings. Charles Meidhof said that the various alternative maps show the streams, and the number of crossings could be identified, but do not show in detail the actual length of impact to the stream channel. Bob Cubberley again suggested that the length of stream impact could be determined from the photo base maps and aerial photos.

34. Bill McLaughlin and Mike Hayduk suggested that the extent of floodplains be compared to the extent of the wetland areas; that perhaps floodplain mitigation may be necessary if the alternatives result in >20% net fill in the floodplain. Nick Caiazza suggested that the limits of the floodplains be determined to see if they are consistent with the wetland limits. Charles Dougherty commented that the Matrix is not just for use of the Agencies, but also for the local communities; we cannot "load" the Matrix with the concerns of 1 or 2 Agencies, which could result in a bias in the evaluation of alternatives. Bill McLaughlin indicated that his office would be more comfortable if both longitudinal impacts to stream channels and floodplains were in the Matrix.

35. Charles Meidhof suggested that the more detailed studies be conducted on the short list of alternatives. Lou Robbins said that the extent of floodplains will be examined and if it is consistent with the extent of wetlands, then it will not be added to the Matrix; if it is not consistent, then floodplains will be added to the Matrix. Nick Caiazza commented that every alternative may end up being in the 100-year floodplain.

36. Mr. Kovacs then summarized the decisions made:
    - Charles Meidhof will review the wording of the Matrix criteria document, revising and adding the wording that was agreed upon.
    - A "Wetlands Working Group" was formed, including Bob Cubberley, Bill McLaughlin, Dave Carlson, Mike Hayduk, Nick Caiazza, Ileana Ivanciu and Brian Sayre. (A brief meeting was held after the conclusion of ACM#6 to discuss the wetland delineation process, attended by Bob Cubberley, Nick Caiazza, Steve Maslow, Ileana Ivanciu and Brian Sayre)
    - Steve Hardegen remained after the meeting to review his suggested changes to the wording of the Matrix criteria document.
    - The floodplain issue will be addressed as discussed, i.e. compare the extent of the floodplains to the wetlands limits, to determine if floodplains should be added to the Matrix.

37. Bob Cubberley asked if GPS standards had been established, to allow for use of GPS in the location of the wetland delineation flagging. Mike Hayduk said that standards had been established in 2001, setting a standard of +-15 cm to re-establish a point in the field.

38. Bill McLaughlin suggested that more detail could be reviewed / included in the short list of alternatives, including the issues of open water, wetlands and floodplains.

39. The LOI / JD process was discussed briefly, to ensure that the Agencies are in agreement with the delineation and review processes. Nick Caiazza suggested that the Wetlands Working Group meet to review the delineation process, i.e. to reconcile the ACOE and NJDEP delineation procedures (1987 versus 1989 Manuals). After the group meets, portions of the tidal and non-tidal wetland delineations would be completed and field checked by the ACOE and NJDEP to ensure their agreement. After completion of the delineation, the LOI and JD requests would be submitted to the Agencies for review and approval. Meanwhile, the TES studies would be in progress.

40. Lou Robbins then discussed the upcoming Partnering Meeting on June 18th and noted that the next ACM meeting is not until September 2003, when the completed Matrix will be reviewed to determine the short list of alternatives. Mike Hayduk asked if the ACM group could meet to work on the ratings of the alternatives in the Matrix. Mr. Robbins and Mr. Kovacs explained that the NJDOT core group will be meeting to review the criteria and assign the values, since they have been involved in the formulation of the Matrix criteria. Mike Hayduk and Dave Carlson agreed that this process could continue as proposed, although they requested that the "backup" information be available at the September ACM meeting to justify the assigned values.

LIST OF ACTION ITEMS AGREED TO IN THIS MEETING:

ITEM	ACTION	RESPONSIBLE PARTY	DATE
• Matrix Criteria Document	Revise wording of document, as agreed.	Dewberry/ C. Meidhof	July 15, 2003
• Floodplains / Wetlands	Compare extent of floodplains to wetlands	Dewberry/ I. Ivanciu	July 15, 2003
• Review wetlands delineation / permitting process	Meet to ID delin./ field checking / LOI / JD review and approval process	Wetlands Working Group	TBA

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Brian A. Sayre
Dewberry

June 4, 2003

MEMORANDUM

TO: Record

FROM: Charles P. Meidhof, P.E.

DRAFT: June 9, 2003
ISSUED: June 24, 2003

RE: I-295/I-76/Route 42 Interchange Reconstruction
Local Official's Briefing

CC: M. Russo, E. Marcellus, B. Riegel, P. Feliciano, L. Robbins, A. Bloch (HSH), I. Ivanciu, Ann Risen, E. Kovacs, C. Dougherty, J. Ward, File: 2652-Chrono, 2652-Meetings

---

TIME & PLACE OF MEETING: June 4, 2003, 2:00 P.M., Municipal Building, Bellmawr, NJ

PURPOSE OF MEETING: To update the Local Officials on the project status.

IN ATTENDANCE:

New Jersey Department of Transportation (NJDOT)

Name:	Representing:	Phone:
Mr. Michael Russo	DPPD	(609)-530-3026
Mr. Evans Marcellus	DPPD	(609)-530-2850
Ms. Patricia Feliciano	OCR	(609)-530-2110

Gloucester City

Mr. Eric Fetterolf		(856)-456-7105

Borough of Bellmawr

Mr. Frank Filipek	Mayor	(856)-933-1313
Mr. George Coleman		(856)-933-1313
Mr. Joe Ciano		(856)-931-1111
Mr. C. David Hunt		(856)-931-7495

Congressman Rob Andrews

Ms. Jean Adams		(856)-546-5100

Mt. Ephraim

Mr. Mike Reader	Mayor	(856)-933-3670
Ms. Suzanne Gaglianone	Commissioner	(609)-206-0939
Mr. Anthony Chambers	Commissioner	(215)-778-6203

Delaware Valley Regional Planning Commission

Mr. Charles Dougherty	(215)-238-2863
Mr. John Ward	(215)-238-2899

Dewberry-Goodkind, Inc.

Mr. Lou Robbins	(856)-802-0843
Mr. Charles Meidhof	(856)-802-0843
Ms. Ann Risen	(973)-428-4909
Dr. Bub Kovacs	(609)-737-7699

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussion proceeded:

1. Michael Russo started the meeting by summarizing the project background, community outreach efforts made to date, and the Missing Moves project.

2. Lou Robbins described the short listing process that will be utilized to select a handful of alternatives for the detailed technical studies that will be included in the Environmental Impact Statement (EIS). Mr. Robbins described the comparison criteria that will be used to short list the alternatives.

3. In response to a question, Mr. Robbins and Charles Dougherty noted that the traffic volumes used to design the project are traffic forecasts which reflect anticipated traffic volumes in the year 2030.

4. Charles Meidhof described the alternatives developed to date.

5. John Ward provided details on the Incident Management Task Force which currently meets quarterly to improve emergency responses. Mr. Ward noted that 10 municipalities participate along with NJDOT. Primary concerns identified to date include the need for better training, the need for better location information within the interchange, diversion routes, and the need for emergency vehicles to be given priority in traffic during a response event. Mr. Ward noted that some signing has already been added to the interchange by NJDOT to assist motorists in identifying their location within the interchange.

6. Ann Risen gave an introduction and overview on Environmental Justice (EJ). Ms. Risen noted that the project team would be asking organizations such as churches to assist in identifying EJ populations. Ms. Risen also asked the attendees for assistance in this regard. Eric Fetterolf indicated that the Camden County Department of Health might be a source of information.

7. Suzanne Gaglianone suggested that notice of the upcoming Public Information Center could be placed in municipal newsletters.

June 18, 2003

DRAFT

I-295/I-76/NJ 42 Reconstruction
Partnering Meeting

June 18, 2003

PBA Hall Barrington, NJ

Introduction

Mike Russo of the New Jersey Department of Transportation (NJDOT) welcomed attendees to the meeting. He outlined the importance of the project and the partnering session to NJDOT. The goals and objectives of the project were reviewed and past, present, and future public outreach efforts were discussed.

Presentation

Mr. Russo introduced Bub Kovacs of Dewberry, who served as the meeting facilitator. Dr. Kovacs asked participants to introduce themselves and summarize their expectations for the partnering session. The outcome of the last partnering session was reviewed, followed by a brief review of the goals of this session: To provide a project update, to discuss key issues facing the project, and to bring together the diverse group of stakeholders who have an interest in this project. The agenda was then reviewed and approved.

Lou Robbins of Dewberry expressed gratitude to participants for their continued support of the study process. He reviewed the project progress to date and discussed the future schedule, all of which were captured in a flow chart. Mr. Robbins noted that the schedule is flexible, but did highlight that the Draft Environmental Impact Statement is intended to be completed in October 2004, with eventual construction to begin in 2008. The project's goals and objectives were discussed. Charlie Meidhof of Dewberry then discussed the initial alternatives that have been generated to date, as a result of technical and public input.

Brainstorming and Breakouts

Following a brief intermission, Dr. Kovacs reconvened the meeting with a brainstorming session identifying all current possible project issues to completion. Participants then discussed all the issues identified and clarified their meaning.

After lunch, attendees were asked to break into four groups, where they would each focus on three critical issues. Participants were asked to define the issue and identify possible ways in which to address the issue.

DRAFT

Summary of Issues and Possible Solutions

Overall Issue: How to Reach Consensus

- **Issue 1:** How to improve driver conditions on the Interstate while responding to the concerns of nearby residents and other stakeholders.
- **Issue 2:** Special Interest groups are not agreeable and could stop the project.
- **Issue 3:** Need to capture community vision, listen to everyone, and leave area better than it was originally.
- **Issue 4:** Important to success to show early benefits

Potential Solutions: Share information. Preserve the integrity and credibility of the process, Negotiate honestly. Strive for collective compromise. Maintain education, partnering, communication and outreach. Continue to work together. Make sure the eventual solution deals with long-term needs. Missing Moves project and some part so this project would happen early and help alleviate some problems.

Overall Issue: Dealing with Natural Resources
- **Issue 1:** It is likely that natural resources will be affected by many alternatives
- **Issue 2:** Try not to touch the wetlands, or at least minimize wetlands impacts.

Potential Solutions: Upgrade any remaining natural resources. Since it was asserted that 2/3 of created wetlands in New Jersey fail, avoid affecting wetlands. On the other hand, restore new wetlands by eliminating Al Jo's curve and putting them at that site. Use piles for any new construction in wetlands. Handles storm water where it originates – on the highway.

Overall Issue: Dealing with Parks and Recreational Resources
- **Issue 1:** Concerned that Shining Star Park would be affected by some alternatives. This park is dedicated to a local woman and local firefighters who died recently in the area.
- **Issue 2:** Parks and ball fields will be affected.

Potential Solutions: If the alternatives shortlisted impact the park, a discussion of the potential mitigated alternatives with the local community leaders associated with the park will be undertaken.

Overall Issue: Construction Impacts
- **Issue 1:** Impact of construction on local streets
- **Issue 2:** Safety and congestion during construction

Potential Solutions: New Jersey has the best safety record in the U.S. for roadway construction. Make improvements to local streets (e.g., signals, turning lanes, etc) prior to Interstate reconstruction.

Overall Issue: Property Issues
- **Issue 1:** Loss of ratables
- **Issue 2:** Loss of potential development sites from property takings

Potential Solutions: Mitigate to the greatest extent possible impacts to private property takings.

Overall Issue: Design Issues
- **Issue 1:** Relax design standards to minimize costs and impacts

- **Issue 2:** Compress the ramps in Initial Alternative C

Potential Solutions: Design flexibility can be shown. Consider Initial Alternative D vs. C.

Overall Issue: Other Impacts
- **Issue 1:** Minimize financial impacts on municipalities.
- **Issue 2:** Providing emergency response on elevated structures and tunnels
- **Issue 3:** Visual and noise impacts of elevated, multi-level highway
- **Issue 4:** Impacts on cultural/historic resources

Potential Solutions: Train emergency response personnel on elevated structure/tunnel conditions. Employ permanent, full-time emergency response teams. Install tall trees near the edges of communities. Avoid taking cultural/historic resources or, if impossible, document those sites.

Discussion

Following the review of issues and solutions, Dr. Kovacs facilitated a general discussion. Questions and comments were raised by anyone. Answers were given by a number of different members of the NJDOT Project Team, including Mr. Russo, Mr. Robbins, Mr. Meidhof and Dr. Kovacs. Questions and answers have been grouped into categories, not necessarily reflecting the order in which questions were asked or responses given

1. Construction

Question (Q): What plan will be put in place for the hours of construction, in order to alleviate congestion during peak hours?
Answer (A): Two theories are being explored: a) high intensity construction, where there is significant disruption for a short period of time or b) low intensity construction, where disruption is minimized but for a much longer period. In the end, both methods will probably have to be used for various construction stages. Regardless, every effort will be made to minimize construction impacts and disruptions during peak periods.

Q: Wouldn't the "Missing Moves" project impact construction?
A: "Missing Moves" will have minimal construction impacts. Further, construction on that project is scheduled to begin in two years and will be finished before this one starts.

2. Overall Goals, Alternatives and Related Projects

Q: Is the goal to relieve congestion on Route 322?
A: The Route 322 region will be impacted. People traveling from Pennsylvania to the Jersey Shore may utilize this roadway. Improvements to "Missing Moves" will mitigate congestion on Route 322.

Q: Why is the study area limited?
A: The study area is constrained due to the project's specific nature. It has precise purpose and needs and addresses direct connection. There are many projects out there being done simultaneously and we can't include them all.

Q: Very little traffic is generated around the New Jersey Turnpike Interchange 3. Couldn't the Turnpike be better linked to I-295 at Interchange 3 for better use of resources? It is silly for NJ Turnpike to do its own widening project when extra capacity exists south of I-295.
A: The Turnpike conducted its own study involving a connection at Route 42.

Q: Benigno Boulevard is a very heavily traveled road during the day. Isn't there a need for a left signal onto Blackhorse Pike from Benigno Boulevard?
A: Currently there are other NJDOT studies in process in this area. One of things being considered is improving Route 168 and Benigno Boulevard.

Comment (C): I don't hear enough about improving drivers' expectations and safety on the Interstate as the reason for doing this study.
A: Improving safety and driver expectation are key items in our purpose and need statement. But we have to consider many other factors as well, which is one reason that we are looking at a broad range of alternatives.

Q: Can Al Jo's curve be pulled in? Consideration needs to be given to safety and emergency response personnel. When emergency vehicles are on the road, you should regulate lower speeds.
A: A curve cannot be just "pulled in". A 1,400-foot turn radius is needed for safe driving conditions. For our alternatives, we are assuming a design speed of 55 miles per hour, which is less than the typical Interstate design speed of 65 miles per hour, but which reflects all the various constraints in the area.

Q: At the last Advisory Committee Meeting a discussion was held about showing an alternative that paralleled the Turnpike. Has this been developed?
A: We have examined traffic volumes remaining on the interchange. If an alternative that paralleled the Turnpike is considered, the remaining volume still present safety and congestion issues.

C: Build a new interchange between Exits 3 and 4 and connect to I-295, this would remove much of the traffic.
A: As said before, this would not solve the problems of Al Jo's curve

C: Can you tunnel under the cemetery?
A: There is not enough room to bring a tunnel up to the surface safely

3. Property Issues

Q: Have you looked at taking homes for dollar value?
A: Federal law requires that we offer appraised value for homes. But, if property takings are necessary, we can give compensate the difference between the houses' worth and cost to replace the home.

DRAFT

C: You could save more in project by paying more for homes than by avoiding them.
A: If houses are going to be hit, people will be contacted. But saving money is not the sole consideration when deciding whether to take property or not.

Q: How many other projects have cut through a cemetery? Has this been accepted by the community in those settings?
A: At the Secaucus Interchange, a cemetery was impacted – the deceased were re-enterred. Cemetery takings are not a common occurrence.

Q: Can you buy land for the cemetery as an alternative site?
A: We would have to pay damages to the cemetery owners. Purchasing land directly to give to the owner is not something typically allowed.

4. Environmental Issues
Q: Could you provide an explanation of the NEPA goals and process? Why are we following it? Who makes the final recommendations?
A: The NEPA process is required. It offers an explanation of the project, its impacts, and helps to understand the study process. NJDOT and the Federal Highway Administration make the final recommendations. We have obtained quite a bit of feedback from previous meetings held. By the time the Environmental Impact Statement is finished, we hope to have consensus by choice. The NEPA process requires that certain things be examined (e.g., noise impact, design criteria, etc.). The goal is to do the best job with the least amount of impacts to the environment. The process shows what will be done and defines mitigation techniques to cause fewer impacts.

Q: What about water? And quality of life? Are they factors to be considered in this process?
A: Yes, both are among many areas for which impacts are studied. .

Q: Could a tunnel be built below the water table?
A: Yes. Two other tunnels have been built recently in New Jersey. One of which is in Atlantic City adjacent to the Penrose Canal, is also between the water table.

C: There are concerns about water quality issue – remediation, retention/detention; wetland mitigation.
A: One of our goals is to leave the environment better than it is now.

C: Installing trees as a sound barrier would only block the view, not the sound

C: Avoiding minimization and mitigation of wetlands will be a very difficult process in this case. You need to explain it very well, since the public will have a hard time understanding the wetland issue. Avoidance measures should be explored at first, then consider mitigation.

5. Study Area/Maps
Q: Why is the study area limited?
A: The study area is constrained due to the project's specific nature. It has precise

DRAFT

purpose and needs and addresses direct connection. There are many projects out there being done simultaneously and we can't include them all.

C: You need to show an existing conditions map.
A: Suggestions have been made to improve these graphics for the public. These current maps highlight where roads cross each other.

Adjournment
Mike Russo thanked participants for their involvement in the project and stressed the need for NJDOT and stakeholders to continue working together.

June 25, 2003

MEMORANDUM

TO: Record

FROM: Charles P. Meidhof, P.E.

DRAFT: June 26, 2003
ISSUED:

RE: I-295/I-76/Route 42 Direct Connection
Delaware River Port Authority (DRPA)
Route 55 to Philadelphia Corridor Transit Study
Assessment Advisory Group

CC: M. Russo, E. Marcellus, B. Riegel, L. Robbins, I. Ivanciu, A. Bloch (HSH), E. Kovacs, File: 2652-Chrono, 2652-Meetings

TIME & PLACE OF MEETING: June 25, 2003, 1:00 P.M., at the DRPA Headquarters, Large Conference Room

PURPOSE OF MEETING: To discuss progress made to date, transit opportunity concepts and the next steps in the project.

SUMMARY:

Evans Marcellus of NJDOT – DPPD and Charles Meidhof of Dewberry-Goodkind, Inc. represented the I-295/I-76/Route 42 Direct Connection Project Team at the meeting. A copy of the PowerPoint presentation given at the meeting is attached. The following are highlights of the meeting:

1. John Matheussen of DRPA opened the meeting with welcoming remarks.
2. Bob Box of DRPA briefly described the project noting that the study will target transit opportunities that may be present along the Philadelphia Waterfront, the Camden Waterfront, the University City area of Philadelphia, and the Route 55 corridor. Mr. Box listed the project deliverables which include a technical memorandum on the Study Area (completed), a technical memorandum on the Community Outreach, a technical memorandum on the Alternatives developed, a technical memorandum on the Alternatives Evaluation, and a Final Report.
3. The STV project team then made a presentation. A copy of presentation is included.
4. A question and answer period followed the presentation.

5. Chick Dougherty and Charles Meidhof offered explanations and descriptions of the Community Outreach and Agency Coordination methods being employed on the I-295/I-76/Route 42 Direct Connection project.

6. Charles Meidhof briefly summarized the I-295/I-76/Route 42 Direct Connection project noting that coordination has occurred and will continue to occur between that project and the Route 55 study.

7. Additional handouts provided at the meeting include a collection of newspaper articles on the project and a draft copy of the Technical Memorandum on the Study Area.

June 26, 2003

DVRPC

MEMORANDUM

TO: Record

FROM: Charles P. Meidhof, P.E.

DRAFT: June 26, 2003
ISSUED: July 3, 2003

RE: I-295/I-76/Route 42 Direct Connection
Delaware Valley Regional Planning Commission (DVRPC)
Board Meeting

CC: M. Russo, E. Marcellus, B. Riegel, L. Robbins, I. Ivanciu, A. Bloch (HSH), E. Kovacs, File: 2652-Chrono, 2652-Meetings

TIME & PLACE OF MEETING: June 26, 2003, 10:30 A.M., at the DVRPC Headquarters, Large Conference Room

PURPOSE OF MEETING: To introduce the project to the board and discuss progress made to date.

SUMMARY:

Michael Russo of NJDOT – DPPD and Charles Meidhof of Dewberry-Goodkind, Inc. represented the I-295/I-76/Route 42 Direct Connection Project Team at the meeting. A copy of the meeting agenda is attached. The following are highlights of the meeting:

1. At the completion of most of the agenda Michael Russo made a PowerPoint presentation of the project. This presentation summarized the Project Purpose and Need, the existing geometric deficiencies and the safety and congestion problems these cause, descriptions of the Community Outreach and Agency Coordination methods being employed, the environmental and socio-economic resources present in the study area, the project schedule, and a brief description of some representative alternatives developed to date. After Mr. Russo's presentation there was a brief question and answer period.

2. John Coscia inquired about the potential to utilize design-build to compress the project schedule. Mr. Russo noted that this could be considered later, once the project had advanced further into the EIS.

3. Several members complimented Mr. Russo on the presentation. Board Chairman, Camden County Freeholder Tom Gurick asked Mr. Russo to extend his gratitude to Commissioner Lettiere for the presentation.

4. Subsequent to the meeting, Mr. Russo, Chick Dougherty of DVRPC and Charles Meidhof solicited Freeholder Gurick's assistance in notifying the public about the up coming Public Information Center. Freeholder Gurick agreed to attempt to utilize his connections with 2 local radio stations assist in publicizing the event.

June 27, 2003

MEMORANDUM

TO: Record

FROM: Brian A. Sayre

DATE: July 9, 2003

RE: I-295/I-76/Route 42 Direct Connection Wetland Delineation / Permitting Meeting

CC: Attendees, Nick Caiazza, Lou Robbins, Ileana Ivanciu, Charles Meidhof, Victor Furmanec, File: 2652 – Meetings

TIME & PLACE OF MEETING: June 27, 2003, 1:00 PM-3:00 PM, at NJDEP – Bob Cubberley's office

PURPOSE OF MEETING: To discuss the Wetland Delineation methodologies of the ACOE and the NJDEP, the schedule and coordination.

IN ATTENDANCE:

NJDEP - LURP	
Bob Cubberley	(609)-633-6755
Dennis Contois	(609)-292-2296
USACOE	
Sam Reynolds	(215)-656-5715
Dewberry-Goodkind, Inc.	
Brian Sayre	(973)-428-4909

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussions proceeded:

1. The discussions began with a general review of the project schedule regarding the submittal of the EIS. Sam Reynolds commented that he believes the Draft EIS must be prepared and submitted to the ACOE for review and Public Notice. He also indicated that the NJDEP review and approval of the Final EIS would follow the issuance of a Record of Decision (ROD) by the ACOE.

2. Dennis Contois then joined the meeting and provided insight into various stream encroachment and stormwater issues. Mr. Contois commented that it is likely that the project will involve >1/4 acre of new impervious surface, making it subject to the stormwater regulations. He suggested that that the "infields" of the roadways be used as stormwater detention facilities. He also said the new Stormwater Regulations would likely be adopted soon, after responses to public comments, possibly in September 2003. The impact of the project on the 2, 10 and 100-year storms must be evaluated, as well as on the water quality aspects.

3. Mr. Contois indicated that the Big Timber Creek is a State Studied Stream and that the NJDEP should be contacted for the floodplain studies, including Supplemental 11 and the back-up HEC-II data. He suggested that Clark Gillman and John Scordato be contacted at 609-292-2296. He also suggested that the Federal Study Booklet be obtained to determine if the studies were based on full development within the watershed. Mr. Contois then said that the Little Timber Creek is not a State Studied Stream and that, in addition to FEMA flood maps, field studies and survey data should be used to establish the 100-year flood lines.

   Action Item: As suggested by Mr. Contois, we have contacted the NJDEP and obtained all available information on both Big Timber and Little Timber Creeks. We also have obtained some of the FEMA flood mapping and are seeking any additional information available.

4. Sam Reynolds commented that the purpose of the wetlands delineations is, from the ACOE perspective, to identify all aquatic resources of the United States, according to the 1987 Manual. The NJDEP uses the 1989 Interagency Manual for wetlands delineation procedures. Therefore, the text and maps of the draft and final EIS documents submitted to the ACOE cannot include any references to the 1989 Interagency Manual. Discussions then focused on the wetland delineation procedures in the Assumed (NJDEP jurisdiction) and Non-Assumed (ACOE jurisdiction) areas of wetlands on the project site. Sam Reynolds said that the tidal portions of Little Timber Creek and Big Timber Creek, as well as the areas within 1000 feet of Mean High Water, will be subject to ACOE jurisdiction. All non-tidal freshwater wetlands, as well as those areas within 1000 feet of Ordinary High Water, will be subject to NJDEP jurisdiction. Mr. Reynolds further indicated that, if a portion of a wetland area lies within the 1000-foot ACOE-subject area, all contiguous portions of that wetland are subject to ACOE jurisdiction. He also said that EPA jurisdiction may be involved in any wetlands areas that lie beyond the 1000-foot range.

   Action Item: We will coordinate with the EPA to determine applicable jurisdiction in regard to any wetlands that lie beyond the 1000-foot range.

5. The next subject involved the potential use of GPS to locate the wetland delineation points during the delineation procedure, rather than a follow-up survey by a survey crew. Sam Reynolds said that a GPS standard had been published recently in a Public Notice document. He indicated that the GPS accuracy required is +- 15 cm. He also said that a QA/QC document is required in the wetland report to establish how the issues were addressed to meet the required standard and how was it confirmed that the standard was met. Mr. Reynolds indicated that he would provide a copy of the GPS standard for our reference.

   Action Item: We have contacted Mr. Reynolds' office and obtained a copy of the Public Notice and GPS standard. A copy is attached to this letter.

6. Mr. Reynolds said that the delineation lines along open waters, along which there are no adjacent wetlands, should follow the Highest Tide Line. This line should be established by surveying in a few of these elevations, using data from NOAA or local Tidal Benchmarks. Field indicators of the Highest Tide Line would include the most landward rafting of debris on the banks of the streams (other than from a storm event). Mr. Reynolds suggested that the previous wetland delineation work done for the Sound Barrier project on I-295 also may be helpful in providing information for the Highest Tide Line. In addition, other contacts have indicated that wetland delineation previously was done, and an LOI obtained, for a portion of the wetlands located near ramp C (AlJos Curve). This work reportedly was done for Federici & Akin Engineers in Pitman, NJ.

   Action Item: We have contacted Federici & Akin and inquired as to the existence and availability of the previous delineation mapping and LOI. They will contact us if any of the historical information is available. The previous wetland delineation information related to the Sound Barrier project was sought and obtained at an earlier date by Dresdner Robin.

7. Bob Cubberley suggested that the Upper Wetland Boundary (UWB) line be shown on the wetland delineation maps. He also indicated that wetlands and wetland buffers will be regulated in accordance with NJAC 7:7E-3.27 and 3.28. NJAC 7:7E-3.28 specifies a buffer of up to 150 feet for wetlands regulated pursuant the Freshwater Wetlands Regulations and up to 300 feet for those regulated pursuant to the Coastal Wetlands Regulations. The first step will be to delineate the wetlands and determine the resource value, then identify which regulations apply, based on the location of the UWB. Mr. Cubberley also suggested that we contact the Bureau of Tidelands to obtain the Tidelands Conveyances for the project area and that potential impacts to inter-tidal and sub-tidal shallows may require mitigation.

   Action Item: We will ensure that the UWB is shown on the wetland delineation maps and that copies of the Bureau of Tidelands Conveyance Maps are obtained.

8. Mr. Reynolds said that for the upper reaches of non-tidal watercourses, in which there are no adjacent wetlands, the channels must be delineated and shown on the wetlands maps since they will be subject to Section 404 jurisdiction. He indicated that the wetlands maps should show the Ordinary High Water Line of these channels. He also said that any ditches in these areas which are connected to natural stream channels must be delineated and shown on the wetlands maps.

9. Mr. Reynolds commented that, for the final EIS, a Compliance Statement and a Mitigation Proposal will be required. He also suggested that, if the preferred alternative involves an area with an existing wetland violation, e.g. illegal fill, that it should be "wrapped into the project" and resolved via the permitting associated with the project. If a violation is found and an Enforcement Action is started, it would likely delay the project until the violation is resolved. Mr. Reynolds also indicated that the data received from the Natural Heritage Program and the Landscape Project should be included in the LOI application.

10. After the above discussions concluded, Mr. Reynolds commented that the I-295 /I-76 / Route 42 Direct Connection map provided at the recent Partnering Meeting, which also shows the location of the Missing Moves Project, indicates that the Missing Moves project is shown extending to the south of the Big Timber Creek bridge. He and Bob Cubberley indicated that they were concerned that the scope of the Missing Moves Project had been expanded, potentially affecting the Independent Utility and Logical Termini of the 2 projects. However, I indicated that the 2 projects are still separate and that there is no overlap between them. Further, the Independent Utility Statement, as well as all of the other study documents indicate that the I-295 / I-76 / Route 42 Direct Connection Project begins to the north of the Creek Road bridge over I-295, while all of the work associated with the Missing Moves Project is located to the south of the Creek Road bridge.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Brian A. Sayre
Dewberry-Goodkind, Inc.
A Dewberry Company

Dewberry-Goodkind Inc.

A Dewberry Company

July 24, 2004

Draft

I-295/I-76/Rt 42 Direct Connection
New Jersey Department of Transportation
Public Information Center
Bellmawr, NJ
Thursday July 24, 2003
3:00 PM–8:30 PM

Summary of the Meeting

Introduction

Over 250 members of the general public and 5 elected officials attended the second Public Information Center conducted for The New Jersey Department of Transportation I-295/I-76/Rt 42 Direct Connection Project on Thursday July 24, 2003 at Bellmawr Ballroom in Bellmawr, NJ. The Center was advertised to begin at 3PM and end at 8:30PM, with the first formal presentation beginning at 4PM and the second at 7PM. During both sessions, attendees were invited to review boards and handouts, as well as review maps of the project area and offer suggestions on potential roadway improvements. A formal presentation was given at each session by Michael Russo, New Jersey Department of Transportation Supervising Engineer. This was followed by an informal question and answer period, after which each session was adjourned.

Comments and questions generally fell into the following broad categories:

- Traffic and congestion
- Roadway issues
- Alternatives
- Property issues
- Construction
- Other
- Comments

Replies to comments and questions were made by members of the NJDOT Project Team, led by Mr. Russo. The following is a summary of the comments (C), questions (Q) and replies (R) raised at the meeting.

Traffic and Congestion

C: This project will create increased traffic on local roads. Currently accidents occur on Al Jo's curve and not within our community.
R: While this project was developed to address the accident rates on the Interstate, it may help mitigate some of the highway traffic that is currently being forced onto local roads. A direct connection will obviate the need of highway drivers to merge with other traffic and/or use local roads. Additionally, all needs and impacts need to be balanced.

Prior to actual construction beginning, spot improvements will be made to the local roadways as appropriate to mitigate some of the existing and potential "cut thru" traffic impacts.

Q: What about the additional noise and air impacts that will result from this project?
R: Congestion contributes to pollution and if a direct connection is constructed the air and noise pollution will be lessened as the running speeds on the Interstate increase.

Q: Can you use a toll road and congestion pricing on the New Jersey Turnpike to induce trucks to use roads on off hours?
R: The New Jersey Turnpike Authority is reviewing that option.

Q: People that will benefit from this construction are just passing through. The town will become gridlocked.
R: Highway users are already diverting to local streets and impacting the local roadways within the town.. In addition the Town EMS, fire and police departments are responding to a large number of traffic incidents on the Interstate. The proposed improvements will reduce this burden to the town. At present the accident rate on the Interstate is seven times the state average for similar roadways statewide.

C: I-295 and Al Jo's curve are congested for 2 hrs during each rush hour—am and pm. We should not disrupt communities for 4 hours worth of congestion.
R: As stated above the accident rate on the Interstate is seven times the state average which is not limited to the 4 hours a day of rush hour, but occurs throughout the entire day. Benefits to the town will include less "cut thru" congestion on local streets, a decrease in air pollution and a reduction in the cost to the town to provide emergency services in response to incidents on the Interstate.

C: Most traffic comes from other areas. I-295 is not the problem.
R: Traffic and Accident studies have identified this interchange as one of the most dangerous and congested in the state with major geometric improvements required.

Roadway

Q: Cars traveling on Route 55 are supposed to pass through instead of cutting across I-295 lanes. How will you ameliorate that problem?
R: The I-295/I-76/Rt 42 Direct Connection Project has been developed to eliminate the "cutting across" that is forced by the current sub-standard roadway geometry.

Q: How will the project improve driving conditions?
R: Accidents on the roadway occur because there is no direct connection on I-295. Mainline traffic must mix with traffic from Rt 42 and/or negotiate a low speed ramp. If a direct connection is built, it will eliminate the two most dangerous conditions (weaving and mixing of I-295 and Rt. 42 traffic and the low speed curve on the main line).

C: A simple solution would be good signage to route people properly and leave the roadway as it is.
R: The traffic volume on the highways is very high, the roadway geometrics do not meet driver expectations and there is a high accident rate. Signage is not enough to mitigate all of these problems. Various alternatives, including the "no-build" option, will be assessed for effectiveness and impacts.

Q: What have we done to educate people about Al Jo's curve?
R: There are warning signs along the roadway, but because of the roadway configuration does not meet driver expectation for a main line interstate highway there will most likely continue to be a high accident rate regardless of advance warning signage or enforcement.

Q: What is the possibility of making a series of overpasses?
R: Some of the discussions with engineers have involved partial overpasses and tunnels. These are details that will be pursued in the future.

Q: Have the impacts of properly maintaining I-295 been reviewed?
R: The analysis considers the costs and capabilities of maintaining alternatives, including the existing "No-Build" configuration.

Alternatives

Q: Is a tunnel option viable?
R: A tunnel is a possibility from an engineering perspective, but there are many other factors involved including right-of way, operational and maintenance and cost issues. Currently the NJDOT has built and operates tunnels in Trenton and Atlantic City.

Q: Can an overpass be built to save property along the right-of-way?
R: Some of the Alternatives are already 4 levels high. Building "up" causes a different set of impacts (including visual and noise) to the adjacent area.

Q: Will each alternative show which houses will be affected?
R: Once the long list of alternatives is reduced to a shorter list, we will determine the exact number and location of properties that will be affected by each alternative.

Q: Have you considered light, commuter or freight rail in lieu of highway reconstruction? Can we put in express lanes and not build anything?
R: A Transportation Investment Study was conducted in the 1990's by the Delaware Valley Regional Planning Commission (DVRPC) to evaluate many possible transportation solutions. It concluded that the benefits of other solutions did not directly improve the I-295/I-76/Rt 42 interchange. We are currently working closely with PATCO with their study evaluating potential mass transit improvements to the region.

C: None of the alternatives show a change to the New Jersey Turnpike.

R: The New Jersey Turnpike is currently studying a new interchange at Rt. 42. As determined by the 1999 Transportation Investment Study, improvements to the Interchange are required whether or not the Turnpike interchange is constructed, as both projects serve different needs

Q: How many alternatives are there and how many people will be affected?
A: We are currently evaluating 26 initial alternatives and will short list these down to a smaller number this fall. An approximate number of residents impacted is presently being determined. This number will be refined in subsequent portions of the project for the alternatives actually shortlisted. Some alternatives show very few impacts on homes, while others have a larger number of residences impacted but greater effects on wetlands or other natural environmental features. We evaluate the impacts and balance these equally. Because of myriad and varied issues within the study area it is like threading a needle.

Property Issues

Q: Do you have information about property takings for each alternative and are you considering the needs of Bellmawr Park?
R: All of the alternatives are still in the initial stages of development. The criteria matrix will help produce a short list of alternatives and we will bring those back to the community. The NJDOT understands that Bellmawr Park is a unique situation. We are getting a better understanding of how any potential property takings would be dealt with in this area.

Q: If Bellmawr Park has to be moved into a wooded area, will that be considered as taking a wetland area?
R: We do not know yet if Bellmawr Park will be affected nor how we would handle possible property issues in Bellmawr Park. Additionally, permits are required before any changes or construction commences. Therefore, wetlands issues would be addressed during that process.

Q: I received information that homes would be demolished and not relocated in Bellmawr Park. Is this true?
A: We do not know how many, if any, properties would be taken. We currently have 26 initial alternatives and possibly more following this meeting. A decision or discussion has yet to be held on mitigation of any potential taking in Bellmawr Park.

Q: Many people who live in the Bellmawr Mutual Houses community are on fixed incomes and cannot afford to move somewhere else. Will the homes be torn down or relocated?
R: We are still nearing the shortlist process for the alternatives and therefore we do not know if any homes in this community would be affected.

Q: How will the historical value of Bellmawr Park be evaluated?

R: There are many historic resources in this area and they will be evaluated under the "Section 106" process. This refers to the federal review process designed to ensure that historic properties are considered during highway (and other) projects. The review process is administered by the Advisory Council on Historic Preservation, an independent federal agency, with assistance from the New Jersey State Historic Preservation Office. Projects subject the section 106 review must try to avoid or mitigate effects on all historic building structures and archeological sites.

Q: If homes are taken, will there be adverse effects to adjacent homes and if so who will be responsible?
R: In some cases we may assume the cost of damages if homes are taken, but that is specific to the alternatives, which have not been chosen yet.

Q: Many people have invested and made improvements to their homes in Bellmawr Park. How will they be compensated for that?
R: The NJDOT understands that Bellmawr Park is a unique situation. We are getting a better understanding of how any potential property takings would be dealt with in this area. A decision or discussion has yet to be held on mitigation of any potential taking in Bellmawr Park.

Q: What would you do if an alternative is chosen that goes through the cemetery?
R: All impacts are analyzed and weighed during the alternatives shortlisting process, including those to the cemetery. If an alternative were chosen that did impact the cemetery, provisions would be made to minimize and or compensate any adverse impacts.

Construction

Q: The Woodrow Willison Bridge (near Washington, DC) took 8 years to repair. Why will this project go any faster?
R: The Woodrow Willson Bridge is substantially larger than this project with more difficult construction, staging and permitting impacts. When we get a better idea of what kind of changes and reconstruction will be done, we will have a better idea of how long the improvements will take. Currently, we are assuming 2 years.

Q: Will noise barriers be installed?
R: Noise barriers in this area were installed as part of an earlier project. Additional barriers may be considered as noise impact mitigation. The public will have input, if they are installed, on where they would be located..

Q: How will you mitigate construction impacts in a town with small roads and communities?
R: We are currently planning to perform computer simulations of traffic on the local streets and perform spot improvements where necessary to alleviate negative impacts.

Draft

Other

Q: Will this project interfere with other projects?
R: The Missing Moves project is adjacent to the study area of the I-295/I-76/Rt 42 Direct Connection project, but it is a separate project. The Missing Moves project is currently in the design phase and its construction should be completed prior to construction of the interchange starting. As the time for construction gets closer the DOT will coordinate their other NJDOT projects, as well as those planned by the county, to minimize conflicts.

C: (From State Senator George Geist) He thanked NJDOT for coming and asked when they would be coming again and when the community could expect answers to the many questions raised. He also asked that a notice be sent to all PIC attendees regarding the next public meeting.
R: A shortlisting process will begin soon. In the fall we will meet with the CAC and with local officials to discuss the process and shortlisted alternatives. Sometime near the end of 2003 or early 2004, we will have another public meting to discuss the shortlisted alternatives. All PIC attendees that signed in will be added to the project mailing list and therefore will receive project information and meeting notices.

Q: Does NJDOT have a master plan that encompasses all modes of transportation?
R: There is a long-term transportation plan and capital investment strategy available on the NJDOT website. The investment strategy includes all types of transportation options. Funding for projects is divided equally between highway and mass transit. There is also a 2025 plan that includes rail and bus options.

C: Wetlands are not more important than homes.
R: Wetlands must be evaluated as well as impacts to homeowners. The National Environmental Policy Act (NEPA) requires that a wide variety of environmental issues be examined, including wetlands and property rights.

Q: What is the allocation for the budget?
R: The initial budget is $100-200 million depending on the final alternative and design selected.

Q: What surveys have been done?
R: Many surveys have been done and are progressing including, ground surveys (for ground contour), wetlands, traffic and environmental.

October 15, 2003

MEMORANDUM – REVISED NOVEMBER 17, 2003

TO: Record

FROM: Brian A. Sayre, Frank Lang

DATE: October 15, 2003

RE: I-295/I-76/Route 42 Direct Connection (ACM Meeting No. 7)

CC: Attendees, File: 2652 – Meetings

TIME & PLACE OF MEETING: October 15, 2003, 9:30 AM at NJDOT Training Center, Ewing, NJ.

PURPOSE OF MEETING: To review the various Alternatives and the Initial Alternatives Screening Matrix and to obtain consensus from the agencies regarding the alternatives to be advanced for full assessment in the DEIS.

IN ATTENDANCE:

NJDOT	
Michael Russo - DPPD	(609)-530-3026
Nick Caiazza	(609)-530-2991
Steven Maslow	(609)-530-2832
Patricia Feliciano - OCR	(609)-530-2119
Bruce Riegel	(609)-530-4232
FHWA	
Lourdes Castaneda	(609)-637-4237
Mike La Pietra	(609) 637-4208
Jeanette Mar	(609) 637-4203
Luc Saroufim	(609) 558-5804
Shay Burrows	(609) 637-4239
New Jersey Dept. of Environmental Protection	
William McLaughlin – LURP	(609) 984-0195
Ken Koschek	(609) 292-2662
Robert Cubberley - LURP	(609) 633-6755
United States Environmental Protection Agency	
David Carlson	(212) 637-3502
United States Army Corps of Engineers	
Michael Hayduk	(215) 656-5822
United States Fish and Wildlife Services (NJFO)	
Carlo Popolizio	(609) 383-3338 (Ext 32)

Dewberry, Inc.

Delaware River Basin Commission	
Paul Scally	(609) 883-9500
Delaware Valley Regional Planning Commission	
Charles Dougherty	(215)-238-2863
Dewberry	
Lou Robbins	(973)-338-9100
Ileana Ivanciu	(973)-428-4909
Dr. Ernest "Bub" Kovacs	(609)-737-7699
Frank Lang	(973)-428-4909
Brian Sayre	(973)-428-4909
Jeff Hewitson	(856) 802-0843

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussions proceeded:

1. Bub Kovacs began the meeting with a brief introduction, proposed schedule, and purpose for the meeting.

2. Nick Caiazza reviewed the NEPA/404-merger process, including the concurrence points proposed in the streamlining process for this project. He gave a review of the Purpose and Need as follows:
   - Improve traffic and safety
   - Reduce congestion
   - Meet driver's expectations

3. Nick Caiazza then discussed the short-listing process. He summarized the previous steps in the short-listing process, including the project team and NJDOT Core Group meeting and indicated that ACM meeting #7 is part of this process and will be followed by other stakeholder meetings. He indicated that these meetings would help with the preparation of the final short-list of alternatives to be carried through the EIS process. He stated the goal of this process is to gain a consensus on the short-list of alternatives.

4. Additionally, Nick Caiazza reviewed other outreach initiatives of the project team:
   - Public Meetings
   - CAC Meetings
   - Local Public Officials Meetings
   - Partnering Meetings
   - Web Site
   - Newsletters
   - Notice Letters to property owners

5. Mr. Caiazza then reviewed constraints of the project area to remind the audience of the difficulty of selecting alternatives that meet the Purpose and Need while minimizing impacts to the natural and built environment of the project area.

6. Lou Robbins reviewed the alternatives and the screening matrix. He discussed the issues that are important to the local residents, including Shining Star Park, Bellmawr Park Housing, cemeteries, ball fields, churches, etc.

Dewberry, Inc.

7. Mike Hayduk asked about the transportation of hazardous materials through tunnels. Lou Robbins stated that a risk analysis firm has been hired to evaluate the risks associated with hazardous waste transportation through the tunnel vs. alternative routes and detours. Mike Russo stated that trucks are currently finding their way around the interchange today with the present lack of the Missing Moves Project and indicated that addressing hazardous materials transportation through the tunnel will require a policy decision by the NJDOT.

8. Bill McLaughlin asked if a Life Cycle Cost analysis has been done for the tunnel alternatives. Lou Robbins stated that a life cycle analysis would not be performed until the design is done, but constructability and maintainability of all alternatives has been compared. Mike Russo stated the cost analysis of the tunnels would be done if any tunnel makes the short-list.

9. Lou Robbins stated that various ramps might go over/under the main line; it will depend on vertical grades/design.

10. Mike Russo stated that the design of the short-list/final alternative would evolve during subsequent phases of project development. NJDOT must acquire in fee those structures above tunnels. Nick Caiazza stated that the integrity of any structure above the tunnel depends on the construction method of the tunnel and may need to be acquired and removed.

11. Lou Robbins then reviewed the alternative screening criteria in the matrix and explained how the impacts of each alternative were evaluated relative to one another.

12. Mike Hayduk asked when a final roadway design would be developed. Lou Robbins and Mike Russo said that designs will be evaluated in the short-list and in the draft EIS. The TES will discuss mitigation, i.e., retaining walls, piers etc. to minimize impacts. Mitigation will be unique to each alternative depending on the size and location.

13. Bill McLaughlin asked if the costs of the tunnels (90x at-grade road) will be justified in the DEIS. Lou Robbins and Mike Russo stated that we would have those numbers at that point; based on experience, tunnels are approximately $75 to $150 million more costly to build than the at-grade alternatives. Nick Caiazza asked why not put the dollar amounts on the matrix. Charles (Chick) Dougherty stated that the approximate cost conversion is 12 times the number on the matrix.

14. Bill McLaughlin asked how were the impacts to more than one school or park or church evaluated. Ileana Ivanciu referred to the resource book; all of the impacts are shown in the various sections including how they were evaluated.

15. Since the ACM participants had already agreed on the matrix criteria and methodology in previous meetings, Lou Robbins continued with the review of the matrix criteria.
    - ROW Impacts
    - Wetland Impacts
    - Air/Noise
    - Socioeconomics
    - Environmental Justice
    - Archaeological
    - Potential Hazardous Sites
    - Historic Resources

16. Ileana Ivanciu made a presentation of the process followed in the alternative screening effort to date, which included preliminary impact assessment by alternative with respect to all screening criteria, attending a two-day project team workshop, filling out the matrix with the appropriate scores for each screening criterion, comparing alternatives, and recommending a short-list of alternatives to be carried through the EIS.

17. David Carlson stated that he would prefer to work alongside the team to develop the short-list; he would rather not know ahead what the "team short-list" is. Ken Koschek disagreed, stating that he would rather know how the team evaluated alternatives by criteria. Ileana Ivanciu suggested that the meeting participants work with the project team to produce their own short-list of alternatives and that the results of the project team's work to date could be presented at the end of the work session, if needed.

18. Bub Kovacs stated that the previous group meetings had diverse individuals and backgrounds with no hidden agendas or objectives. He suggested that the meeting participants divide into two groups for a small group workshop session.

19. Group One discussions:
    - Mike Russo suggested a look at the "families of alternatives" to select the best of each family in order to narrow down the list.
    - "A", "B", and "C" family of alternatives were reviewed and the group unanimously decided to dismiss them from further study for the following reasons: "A" and "B" alternatives, increased residential impacts and impacts to Parks/Bellmawr Park; and the "C" alternatives result in air/noise issues, high constructability, high wetlands/floodplain impacts.
    - Mr. Cubberley commented on the "D" alternatives, less mitigation cost since AlJo's Curve is currently owned by the NJDOT. Alternative "D1" keeps AlJo's curve, which must be rebuilt, and therefore sacrifices environmental enhancement opportunities. Alternative "D" has less impact to wetlands/floodplains, also right-of-way impacts, and impacts to Historic House, which, however, could possibly be moved to another location.
    - Alternative "E", the "straight through alternative" has the least environmental impacts, but high residential right-of-way impacts. Mr. Cubberley suggested keeping this alternative to show that it was considered. Mike Russo stated there would be such opposition to this alternative from the public, that it is unwise to keep it. Chick Dougherty and Lourdes Castaneda asked if we have eliminated others with less impact, how could we keep Alternative "E"? Mr. Cubberley agreed to drop Alternative "E" based on this argument. The discussion on Alternatives "E1" and "E2" indicated that there would be a need to acquire properties above the tunnel that would result in a "blighted" strip of land. There was discussion on both of these alternatives, but it was agreed that there would be too many adverse impacts because of construction on these alignments. It was agreed to discuss Alternative "E" as a whole group later in the day because it minimizes wetland impacts.
    - Alternative "F" family - there are problems with structures, O&M, emergency response (separate structures), high wetlands impacts, constructability, and air/noise. It was agreed to keep Alternative "F2" for discussion as a large group later in the day. Lourdes Castaneda stated that it has less visual impact with the separate structure design.
    - Alternatives "G" and "H" discussion indicated that "G2" is the best of the alternatives in these families. Alternatives "H1/G1" eliminate AlJo's curve. Alternatives "G/H" eliminate weaving issues.

- Alternative "I" - through the cemetery, eliminates AlJo's curve, but impacts the cemetery. It was agreed to keep Alternative "I" for discussion in the large group later in the day.
- The discussion regarding tunnel Alternatives "J", "K" and "L" indicated that alternative "K" has less residential and wetlands impacts of this group.

20. Group Two discussions:
    - Based on their discussions, this group recommended advancing Alternatives "D", "D1", "G2", "H", and "K" into the EIS process.
    - Mike Hayduk stated that Alternative "D1" could be used to "measure" against Alternative "D". David Carlson stated that "D1" is not a great increase in impacts when compared to "D". Chick Dougherty stated there is a common theme in "D" and "D1"; they are different variations on a design. Ileana Ivanciu asked if there is enough argument in favor of both "D" and "D1". During design, the final version may be somewhere in between "D" and "D1". Bill McLaughlin stated there are much greater impacts to wetlands/floodplains in "D1" versus "D". Bub Kovacs stated we could keep both "D" and "D1" if we choose to. Jeff Hewitson stated that keeping AlJo's curve does not meet Purpose and Need and would have local opposition. Lou Robbins explained that AlJo's curve is now part of mainline I-295. In Alternative "D1", AlJo's curve would be a ramp and therefore the design speed can be lower than on the mainline. Chick Dougherty stated all of the "1" alternatives were dismissed by his group because of AlJo's curve stigma and wetland mitigation possibilities in that area. There are much greater impacts to wetlands/floodplains in "D1" versus "D". David Carlson commented that it is an alternative, like the rest, and there is no clear reason to eliminate it. Nick Caiazza explained that there are more wetlands/floodplain impacts and the new ramp will be closer to residential areas. Lou Robbins suggested the "D" family as a whole be advanced. Mike Russo stated additional variations of "D" would evolve during the design phase. Bill McLaughlin stated there is a need to ask the community about flooding since "D1" increases floodplain impacts. The discussion concluded with the recommendation to advance "D" and "D1" into the EIS process.
    - The discussion then evolved around alternative "E". Bob Cubberley stated that if we include Alternative "E", it will be dropped immediately by the other stakeholders, but we need to show that it was considered. Nick Caiazza responded by saying that Alternative "E" will be described in the EIS, along with its significant community impact. Mike Russo and Patricia Feliciano stated that there is a risk of stopping the project based on community impacts/opposition to Alternative "E" if this alternative makes the short-list and that if this group considered that it should not be advanced based on its impacts, then it would be best dismissed at this stage. Mike Hayduk and David Carlson stated that while Alternative "E" may meet the project Purpose and Need, it is not a reasonable alternative. Reducing wetlands impacts by creating such significant impacts to right-of-way is not reasonable. Mike Hayduk spoke of the practical and feasible requirements of the 404 1(b) process. While this alternative may be feasible, it is not practical and therefore he recommended dismissing it from further consideration at this stage.
    - David Carlson stated that Alternative "H" is a variant of "G2". Chick Dougherty explained that this possibly does not meet the Purpose and Need due to the weave distance at Route 168. Lou Robbins explained that Alternative "H" is very close to "G2", the difference is Ramp F and slightly more residential, community, facility impacts. Ileana Ivanciu and Lou Robbins indicated that the design team should start with the "D" and "G" family alternatives; then optimize the design to minimize, and mitigate impacts. David Carlson stated that he agreed that the "D" family alternative with various design variations should be advanced indicating that these are part of a reasonable range of

alternatives; he recommended going forward and studying range of design variations within that family in the EIS process.

- Regarding alternative "F2" - Lourdes Castaneda stated that separate structures would have less visual impacts, although more wetlands impacts and recommended advancing this alternative into the EIS process. Lou Robbins explained that there are emergency response issues with separate structures designs, i.e. less accessibility for emergency personnel. Nick Caiazza commented that the perceived benefit with respect to visual impacts is not much of a benefit; structures are still a big intrusion in the overall landscape of the project area. David Carlson stated that since there would be an additional nine acres of wetlands impacts, there is no rationale to keep this alternative. Bub Kovacs asked who favored "F2". The response was no, so Alternative "F2" was dropped from consideration.
- Regarding alternative "I", Chick Dougherty stated that this alignment is between Alternative "E" and "D". There are major cemetery impacts and he asked if there is room to relocate 3,800 graves. Mike Hayduk stated that even if the relocation were feasible, it is not practical. David Carlson explained that saving ten acres of wetlands may be admirable, but not at the expense of relocating 3,800 graves and facing the accompanying community opposition. Bill McLaughlin stated that the potential floodplain impacts from other alternatives might impact the community to such an extent that the impacts of Alternative "I" may not be so bad. Chick Dougherty and Lou Robbins explained that floodplain and wetlands impacts can be mitigated; the road can be constructed on piers or retaining walls to reduce fill. Patricia Feliciano stated that at the PIC meeting there was so much public opposition and that people are still calling the NJDOT about this alternative. Bob Cubberley stated that additional residential right-of-way impacts might occur due to this alternative in areas where residential properties are totally cut off from the community by the new roadway; residents may request to be acquired and relocated by the NJDOT rather then continue to live in total isolation from the rest of the community.

21. Based on the results of the discussions, the group agreed to recommend advancing Alternatives "D"/"D1" family, "G2"/"H" family and "K"

22. Nick Caiazza stated that in order to meet NEPA requirements, the design will need to avoid, minimize, and mitigate impacts to wetlands and floodplains. Bill McLaughlin stated that the need to include those properties that are affected by increased flooding due to fill of the new roadway as impacted properties.

23. Issues to be evaluated during the EIS process:
    - Flooding/Community Impacts;
    - Flood Mitigation – floodplains;
    - Look at opportunities for environmental enhancement.

24. Patricia Feliciano asked if the project team had agreed upon the same short list of alternatives that were selected today. Bub Kovacs replied that they had. Ileana Ivanciu explained that in the NJDOT core group meeting, it was recommended to drop Alternative "G2" based on visual impacts, maintenance, and constructability.

25. The meeting adjourned at 3 PM.

November 25, 2003

NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295/I-76/Rte 42 Interchange Reconstruction

Fourth Community Advisory Committee (CAC) Meeting
November 25, 2003, 6pm -9pm
Bellmawr Senior Citizens Center

MEETING MINUTES

CAC Meeting Attendees

Frank Meloni (Bellmawr Senior Citizen Association)
Stephanie Mensch (AAA of South Jersey)
Richard Middleton (Bellmawr Baseball, Inc.)
Wayne Koehl (Mt. Ephraim Resident)
Michael Gaglianone (Mt. Ephraim Borough Council)
Raymond Stanaitis (Gloucester City Resident)
Joseph Ciano (Bellmawr Public Works)
George Coleman (Bellmawr Sewer Department)
Robert Stokes (Mt. Ephraim Resident)
Harry Moore (Bellmawr Park Mutual Housing Corp.)
Ken McIlvaine (Diocese of Camden – Dept. of Real Estate)
Daniel Eggers (Mt. Ephraim resident substitute for Lillian Eggers)
Stephen Sauter (Bellmawr Resident/Borough Council)
Hayley Knopple (Korman Interstate Business Park)
Charles Dougherty(Delaware Valley Regional Planning Commission)
Bruce Huntsinger (Gloucester City Resident)
Leonard Bandoch (Bellmawr Resident)
Florence Korostynski (Bellmawr Senior Citizen Association)
Dale Keith (Senior Citizens United Community Services of Camden, Inc.)
Joseph Bloomer (Bellmawr Resident)

Project Team Attendees

Mike Russo, (New Jersey DOT)
Nick Caiazza, (New Jersey DOT)
Bruce Riegel (New Jersey DOT)
Patricia Feliciano (New Jersey DOT)
Lou Robbins (Dewberry)
Ileana Ivanciu (Dewberry)
Jeff Hewitson (Dewberry)
Linda McDonald (Transportation Marketing Strategies)
Patricia Saulino (Dewberry)

Summary of Presentations

Mike Russo welcomed the attendees, introduced the team and asked for self-introductions of all present. He presented an overview of the project status to date, including the several meetings held since the July PIC: NJDOT/Team short listing meeting (9/30/03); Local Official Briefing (10/7/03); Agency Coordination Meeting (10/15/03) for their respective recommendations on a short list of alternatives. He explained the purpose and importance of the CAC's participation to provide their input and recommendations. Following the CAC, a Partnering meeting will evaluate the recommendations and reach a consensus on the recommended short list for presentation at the next Public Information Center on January 28, 2004.

Ileana Ivanciu presented a review of the alternatives selection/screening process and specifically those that best meet the purpose, need and least amount of impact on the community. Maintaining the cohesion of the community and neighborhoods is a critical factor in the alternative screening process (the presentation is attached). Those alternatives that best meet the overall criteria for advancement appear to be D, G-2 and K.

Lou Robbins explained the risk assessment process to be conducted for alternative K (tunnel), hazardous cargo routes and Federal Highway Administration compliance regulations.

The presentation continued with an in-depth explanation of the criteria utilized in the screening process, e.g., natural resources, wetlands, visual impacts, elimination of the Al Jo's curve, St. Mary's Cemetery, impacts to quality of life and individual homes. Ms. Ivanciu explained that the entire process must balance the purpose and need of the project with minimal impacts to the community and environment, which is quite difficult within a very constrained existing right-of-way. Comparison of the alternatives "families" were explained including the "1" designation for the retention of Al Jo's curve, and the "2" designation for enhancements at weaving movements at the Route168 Interchange.

During the presentation, the group discussed the "D" family and the value of retaining Al Jo's curve and wetlands impacted by G-2 and H-1.

A discussion of the cemetery and potential property acquisition clarified that no existing plots would be impacted.

Ms. Ivanciu and Mr. Russo asked the group for their feedback at the conclusion of the presentation and posed the following questions: Is the rationale appropriate? Are there other things to consider?

Ken McIlvaine of the Camden Diocese posed a 'what if" scenario about discovering endangered species during the analysis.

Ms. Ivanciu explained that a database of such information is available through the natural resource agencies and has been utilized to determine if any such species do exist. At present none are known to exist. The next phase will involve detailed wetlands delineation based upon field observation of wildlife and plant species.

Lou Robbins asked that the group provide feedback on alternatives they wished to DISMISS and those recommended for further study. He responded to Mr. Stokes question about the importance of this input, stating that these meetings are purposed for them to make an informed, qualitative decision. Their recommendations will be presented at the Partnering Meeting on January 7, 2004.

Mr. Russo and Ms. Ivanciu provided guidelines for this process, that if there is anything unacceptable in a specific alternative it should be dismissed.

B, C family, E family, G family, H family, J and L were discussed at length. Negative visual impacts, community impacts, noise and traffic disruptions were cited.

G-2 was discussed at length, its characteristics, height, number of lanes, and noise walls etc.

Ray Stanaitis stated concerns about the noise walls being inadequate to address the noise generated from the existing roadway and the G-2's elevated design would create further mitigation problems.

Mr. Robbins explained that a noise expert on the team would perform modeling to predict noise levels with and without noise walls. Background noise readings were taken in the summer / fall of 2001 at five key locations.

Harry Moore stated that K offered the least noise impact of the alternatives. This generated further discussion about the tunnel alternative. Characteristics of the tunnel were presented by Mr. Robbins and some of the unique issues to address: hazardous material, pumps to mitigate flooding due to the high water table; ventilation and impact to the mausoleums in St. Mary's cemetery.

Mr. Russo explained that the cemetery property over the tunnel had continued potential use excluding residential.

The group agreed that overall, Alternative K offered the lowest noise and visual impacts.

Robert Stokes had concerns about the ramp configurations at the Al Jo's curve stating he thought they were too tight for the speeds and the improved ramp would impact the wetlands

Mr. Robbins again reviewed the alternatives requesting the group to narrow them down to a recommendation. Some were dismissed without discussion.

The D family generated discussion. The group believed that D was worthy of further consideration since it minimized impact to the cemetery mausoleums, homes, Annunciation Church and school/adjacent land and ball fields. At this point a potential Church expansion plan was introduced for a parish hall/gymnasium. Plans are to be provided to the team.

D-1 was adamantly dismissed citing requirement of new alignment to "flatten" the roadway, curvature/speed, and impacts to the proposed church improvements. The point was made by Harry Moore that elimination of the Al Jo's curve was the intended purpose of the project. This recommendation concurs with the DOT's.

The group agreed that Alternatives D & K should be recommended and presented at the Partnering Meeting and advanced for further study.

Mr. Robbins requested that the committee nominate 4-5 representatives to participate in the Partnering Session on January 7, 2004. The group nominated: Robert Stokes – Mt. Ephraim, Harry Moore – Bellmawr Park Mutual Housing Corp, Dale Keith – Sr. Citizens United Community Services of Camden County, Rich Middleton – Bellmawr Baseball, and Joseph Bloomer – Bellmawr resident.

Mr. Robbins advised the group of upcoming meetings:

- Bellmawr Park Housing, December 2, 2003 to discuss the unique relationship/situation surrounding the project
- Discussions with the Camden Diocese
- Discussions with the affected property owners on Essex Ave.

The meeting was adjourned at 8:45 p.m.

December 2, 2003

MEMORANDUM OF RECORD

MEETING DATE: DECEMBER 2, 2003

LOCATION: BELLMAWR PARK MUTUAL HOUSING (BPMH) CORPORATION COMMUNITY CENTER

RE: BELLMAWR PARK MUTUAL HOUSING (BPMH) CORPORATION BOARD OF DIRECTORS/ POTENTIALLY IMPACTED RESIDENTS OF BPMH

ATTENDEES:

		RESIDENTS:
Harry Moore	BPMH	Linda M. Hoban
Marianne Rink	BPMH	JoAnn E. Snow
John Carney	BPMH	Donna Carullo
Robert Bangs	BPMH	Marlene Medding
Chuck Sauter	BPMH	Henry Latter
Jeffrey Baron	BPMH Counsel	Deb and Rich Mayor
Frank Filipek	Mayor of Bellmawr	Richard Maynard
Michael Russo	NJDOT	Glen Schailey
Patricia Feliciano	NJDOT	Diane and Edward Shannon
Louis Robbins	Dewberry	Donnamarie Schailey
Jeffrey Hewitson	Dewberry	

After proper introductions, Mike Russo presented an overview of the status of the project to the Board and Mayor. He explained the process for short-listing the 26 alternatives stating that four groups (ACM, CAC, NJDOT and Project Team) had made independent analysis of said 26 alternatives in arriving at their short-listed alternatives.

Mike continued to explain that the next step in the process was a "Partnering Session" which would include representatives from all four groups (ACM, CAC, NJDOT, and Project Team) whose goal it will be to reach a consensus on the short-listed alternatives that will be studied further during the EIS process.

Lou Robbins then gave an overview of Alternative D, highlighting the various geometric design components and the potential ROW impacts associated with Alternative D.

After brief deliberation, the meeting with the Board members was adjourned.

PAGE TWO

MEMORANDUM OF RECORD - CONTINUED

MEETING DATE: DECEMBER 2, 2003

LOCATION: BELLMAWR PARK MUTUAL HOUSING (BPMH) CORPORATION COMMUNITY CENTER

RE: BELLMAWR PARK MUTUAL HOUSING (BPMH) CORPORATION BOARD OF DIRECTORS/ POTENTIALLY IMPACTED RESIDENTS OF BPMH

The meeting that was scheduled with the potentially impacted residences within the BPMH community was convened.

Mike Russo again made a brief presentation on the status of the project as well as the process that was used in developing short-list alternatives. Lou Robbins again gave an overview of Alternative D, highlighting the various geometric design components and the potential ROW impacts associated with Alternative D. Alternative D was discussed because it was similar in impacts to the other potentially short listed alternatives

The meeting was then opened for questions and answers to those in attendance. There was a good amount of participation by the residents. The attorney for BPMH Corporation, Jeffrey Baron, articulated to the residents the process that would take place should their properties be impacted by the project resulting in relocation. He also explained to them their rights associated with the process as well as the definition of "fair-market value" and how it relates to them.

Mayor Filipek related to the residents that they should be assured they will be treated fairly and also that every effort would be made to keep them in the BPMH community if they so desired.

After all residents' questions had been answered, the meeting was adjourned.

Message Page 1 of 3

DiCristo, Florence

From: Johnson, Craig
Sent: Thursday, May 13, 2004 4:02 PM
To: DiCristo, Florence
Subject: FW: 295/76/42 - MINUTES OF 12/02/03 MEETING WITH BPMH CORP AND RESIDENTS POTENTIALLY IMPACTED

-----Original Message-----
From: Saulino, Patricia
Sent: Thursday, May 13, 2004 3:33 PM
To: Johnson, Craig
Cc: Agnello, Peter; Hewitson, Jeffery
Subject: FW: 295/76/42 - MINUTES OF 12/02/03 MEETING WITH BPMH CORP AND RESIDENTS POTENTIALLY IMPACTED

Craig….I believe this email that was sent to Mike and Patricia is what you are referring to……the meeting was a joint meeting….as far as the map showing the affected areas. that's the one we were looking at yesterday with Pete and I believe he took it with him. Please let me know if you need anything else.

Patricia Saulino
Dewberry
133 Gaither Drive, Suite T
Mt. Laurel, NJ 08054
856 802 0843 (OFFICE)
856 802 0846 (FAX)
609 707 8173 (CELL)
www.Dewberry.com

-----Original Message-----
From: Saulino, Patricia
Sent: Thursday, January 29, 2004 2:23 PM
To: Hewitson, Jeffery
Subject: 295/76/42 - MINUTES OF 12/02/03 MEETING WITH BPMH CORP AND RESIDENTS POTENTIALLY IMPACTED

Hi Mike and Pat!

Lou has asked me to forward the attached two files for your review…one is the 12/02/03 minutes of the BPMHC meeting and the other is the list of names and addresses of the 12 residents potentially impacted, five of whom did not attend this meeting.

Originally on the matrix, Alternative D indicated 22 residential impacts. However, when we took a more refined look at that alternative, we were able to confidently reduce the impact to 12. In order to maintain the EIS legality and because we were unable to refine all the alternatives due to time and cost constraints, the 22 residential impacts shown on the matrix were left intact.

Regards,

Jeff

-----Original Message-----
From: Hewitson, Jeffery
Sent: Thursday, January 29, 2004 12:34 PM
To: Saulino, Patricia

5/13/2004

I-295/I-76/RT 42 DIRECT CONNECTION PROJECT

BELLMAWR PARK MUTUAL HOUSING CORPORATION

POTENTIALLY IMPACTED RESIDENTS

DEBORAH UBIL – 9 WILLOW PLACE*
HENRY LATTER – 11 WILLOW PLACE

DIANE LUSK – 1 HICKORY PLACE*
MARLENE & FRED MEDDINGS – 3 HICKORY PLACE
GLEN & DONNAMARIE SCHAILEY - 6 HICKORY PLACE
DONNA CARULLO – 8 HICKORY PLACE

WARREN DARNELL – 38 VICTORY DRIVE*
DIANE & EDWARD SHANNON – 40 VICTORY DRIVE
JOANN E. SNOW – 45 VICTORY DRIVE
LINDA M. HOBAN – 47 VICTORY DRIVE
KELLY LANGDON – 49 VICTORY DRIVE*
DANIEL COLE – 51 VICTORY DRIVE*

*IMPACTED RESIDENTS WHO DID NOT ATTEND MEETING

January 7, 2004

MEMORANDUM

TO: Record

FROM: Linda McDonald

DATE: January 7, 2004

RE: I-295/I-76/Route 42 Direct Connection – Partnering Meeting

CC: Attendees, File: 2652 – Meetings

TIME & PLACE OF MEETING: January 7, 2004 - 9:00 AM at PBA Hall, Barrington, NJ

PURPOSE OF MEETING: To review the various Alternatives and the Initial Alternatives Screening Matrix to obtain consensus from the Partnering groups on the Alternatives to be Short Listed and presented to the public at the Public Information Center (PIC) January 28, 2004.

IN ATTENDANCE: Please see attached Attendance Sheets

DISCUSSIONS AND DECISIONS:

The following is a chronological summary of the discussion by the Partnering Meeting attendees:

1. Bub Kovacs began the meeting with a brief introduction and a summary of the reason for the meeting….to review the alternatives recommended by the various groups (CAC, ACM, DOT, and Project Team) to whom they were previously presented with a view toward obtaining a consensus on the Alternatives to be Short Listed and presented to the public at the Public Information Center (PIC)

2. After attendee introductions and affiliations were made, Nick Caiazza then expanded upon the purpose of the meeting and provided details on the project, including: a description of the project area; the project Purpose & Need; the many design constraints; Local Official and Community and Regulatory Agency Meetings. He also discussed the proposed schedule indicating once the short list is presented at the upcoming PIC work would begin on the TES phase of the EIS

3. Ileana Ivanciu began discussing the alternative screening process using the Matrix Board to illustrate each of the alternatives under consideration and during her presentation questions were fielded from the attendees.

- Robert Guerrieri of the Diocese of Camden pointed out that although the portion of the cemetery affected by the Alternatives was not yet used it was available for future use.
- Mike Sullivan of the NJ State Police questioned cost and upkeep of a tunnel if Alternative "K" is selected. He also mentioned a tunnel would usually exclude "hazmats". Lou Robbins explained that there are currently three tunnels under construction elsewhere that are "hazmat" friendly. He also stated a Risk analysis of the tunnel construction and "Hazmat" detour route would be performed during the TES stages.
- Morris Bayer of Gloucester County asked how the tunnel alternative got short listed if there are so many problems connected with tunnels. Lou Robbins indicated although it has cost and operational issues it greatly reduces the noise and visual impacts to the community as well as limiting the traffic impacts during construction to the 250,000 motorists that use the roadway daily.
- Hank D'Andrea of South Jersey Port Corporation asked about connecting Routes 295 & 42 south of the interchange and why this was not being addressed before the direct connection project. Bruce Riegel of NJDOT explained that in fact it had been and it is already in the preliminary design phase and is scheduled to be done first as the I-295/Rt. 42 "Missing Moves".
- Robert Box of PATCO asked if current plans provided for a mass transit route through the intersection currently under study by the DRPA. Lou Robbins confirmed that room for a transit route is acknowledged in the alternatives.

4. Bub Kovaks then interrupted the unsolicited group Q&A's to explain that we should table our strengths/weaknesses comments for each alternative until we break into smaller groups.

5. Ileana Ivanciu then completed her explanation of the individual alternatives selected by the various groups in the previous meetings explaining that Alternatives "D", "G2" and "K" were selected by the Project Team. Alternatives "D" and "K" were selected by the NJDOT Core Group and Alternatives "D", "G2" and "K" were also selected by the Agencies with the provision that "D1" and "H1" also be studied in the EIS process. Ms. Ivanciu further stated that the CAC had selected Alternatives "D" and "K".

6. Lou Robbins reviewed the process by which the impacts on the residential, commercial and other properties from the various alternatives were calculated. He also further described Alternative "K" which is the tunnel alternative.

7. At approximately 11:15, Bub Kovaks informed everyone they would be broken into three smaller groups to brainstorm and review the various alternatives presented with a view toward walking away today with a short list of alternatives to present to the public at the Public Information Center Meeting on January 28, 2004. Each table had a representative from NJDOT,

the resource agency, community, etc. and selected project team members traveled from group to group to assist in answering questions. The groups were asked to pick a "chairperson" as well as a scribe to record their suggestions/decisions.

8. After the groups had brainstormed and scribed their comments "pros/cons", we broke for lunch.

9. After lunch, we reconvened and the groups made the following suggestions/decisions as to which alternatives should be short listed.

GROUP #1– CHAIRPERSON -- CHARLES "CHICK" DOUGHERTY, DVRPC

- **ALTERNATIVE "D" - KEEP**
  - **Removes AlJo's curve – allows for wetland mitigation area**
- **ALTERNATIVE "D1"- KEEP**
  - **Keeps AlJo's (accidents)**
  - **More wetland impacts**
  - **More (better) weave distance**
  - **Less visual impact from ramp**
- **ALTERNATIVE "H1" - DISMISS**
  - **40' high, keeps AlJo's curve (why keep 2 "#1" alternatives)**
- **ALTERNATIVE "G2" - DISMISS**
  - **40' high, removes AlJo's curve—maintenance and emergency services problems**

GROUP # 2 –CHAIRPERSON - ROBERT CUBBERLY, NJDEP

- **ALTERNATIVE "D" – KEEP**
  Pros:
  - **Possibly countered by property exchange**
  - **Possible mixed use of same land**
  - **Minimal impact on community/surrounding property (except for cemetery)**
  - **Moderate construction costs**

  Cons:
  - **Loss of future expansion of cemetery (6-8 mausoleums)**

- **ALTERNATIVE "K" – KEEP**
  Pros:
  - **Possible mixed use of cemetery property**
  - **Moderate impact compared to Alternative "D"**

  Cons:
  - **High cost…more than double Alternative "D"**
  - **Loss of future expansion to cemetery**
  - **More community/surrounding property impacts**
  - **EMS/Police problems – concerns about tunnel access**
  - **Concerns about tunnel access for hazmat carriers/transporters**
  - **Emergency response communications problems in tunnel**

- **ALTERNATIVE "H1" -- DISMISS**

  Pros:
  - **Moderate Cost (More than Alternative "D"---less than Alternative "K")**

  Cons:
  - **Maintain AlJo's curve – potential stacking**
  - **Stacking 295N and 295S**
  - **Loss of future expansion for cemetery**
  - **Moderate environmental impact (twice floodplain impact)**
  - **Greater community impact**
  - **Less possibility for remediation of natural resources**
  - **Doesn't meet goals**

- **ALTERNATIVE "G2" – DISMISS**

  Pros:
  - **Eliminates AlJo's curve**
  - **High potential for environmental remediation/minimal environmental impact**
  - **Minimal community/surrounding property impacts**

  Cons:
  - **Stacking 295N/295S (visual impact)**
  - **High cemetery impact**
  - **Moderate costs (higher than Alternative "D")**
  - **Higher air/noise impacts**

- **ALTERNATIVE "D1" – DISMISS**

Pros:
- **Lower cost (less than Alternative "D")**

Cons:
- **Maintain AlJo's curve**
- **Higher environmental impacts/less environmental remediation**
- **High cemetery impact**
- **Moderate community/surrounding property impacts**

GROUP # 3 – CHAIRPERSON -- MIKE HAYDUK – US ARMY CORPS OF ENGINEERS

ALTERNATIVE "D"AND "D1" – KEEP BOTH

Pros:
- **Maintain Both**
- **Provide a host of similar alternatives**

ALTERNATIVE "G2" – KEEP
- **Double-stacked highway that eliminates AlJo's curve**

ALTERNATIVE "H1" – DISMISS
- **Reluctantly dismissed – similar to Alternative "G2" as a double-stacked highway but included AlJo's curve**

ALTERNATIVE "K" – KEEP
- **Keep—however, need to add "security" to the matrix**

GROUPS' CONSENSUS:

ALTERNATIVES "D", "D1", "G2" and "K" WERE SELECTED.

10. Mike Hayduk stated that some in his group #3 did not feel comfortable making a decision regarding reducing the number of short listed alternatives to this small a number without the benefit of the TES's. That is why they recommended four alternatives be carried forward.

11. In discussing Alternative "D1" specifically, Robert Stokes of the CAC committee and a long-time resident of Mt. Ephraim answered Mike's statement that in his opinion leaving this

alternative in (which keeps AlJo's curve) will still create a bottleneck of summer/shore traffic and will not solve the situation.

12. Robert Guerrieri of the Diocese of Camden asked if mausoleums can be built beneath an elevated roadway, since a portion of the cemetery may be affected by the one or more of the alternatives. Mr. Robbins and Mr. Kook (NJDOT ROW) indicated that was a distinct possibility and had already been discussed with FHWA and a positive reply had been received.

13. Mike Hayduk solicited opinions from state and federal representatives as to their commitment to spend more money on a tunnel alternative if that was the final recommended Alternative. Lourdes Castaneda of FHWA said they would fund the higher cost if it showed appropriate benefits. Jeanette Mar of FHWA said in her opinion the process would be better served with all the alternative impacts (i.e., community and traffic ---AlJo's curve; wetlands; church expansion; ROW impacts) identified early on.

14. Jim Watson of Gloucester County understands Mike Hayduk's opinion for wanting more options. However, he thinks 4-5 are more than adequate on which to perform the more detailed study.

15. Chick Dougherty of DVRPC explained to the group the structure and implementation of this process and how we got to the alternatives being reviewed and short listed by our group today…several separate group meetings were held and the alternatives we are looking at today are the ones decided upon by the interested groups' representatives. After three or more meetings, no other alternatives have been offered. Chick's feeling was that at today's meeting attendees would come up with a consensus of the final short listing.

16. Chick further explained that the project is already in the NEPA study stage. He feels that the process to date for this project has been handled very appropriately and in fact, is the best he has seen "this side of the Rockies". Further that there has been a tremendous investment at such a level to get to this stage to make sure it is right. Chick also pointed out that this process was laudable and state and federal agencies should support consensus arrived at by the Group.

17. Robert Cubberley of NJ DEP informed the group that the analysis used to eliminate the other alternatives is currently part of the record and that the NJDEP is satisfied as long as the rationale and results obtained to date are included as an addendum to the Alternatives Analyses presented for the "permits".

18. Cheryl Walters, attorney representing Bellmawr Park Mutual Corporation asked who would make the decision as to what alternatives would go forward for technical study and Bub Kovaks replied that concurrence at this meeting plus comments at the PIC would be the final determination and Robert Cubberley agreed.

19. Freeholder William Krebs stated that he was pleased to see that our process is consistent with major projects in the corporate world as he worked with a major pharmaceutical firm for many years prior to holding elected office. He commended our process.

20. Kevin DeFosse of NJDOT wondered why we are keeping Alternative "G2" (stacking) as one of the short listed Alternatives and Chick Dougherty said Group #1 dismissed it because of visual impact…i.e., the height. It is deceptive as it appears high on the far side by the cemetery while at Bellmawr Park, one level appears higher than the other. There are also noise and emergency access issues with this alternative.

Ed Robin offered that right now, we appear to have four alternatives going into the PIC and after that we will commence the TES portion of the EIS process.

The group reached consensus to short list Alternatives "D", "D1", "G2" & "K".

21. Jeff Hewitson inquired as to the next step and Bub Kovaks replied that it is the PIC Meeting on January 28, 2004, followed by the TES process. During that process, ACM and CAC meetings will be scheduled. Bub said that approximately nine months to one year from now we will be back for another Partnering Session!

22. Bub Kovaks then asked the group to finish up and summarize what the groups' goals would be for the completion of this project….in other words "BEGIN with the END in mind"!!!

COMBINED GROUPS' VISIONS:

- Don't hear I-295/I-76/Rt.42 on traffic reports
- Newspaper headline…"Accident Rate Reduced Below State Average"
- Commuters Happy….Improved Travel Time
- We leave the community/project better than we found it
- Community feels life is better after the project
- Local traffic relief because motorists stay on Interstate/Freeway
- Everyone proud of process….all want to take credit
- Fishing resumes on AlJo's curve
- Project comes in under budget and ahead of schedule with minimum impact to public
- Officials elected at beginning still being reelected year after year
- Meets present and future needs
- Be the benchmark for subsequent projects
- Scientific process with community input
- Acceptance of alternatives through a public process
- Reduce congestion
- Project has inter-model systems in mind
- Ratable boom south of the project
- Identify "Partners" who have supported the improvements
- The "Partnering Process" is reaffirmed

23. Fred Stine of the Delaware Riverkeeper Network had to leave the meeting in the morning, but asked that his written comments be made part of the record. They are as follows:

Goals/Concerns:

- Water quality and natural resource protection of the Delaware River and its tributaries—including living resources such as aquatic species
- Stormwater Management – How will NJ's new stormwater regulations be incorporated into the planned alternatives?
- If stormwater Best Management Practices are part of the design, scheduled monitoring and maintenance must be "hard wired"; i.e., written into DOT's annual maintenance program….man hours must be incorporated into a budget.
- High priority should be given to mitigating wetlands loss within the sub-watershed where they are filled.

24. After discussing all the groups' comments, Nick Caiazza & Lou Robbins thanked everyone for their efforts both in attending and contributing their input and experience to obtain a consensus regarding the alternatives to be short listed and presented at the PIC Meeting. They further explained that the "Missing Moves" project also will be represented at the PIC Meeting so that the residents can see how each project has its separate purpose and need as well as different construction schedules with the "Missing Moves" project being constructed first.

25. Bub Kovaks adjourned the meeting at approximately 2 pm.

We believe the foregoing record to be an accurate summary of the discussion and the progress of the work. We would appreciate notification of exceptions or corrections to the Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Sincerely,
Dewberry

Patricia Saulino
Project Team

January 21, 2004

MEMORANDUM OF RECORD

TO: MICHAEL RUSSO

FROM: JEFFREY HEWITSON

DATE: JANUARY 21, 2004

LOCATION: BELLMAWR MUNICIPAL BUILDING

RE: I-295/I-76/ROUTE 42 – DIRECT CONNECTION PROJECT
ESSEX AVENUE - BUSINESSES/RESIDENCES POTENTIALLY IMPACTED BY PROJECT

CC: Louis Robbins; File: 2652 – Chrono

Following is the list of attendees:

Frank Filipek	Mayor of Bellmawr
George Colemam	Borough of Bellmawr
Joseph J. Murphy	Commander – VFW 9563
Joseph J. Murphy, Jr.	VFW 9563
William Michels	VFW 9563
Sonny Seari	VFW 9563
Thomas Fayer	VFW 9563
Joseph Witte	VFW 9563
John Petrowski	VFW 9563
Lowell Desher	Aids Coalition
Art Dion	Aids Coalition
William G. Seas	44 Essex Avenue
Theresa Grossman	48 Essex Avenue\
Michael Russo	NJDOT – Supervising Engineer
Patricia Feliciano	NJDOT - OCR
Jim Finnerty	NJDOT – ROW – Cherry Hill
Denise Peck	NJDOT – ROW – Cherry Hill
John Sullivan	NJDOT – ROW – Cherry Hill
Jeffrey Hewitson	Dewberrry

The meeting convened at 10 am on January 21, 2004 with the potentially impacted businesses located on Essex Avenue. A schedule was set by Patricia Feliciano to meet with the owners or their representatives independently. Following is the order in which the discussion of the project took place:

VFW 9563 (represented by Commander Joseph J. Murphy); AIDS Coalition – Southern New Jersey Housing Corporation (represented by Lowell Desher and Art Dion); Mayor Filipek; Billy Seas Towing (represented by Billy Seas); and Rita LaSala represented by her daughter, Teresa Grossman.

After introductions at each session, Mike Russo presented an overview of the status of the project to the business/residential owners' representatives. He briefly explained the process for short listing the initial 26 alternatives down to the 4 alternatives that will be presented at the Public Information Center on January 28, 2004 from 3 pm – 8 pm at the Bellmawr Ballroom. Mike then explained that the 4 short listed alternatives basically have the same footprint and that each one has the same impact to the properties located off Essex Avenue.

There was some deliberation that took place during each session with a mutual understanding that the area in and around the interchange is heavily congested and experiences a large number of traffic- related accidents especially around AlJo's curve.

Representatives from the NJDOT Right of Way Division, James Finnerty and Denise Peck very capably explained the Right of Way acquisition process. Dialogue ensued with regard to the right of way process. Mr. Finnerty and Ms. Peck (exhibiting a degree of sensitivity and experience for the emotional aspect property owners go through with the acquisition process) responded to the questions put to them by the owners and representatives.

Mayor Filipek assured the owners and representatives that they will be treated fairly and that every effort will be made to keep them in the Bellmawr community if they so desire.

After all questions had been answered, the meeting was adjourned.

January 28, 2004

FINAL

I-295/I-76/Rt 42 Direct Connection
New Jersey Department of Transportation
Public Information Center
Bellmawr, NJ
Wednesday January 28, 2004
3:00 PM–9:00 PM
Summary of the Meeting

Introduction

Approximately 200 members of the general public and some elected officials as well as agency representatives from DVRPC and FHA attended the third Public Information Center conducted for The New Jersey Department of Transportation's I-295/I-76/Rt 42 Direct Connection Project on Wednesday, January 28, 2004 at the Bellmawr Ballroom in Bellmawr, NJ. The Center commenced at 3 PM and adjourned at 9:00 PM, with the first formal presentation beginning at 4 PM and the second at 7 PM.

During both sessions, attendees were invited to review project boards including a map of the project area, the current alternatives recommended for further study, and the project status including the next steps to be taken. They were also provided a handout booklet as a reference for the presentation.

A formal presentation was given at each session by Michael Russo, New Jersey Department of Transportation Supervising Engineer who explained the project milestones and the process in detail from defining the "Purpose and Need" of the project to a briefing of how we arrived at the point we are today.

Mike then turned the meeting over to Ileana Ivanciu of Dewberry, Deputy Project Manager for this project. Ms. Ivanciu reviewed the screening process including the alternatives recommended and dismissed from further studies by all groups that participated in the process. Ms. Ivanciu stated that the PIC is a forum where citizens can provide input into the short listing process and indicated that the short list of alternatives to be studied in the EIS process will be finalized once comments are received from the PIC participants.

To summarize, comments and questions generally fell into the following categories:

- Personal disruption – Loss of home – "How many" and "Who" will be affected?
- Property value issues – increase/decrease of resale value
- Property value issues – reimbursement process
- Community disruption (traffic) during construction
- Businesses/Residences impacted
- Lack of knowledge and public information as to members of the Community Advisory Committee (CAC)
- Other

FINAL

First PIC session commenced at 4 PM.

Replies to comments and questions were made by Mike Russo of the NJDOT Project Team, and Louis Robbins of Dewberry, Project Manager, as well as Ileana Ivanciu. The following is a summary of the comments (C), questions (Q) and replies (R) raised at the meeting. They are recited in chronological order, not specific to the above listed categories.

Q: Have we considered a mass transit option?
R: Yes, the 1999 TIS (Transportation Information Study) investigated Mass Transit but did not feel that alone would solve both the congestion and safety issues associated with the interchange. The Route 55 study being done by DRPA is currently investigating Mass Transit Options and the NJDOT will work with them so as to not preclude their future improvements through our study area.

Q: Roy Briggs asked about the existing noise wall near Fir Place—do the alternatives stay behind the existing noise wall?
R: All improvements should stay on the roadway side of the noise wall in that area …NJDOT is trying hard not to have to rebuild that noise wall.

Q: Steven Carino noted that during the slide presentation, it was stated that Alternative "K" had 30 homes impacted. Define the word "impacted".
R: We do not have the final plans developed at this time and have evaluated all options based upon the criteria that any home within 50 feet of the new alignment could be impacted. During the final design it is anticipated the alignment will be "tweeked" and walls or other mitigation measures will be included to reduce the number currently potentially impacted.

Q: Mr. Carino went on to say that he would like to know if he is going to lose his home.
R: Mike Russo responded that a one on one dialog with the Bellmawr Park residents whom we feel may be impacted has already begun and if Mr. Carino has not been contacted his home will most likely not be taken. Mr. Robbins subsequently met personally with Mr. Carino to review his specific situation.

Q: Mr. Carino further asked when there would be another PIC.
R: Louis Robbins responded that within six months he would recommend that another PIC meeting be held to keep the public informed. Also, a spring newsletter is in the works and will be published and mailed to residents.

Q: Joseph Murphy, Jr., resident and VFW member has noted the addresses of those persons who may be impacted at this time by the I-295 Direct Connection. He further queried that due to the Federal Funding (T-21) running low, traffic will have to be routed to secondary roads; i.e., Creek, Browning and others within Bellmawr Park and these

FINAL

roads will need work. He then proceeded to say that "speeding kills" according to federal statistics. Mr. Murphy also provided photos which he said were taken near the project area of two endangered species of birds—Cooper's Hawk and Peregrine Falcon. Mr. Murphy also said that he has seen Heslow's Sparrows, another endangered species and Red-headed Woodpeckers, a threatened species in the project area.
R: Mr. Robbins thanked Mr. Murphy for his comments and promised to review the endangered species information. He also thanked Mr. Murphy for his previously provided sketch of potential improvements and promised to meet personally with Mr. Murphy to review his comments.

Q: Thomas Delasso asked if there was a list of the specific businesses impacted by each of the alternatives.
R: Mike Russo responded in the affirmative. We have met with the potentially impacted businesspeople on Essex Avenue as well as some of the residents of Bellmawr Park Mutual Housing Corporation.

Q: Ellen Caralluzzo asked if St. Mary's Cemetery would be impacted as her son is buried there.
R: Mike Russo explained that the goal of NJDOT is to do nothing intrusive through the cemetery. If any part of the cemetery is used, it would be the unused portion behind the mausoleums….no graves will be affected. He further explained that the goal as the project advances is to minimize and mitigate.

Bub Kovacs adjourned the first session at approximately 5:15 PM

The second session began at 7 PM. After both Mike Russo's and Ileana Ivanciu's presentation of the process and short listed alternatives, the questions, comments and reply session began.

Q: Edward Shannon asked who makes up the Community Advisory Committee (CAC) and how were they picked?
R: Mike Russo and Louis Robbins explained that meetings had been held with many community businesses and organizations, including but not limited to… AAA, Bellmawr Baseball, St. Mary's Cemetery, Bellmawr Park Mutual Housing Corporation (BPMHC), LOB, and the Mayor of Bellmawr. The Community Advisory Committee (CAC) is comprised of members of the community businesses and organizations as well as residents of BPMHC. The NJDOT will discuss with the CAC making their names available to the public.

C: Mrs. A. Salvatore did not know about this meeting and she feels Bellmawr people are not represented here--
R: Louis Robbins responded that a mailing of both the current Newsletter and the flyer announcing the meeting were sent to over 3,000 people. In accordance with NJDOT's general approach, typically only people within 200 feet of the project are

FINAL

notified….however, in this case, mailings were sent to residents within a much larger area. The mailing list is updated regularly. Additionally, meeting ads appeared in the Philadelphia Inquirer, the Camden Courier Post and the Gloucester County Times.

Q: Jerry Hajnowski asked if there is any intention of tolling 295/76/42?
R: "Chick" Dougherty of DVRPC responded that there is no intention of ever tolling this road.

Q: Charlie Holland asked if DRPA has anything to do with this construction?
R: Mike Russo responded "No".

Q: Bob Marino of Gloucester City asked if the area near his home will be impacted.
A: Mike Russo responded there would be no immediate impacts on that (northern) side of Kings Highway

Q: Bob Marino further asked who decides on the value of the houses impacted?
R: Mike Russo said that appraisers are hired to determine "fair market value" and then negotiations are held with the property owners.

Q: Tina Reichert of Bellmawr Park asked what visual impact construction will have on Browning Road?
R: Mike Russo answered that Technical Environmental Studies (TES) will been done which include photo-simulations to evaluate and clearly identify to the general public the visual impact of each alternative. The tunnel alternative has much less visual impact than the remaining currently short listed alternatives which include new bridges over Browning road.

Q: Tina Reichert further stated that she pays over $4,800 annually in taxes and she wants to sell her house….what will the houses be worth when this is done? She feels the value will be lower.
R: Louis Robbins responded that as access becomes better and traffic improves, the property values may not be as depressed as she imagines Mike Russo added that the EIS process also includes evaluating the socioeconomic-impacts to the area for each alternative including the no action alternative.

C: Edward Shannon of 40 Victory Drive made several comments and had several questions. He doesn't like alternative "G2" which is a "stacked" alternative. He is one of the people impacted, and is very concerned.

C: Several irate residents yelled out "No Mayor or Council from Bellmawr are present here tonight…where are they?"

C: Fran Moriarty of Dewey Road in Bellmawr, a 42 year resident told the audience that "we don't want this in our town". The remark received audience applause.
.

FINAL

Q: Wayne Cheeseman stepped up and said he grew up in Bellmawr Park and now his children are also growing up there. They go to Bellows School and cross Browning Road every day. Will Browning Road be shut down during construction forcing the school kids to go around Browning Road?
R: Louis Robbins responded that Browning Road would be rebuilt at a higher elevation and not be closed during the construction.
.
Q: Mr. Cheeseman asked how that could be accomplished without shutting down the road?
R: Louis Robbins indicated we can close part of it in stages, do the work, then open that part, etc.

C: Mr. Cheeseman then indicated his displeasure with the project.

C: Rosemarie O'Rourke said she is worried that she may be injured while driving the interchange during construction and likes the idea of a tunnel.

Q: Mr. Cheeseman wanted to know about the impacted residents and the relocation of their homes….if they were going to be new, multi-family units or single-family units. He also complained the Bellmawr Park Mutual Housing Corporation (BPMHC) was not keeping the residents informed.
R: Mike Russo and Louis Robbins responded that we have worked with the BPMHC and met with the board to determine the best way to approach the issue. We have been meeting with those residents who may be directly impacted and the BPMHC, not the NJDOT would be building the replacement housing.

C: An unknown woman in the audience who said she is not impacted by the construction asked Mr. Cheeseman why the Bellmawr Park residents didn't meet with their board and demand to be kept informed of the ongoing process.

C: At that point, Mr. Cheeseman said if impacted people were to receive new houses, as a member of the BPMHC, he is also entitled to a new house.

Q: Jim McGee of 39 Victory Drive in Bellmawr Park noted that in the tunnel alternative, there is no provision for hazmat access….what about using the Vine Street Expressway "open" design?

R: Louis Robbins replied that a risk analysis would be performed and that tunnels are currently being designed and built that allow hazmats to go through the tunnel. However, we cannot have an opening in the tunnel as it is physically impossible to have a half-tunnel design with traffic flowing over it. Mr. Robbins subsequently met privately with Mr. McGee to personally review his comments.

Q: A Mt. Ephraim resident who did not give his name asked if any homes in Mt. Ephraim are directly impacted.
R: Mike Russo responded no, not in these recommended short listed alternatives.

FINAL

C: Shaun Dannelfelser, a Haddon Heights EMS person stated that Haddon Heights is very much affected by this interchange as it exists today and this project must happen. He also asked if there is a local EMS Task Force list available.
R: Mike Russo replied that we are glad the project will help and will provide a list of those on the EMS task force.

C: The meeting facilitator, Bub Kovacs, reiterated that the NJDOT core team as well as Dewberry project team personnel would be available after the meeting to answer any questions as well as discuss further any of the recommended alternatives.

Bub Kovacs adjourned the meeting at approximately 9 pm.

Both the NJDOT core team and the Dewberry project team stayed long after the meeting adjourned talking to Mr. Shannon and Mr. Cheeseman as well as other BPMHC residents who were asked to give their names for the record but did not respond.

We believe the foregoing record to be an accurate summary of the discussion and the progress of the meeting. We would appreciate notification of exceptions or corrections to the Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Sincerely,
Dewberry

Patricia Saulino
Project Team

February 20, 2004

MEMORANDUM OF RECORD

MEETING DATE: February 20, 2004

LOCATION: Diocese of Camden – Market Street, Camden, NJ

RE: I-295/I-76/Route 42 Direct Connection
St. Mary's Cemetery - ROW Preliminary Issues/
"Advance Acquisition" Process

CC: File: 2652 – Chrono – Patricia Saulino

ATTENDEES

Robert Guerrieri	Diocese of Camden	856 756 7900
Bill Murray	Diocese of Camden	856 756 7900
Charles P. Barth	Diocese of Camden	856 756 7900
Reverend Peter Joyce	Diocese of Camden	856 756 7900
Larry Reader	Diocese of Camden	856 756 7900
Art Basciano	Diocese of Camden	856 756 7900
Ken McIlvaine	Diocese of Camden	856 756 7900
David Kook	NJDOT-ROW	609 530 2991
Denise Peck	NJDOT-ROW	856 486 6753
Jim Finnerty	NJDOT-ROW	856 486 6752
Lourdes Castaneda	FHWA	609 637 4237
Mike Russo	NJDOT	609 530 3026
Patricia Feliciano	NJDOT	609 530 2110
Lou Robbins	Dewberry	973 338 9100
Jeff Hewitson	Dewberry	856 802 0843

A meeting was held to discuss preliminary ROW issues regarding the "Advance Acquisition" process of St. Mary's Cemetery property.

Mike Russo opened the meeting with a detailed explanation of the five short listed alternatives and their impact to cemetery property.

Mike also explained the concept of the "Advance Acquisition" process outlining the steps and the timetable which lead to detailed discussion. The Diocese reacted favorably and was supportive of the concept of "Advance Acquisition".

The Diocese provided the group with a draft plan of their future, proposed development of the parcel shown on the ROW conceptual plan.

The group from the Diocese provided the following:

- Each mausoleum contains 600 crypts which would be impacted based on the draft plan
- 1,280 burial sites per acre
- Burial sites cost a minimum of $500 each
- Crypts cost approximately $4,200 each

Mike Russo explained that since at this time the mausoleums are conceptual and not currently built, costs to engineering, design, etc. would be deducted from the estimate. The same would be true for the proposed burial sites.

We believe the foregoing to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Jeffrey S. Hewitson

February 20, 2004

MEMORANDUM – DRAFT 2/20/04

TO: Record

FROM: Jeff Hewitson

DATE: February 20, 2004

RE: **295/76/42 – Meeting with VFW Representatives**

CC: Attendees, File: 2652 - Chrono, 2652 - Meetings

DATE & TIME OF MEETING: 2/20/04/9:30 A.M.

LOCATION OF MEETING: Dewberry Office- Mt. Laurel, NJ Conference room

IN ATTENDANCE:

NAME	REPRESENTING
Joseph Murphy, Sr.	VFW
Joseph Murphy, Jr.	VFW
Louis Robbins	Dewberry
Jeff Hewitson	Dewberry
Brian Sayre	Dewberry

PURPOSE OF MEETING:

The meeting was held to discuss and review suggested sketches prepared by Joseph Murphy, Jr. for I-295/76/42 improvements and to review concerns about endangered species that may be dwelling within the project area.

One of the concepts presented by Mr. Murphy would be to widen the existing footprint of I-295 northbound in order to shift the mainline alignment. Louis Robbins explained to Mr. Murphy that this would adversely impact more homes in the Bellmawr Park residential area located east of I-295 northbound and additionally, would not solve the traffic weaving problem.

Another sketch presented by Mr. Murphy was to have Ramp "C" go under Ramp "D" and also under Browning Road which Lou agreed was a good concept which we also were presently investigating.

Messrs. Murphy were both satisfied with our responses.

Immediately following this, Brian Sayre then met with Messrs. Joe Murphy, Jr. and Sr. who had requested a meeting to discuss the possible presence of Threatened and Endangered (T&E) Species in the Direct Connection project area; specifically, in the wooded area on Essex Avenue in Bellmawr Park. The Murphy's live at 35 Peach Road in Bellmawr Park.

Dewberry

Mr. Murphy, Jr. provided copies of various NJDEP's website information of T&E species that live in New Jersey. He also provided a contact by the name of Dave Magpiong who also lives in the project area and reportedly works for a company that conducts wildlife surveys. Mr. Murphy provided updated copies of the photos that he had given to us at the January 28, 2004 PIC meeting in Bellmawr. On the photos, he indicated that the hawk he had initially identified as a Coopers Hawk is actually a Red Tailed Hawk, according to Mr. Magpiong. Also, according to Mr. Magpiong, the photos with the bird initially identified as a Peregrine falcon may be either a Peregrine or a Coopers Hawk, but it is difficult to tell from the photos. Mr. Murphy said that Peregrine falcons frequent the area and are often seen on the WIP radio towers along Creek Road.

Mr. Murphy also provided a copy of the internet home page of The Old Pine Farm Natural Lands Trust, a local environmental organization. He indicated that this organization maintains an inventory of the various wildlife and plants in the Big Timber Creek and surrounding areas.

After discussing the information provided, Mr. Murphy suggested that we should take a walk through the wooded area and the surrounding area on Essex Avenue in approximately I month to observe the wildlife. I agreed and told him that I will be in touch to schedule the site visit. He and his father were satisfied with our discussions and the proposed site visit and the meeting was concluded. After the meeting, I drove to Bellmawr Park and took a brief walk through the wooded area on Essex Avenue, but no T&E species were observed.

March 23, 2004

NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295/I-76/Rte 42 Interchange Reconstruction
Fifth Community Advisory Committee (CAC) Meeting
March 23, 2004 6pm -9pm
Bellmawr Senior Citizens Center

MEETING MINUTES SUMMARY

CAC Meeting Attendees

Edward Costigan (Gloucester City Senior Citizens' Association)
Diane Garcia (Mt. Ephraim resident)
Richard Middleton (Bellmawr Baseball, Inc.)
Michael Gaglianone (Mt. Ephraim Borough Council)
Raymond Stanaitis (Gloucester City Resident)
Joseph Ciano (Bellmawr Public Works)
George Coleman (Bellmawr Sewer Department)
Robert Stokes (Mt. Ephraim Resident)
Harry Moore (Bellmawr Park Mutual Housing Corp.)
Robert Guerrieri (Diocese of Camden – Dept. of Real Estate)
Daniel Eggers (Mt. Ephraim resident substitute for Lillian Eggers)
Leonard Bandoch (Annunciation Church)
Hayley Knopple (Korman Interstate Business Park)
Bruce Huntsinger (Gloucester City Resident)
Leonard Bandoch (Bellmawr Resident)
Florence Korostynski (Bellmawr Senior Citizen Association)
Dale Keith (Senior Citizens United Community Services of Camden, Inc.)
Bernard Tetreault (Southern NJ Chamber of Commerce)
Linda Reis (Mt.Ephraim resident)

Project Team Attendees

Mike Russo, (New Jersey DOT)
Nick Caiazza, (New Jersey DOT)
Bruce Riegel (New Jersey DOT)
Steve Maslow (New Jersey DOT)
Patricia Feliciano (New Jersey DOT)
Lou Robbins (Dewberry)
Craig Johnson (Dewberry)
Ileana Ivanciu (Dewberry)
Jeff Hewitson (Dewberry)
Linda McDonald (Transportation Marketing Strategies)
Patricia Saulino (Dewberry)

-1 -

SUMMARY

Mike Russo recapped for the group the project process including the current status; the resources in the project area and discussed the environmental studies necessary to advance the project. He told the group we need their assistance in identifying areas where we need improvement in defining the project with the goal being to do a better job getting the information to the public.

All attendees introduced themselves and stated their respective affiliations. Mr. Russo then turned the meeting over to Ms. Ileana Ivanciu of the Project Team.

- Ms. Ivanciu informed the CAC that the role of both the NJDOT Core Group and the Dewberry Project Team is to communicate to the public precisely the tasks of the project--what we are doing and what we are required to do in developing a short list of alternatives that will ultimately be evaluated in the selection of the alternative that will be built. As we embark on the project, we must communicate the impacts of the project to the public and solicit information from the CAC members on how to minimize and mitigate those impacts. We will make commitments and follow through on those commitments. She added the fact that we are here two years down the road is a testimony to the fact that we are standing by this project and are going to work with the CAC members for the next few years to select the Alternative that will be constructed by NJDOT. She explained that the CAC can help us by communicating to us the desires, needs and issues of their constituents and by taking back to the groups the information we discuss at the meetings.

- We must take into consideration other goals imposed on us by regulatory agencies who will ultimately be issuing the construction permits.

- Craig Johnson informed the group that Balloon tests will be performed sometime in April, 2004 on the Alternatives which significantly raise the roadway over today's heights. The stacked alternatives (G2 and H1) represent the highest elevations. The heights will range from 40' to 80' depending on the elevation of the Alternatives. We will notify the group of the exact date as soon as it is scheduled.

- Results of the balloon tests will be used by the Team to determine the Area of Potential Effect (APE) in concert with SHPO.

- Mike Russo of NJDOT informed the group of the ongoing plan to inform and educate the people in the community as well as the various groups with whom they have previously met as to the project's purpose, current status and ongoing progress. A network needs to be developed to inform all people of activities to date as well as future activities; i.e., the balloon testing to take place in April, 2004.

- Further Mike Russo informed the group that the CAC acts as a conduit to the public by evaluating and disseminating the information they receive at the CAC meetings and in turn integrating that information in a timely fashion into the groups which they represent. The CAC helps to get the approval and perspective of others and facilitates the project by making connections into the community via meetings such as those already held with representatives of the Bellmawr Park Mutual Housing group, impacted residences/businesses, schools, churches, cemeteries and Shining Star Park. The CAC can provide the valuable feedback that is necessary in this project's progress.

- NJDOT wants to improve the process so that the CAC represents the medium through which public awareness can be raised and issues addressed. Mike questioned the group "Are we living up to your expectations? Are the people in your groups aware of the project? Are we assisting you in acting as a conduit….do we need to provide more information and more materials tailor-made to your specific groups?"

- Harry Moore representing Bellmawr Park Mutual Housing (BPMH) responded that he was told about the individuals making statements at the PIC meeting regarding this project and the lack of communication from the members of the BPMH board to the residents. That is totally false and the individual who made this statement was not present at the last BPMH meeting and further although there are 500 residents, they do not even get a quorum of residents attending their meetings.

- Linda McDonald of Transportation Marketing Strategies asked Ray Stanaitis if it was a matter of people not caring because they feel it doesn't affect them and Ray responded in the affirmative.

- George Coleman said people tend to lump together all transportation projects under the I-295 umbrella and react to I-295 when in fact it is not this specific project but others such as Missing Moves, etc.

- Lenny Bandoch feels all information should be sent out to everyone.

- Ms. McDonald informed the group that the next newsletter will address some of these various related/unrelated projects.

- Lou Robbins of the Project Team suggested we place an article in the local papers; i.e., Camden Courier Post, et al announcing the "Balloon Test".

- Use flyer insertions in various newsletters; i.e., Delaware Valley Regional Planning Commission (DVRPC) and Camden County newsletter as well as other groups identified through Public Involvement's efforts.

- Mike Russo and Craig Johnson suggested we do a flyer announcing the balloon test giving details on where, when and why.

- Place information/short listed Alternatives boards in public places with contact/information sheet delineating ongoing activities as well as other appropriate handouts; i.e., Town Hall; BPMH office conference room; and Library(s). Public announcements should be made on Cable Channel 19.

- Lenny Bandoch of Annunciation Diocese suggested that a few members of the project team make themselves available to explain the project (mini, brief form of the presentation) and answer questions to various groups.

- George Coleman suggested representatives from core group/project team plan on attending one of the Business Alliance meetings and said he would provide the scheduling information to the project team (pre-approval also necessary).

- Bruce Huntsinger, a resident of Gloucester City, suggested that we include a description of all five short listed Alternatives in the next newsletter. Ms. McDonald explained that we had already planned to illustrate each Alternative.. Also described would be the status of the project now entering into the Technical Environmental Studies (TES) phase. The Spring newsletter will use less text and more graphics and will be presented in a legible, user-friendly way.

- Lou Robbins explained that photo simulations are planned so that the public will be able to see what the area currently looks like versus what it will look like under each Alternative scenario.

- Mr. Robbins went on to explain that the noise levels will be recorded using a tape recorder that records at various decibels and the group will be able to hear them at a future CAC meeting. Nick Caiazza of NJDOT reported this will be done for each alignment and results will be available as soon as the Technical Environmental Study stage is completed.

- Ms. Ivanciu asked the CAC members for their help in reaching out to the community and for suggestions on what additional things the core group and project teams can do collectively.

- Mr. Stanaitis feels that the people in the areas to be affected by the noise do not realize that they may be affected. He feels that the specifically affected neighborhoods should be more informed.

- Mike Russo explained that they have already met with representatives of several groups; i.e., BPMH, churches, and property owners of residences and businesses.

- Craig Johnson queried Bernie Tetreault of the South Jersey Chamber of Commerce on how to disseminate information back to the people…..As Mike Russo has met twice with this group, we would like to know whether or not you feel that enough information has been provided to the people. Mr. Tetreault responded in the affirmative.

- Harry Moore said the next Bellmawr Park Mutual Housing Corporation (BPMHC) meeting was scheduled for April13th and that he was amenable to a few people representing the core group and project team attending and speaking to the residents with a short presentation.

- Robert Guerrieri suggested that we get the word out to the public with the "who, what, when, where and why" announcing that we are doing the "Balloon Tests".

- Jeff Hewitson of the Project Team asked Rich Middletown of Bellmawr Little League if it would be possible to have him distribute handouts to the coaches and managers of both the boy's and girl's little league teams to give to their parents.

- Michael Gaglianone from Mt. Ephraim suggested that we use the schools as a source by which to deliver project information, obviously with the approval of the superintendent(s).

- Lenny Bandoch said he would be glad to distribute handouts at Annunciation Church and suggested we send him about 400 copies.

- Ed Costigan of Mt. Ephraim Senior Citizens' said we could do a brief presentation at any one of their meetings.

- It was decided that we would provide CAC members with copies of both the Newsletter and Flyers to have on hand to distribute as they see fit.

- Mike Russo informed the CAC members that at the PIC on January 28, 2004 the group had been asked to make the CAC names available (perhaps using the Newsletter as a vehicle). He asked if anyone objected. Diane Garcia noted that it should already have been made part of the public record and that by law even their phone numbers should be disclosed. Lenny Bandoch stated that the Annunciation parishioners were already aware of his membership. No one voiced objection to making their identities public.

The meeting adjourned at approximately 8:45 pm.

March 31, 2004

MEMORANDUM

TO: Record

FROM: Jeff Hewitson

DATE: April 1, 2004

RE: MEETING WITH DRPA/PATCO REPRESENTATIVES

CC: Attendees, Mike Russo, NJDOT; Bruce Riegel, NJDOT;
File: 2652; Team Minutes; Chrono
Dewberry – Ileana Ivanciu; Pete Agnello; Todd Davies; Pat Saulino

DATE & TIME OF MEETING: March 31, 2004, 2:30 pm

LOCATION OF MEETING: One Port Center – 7th Floor – Camden, NJ

IN ATTENDANCE:

Robert Box	PATCO
Bill Brooks	DRPA
Rich Amodei	STV, Inc.
Lou Robbins	Dewberry, Inc.
Craig Johnson	Dewberry, Inc.
Jeff Hewitson	Dewberry, Inc.

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion and action items that took place at the above captioned meeting:

After proper introductions, Lou Robbins spoke about the status of the I-295/I-76/Rt. 42 Direct Connection Project. Lou continued with an overview of the five short listed Alternatives that were recommended for further study in the TES portion of the EIS for this project. Lou stated that the goal of the project was to provide a direct connection for I-295 through the I-295/I-76/Rt. 42 Interchange. Lou then highlighted the potential impacts associated with each alternative. Lou went on to say that a balloon test will be conducted on April 27, 2004 to determine potential visual impacts these design alternatives could have to the surrounding areas.

There was some discussion about the I-295 Missing Moves Project which Lou addressed and he provided an overview and status update of this project. Lou also stated we would provide preliminary plans of the Missing Moves Project to DRPA along with typical sections showing the current median width for both projects.

Dewberry

Richard Amodei from STV, Inc. presented his overview of the status of the Route 55 Transit Study and spoke about the two alternative alignments that are presently being considered for light rail transit (LRT) service. Of the two proposed alignments that Rich spoke about, the green-coded alignment utilized the old Conrail Right of Way while the orange-coded alignment utilized the I-76, I-676, Route 42 and Route 55 Right of Way.

Jeff Hewitson inquired about the pros and cons of the green-coded alignment (old Conrail ROW) since it would not impact the area near the I-295/I-76/Rt.42 Interchange. Rich Amodei responded that the green-coded alignment had many positives, such as higher ridership potential; however, local towns were not in favor of this alignment when it was presented to them seven years ago. Rich added that this summer they will present to the Board of Directors the pros and cons of the two alignment alternatives.

Bob Box, General Manager for PATCO, asked that in the interest of good planning if there was a will by the NJDOT to include the envelope for the LRT into our project. According to Rich Amodei, the envelope will be approximately 38-40' horizontally and 20' vertically. Craig Johnson responded that there will be greater impact to the project if a 40' envelope for mass transit is included. In addition, bridge structures would have to be raised 25' and ramp takeoffs would need to be relocated. The other option would be for the LRT line to be elevated on piers within the median above/below our proposed structures. Since the maximum grade for light rail track is between 3-5%, this could be very expensive.

There was concern by everyone as to whether the project could be designed in such a way as to allow for future LRT service without jeopardizing the ongoing EIS process and thereby delaying the NJDOT project.

Lou Robbins mentioned the fact that when considering the orange-coded alignment which utilizes the I-676 and I-76 ROW, it will require assessments of Environmental Justice (EJ) impacts to federally protected populations; i.e., minority and low income populations. Based on the extent of impacts to the community, this could prove very costly.

Bill Brooks of DRPA and Lou Robbins agreed that the two projects are at different stages of development and therefore not in sync. The NJDOT project is much further advanced than the Route 55 Transit Study. It was also noted that the Route 55 Transit Study had only a slim chance of becoming a reality at this point while the NJDOT project was funded.

It was agreed by all parties that the issue of whether to include the LRT envelope in the project needed a higher-level policy decision by NJDOT and DRPA to ascertain if it is in the best interest of the State of New Jersey.

Bob Box and Bill Brooks inquired if the NJDOT and its representatives would be available for a follow up meeting if needed. Craig Johnson and Lou Robbins responded that they would be available when needed and they would inform the NJDOT project manager, Mike Russo, of the request.

Dewberry

April 19, 2004

TO: 2652 Meetings

FROM: Craig Johnson

DATE: April 28, 2004

RE: I-295/I-76/Route 42 Direct Connection

CC: Attendees: File 2652 – DGI Meetings
Dewberry – Pat Saulino
Ileana Ivanciu

TIME & PLACE OF MEETING: April 19, 2004, 3:00 pm, at the Bellmawr Municipal Building, Bellmawr, NJ

PURPOSE OF MEETING: Local Officials Briefing

IN ATTENDANCE: Frank Filipek (Bellmawr – Mayor)
George Coleman (Bellmawr – Superintendent, Sewer Department)
Joe Ciano (Bellmawr – Superintendent, Highway Department)
Marion Rink (Representing Assemblywoman Cruz-Perez)
Amy Simmerman (Representing Congressman Andrews)
Simeon Martello (Representing Assemblyman Joe Roberts)
Allison Phillips (Representing Senator Madden)
Ethan Hasbrouck (Representing Assemblyman Mayer)

NJDOT
Mike Russo
Nick Caiazza
Patricia Feliciano

Dewberry-Goodkind
Lou Robbins
Craig Johnson
Jeff Hewitson

DISCUSSIONS AND DECISIONS:

1. Mike Russo welcomed everyone, and indicated a Citizens Advisory Committee (CAC) meeting was held on March 23, 2004.
2. Craig Johnson provided an overview of the discussion from the CAC meeting. The highlights include the following:
   - Five shortlisted Alternatives (D, D1, G2, H1, and K)
   - Alternative Analysis and Technical Environmental Study (TES) phase beginning.
   - Some CAC members were willing to distribute flyers, etc. to their members.
   - The names of CAC members will be made public. Feedback received at the Public Information Center held in January indicated many people did not know who the CAC representatives were.
3. Craig Johnson described the upcoming balloon test scheduled for Tuesday, April 27th. Balloons will be floated at four locations to generally represent the D and G2 alternatives. At two locations a third balloon will be floated to represent a flyover ramp (Ramp A).
4. Craig Johnson described that Dewberry and our subconsultants would be soliciting input from the CAC, and other members of the community, as part of the Socieo-Economic and Environmental Justice Technical Studies.
5. Mayor Filipek indicated he was waiting for a response from the NJDOT regarding adding ramp access into the Landfill property from the I-295 Missing Moves project. Mike Russo said he would pass this information along to the NJDOT Project Manager for Missing Moves.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Craig R. Johnson
Dewberry

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Jeffrey Hewitson
Dewberry

May 4, 2004

TO: Record

FROM: Jeff Hewitson

DATE: May 5, 2004

RE: I-295/I-76/Route 42 Direct Connection

CC: Attendees: File 2652 – DGI Meetings
Dewberry – Pat Saulino
Craig Johnson

TIME & PLACE OF MEETING: May 4, 2004 – 10:30 AM – Bellmawr Baseball Field
Bellmawr, NJ

PURPOSE OF MEETING: Review 5 short listed alternatives with Bellmawr Baseball, Inc. President, Jim McCabe, and discuss potential impacts to baseball fields.

IN ATTENDANCE: Jim McCabe (Bellmawr Baseball, Inc.)
Mike Russo (NJDOT)
Ileana Ivanciu (Dewberry)
Jeff Hewitson (Dewberry)

DISCUSSIONS AND DECISIONS:

After proper introductions, Ileana Ivanciu provided an overview of the Environmental Impact Statement (EIS) process for Mr. McCabe since he is the recently elected President of Bellmawr Baseball, Inc. and has not had the benefit of being brought up to date with developments of the project. Mr. McCabe has agreed to become a member of the Community Advisory Committee (CAC), representing Bellmawr Baseball. Rich Middleton, who had represented Bellmawr Baseball in the past, will also continue to be a member of the CAC. The highlights of Ileana's presentation included general discussion of the following:

- Five shortlisted Alternatives (D, D1, G2, H1, and K)
- Alternative Analysis and Technical Environmental Study (TES) phase beginning.
- The importance of CAC members to provide input they receive from their constituents to the project team in order that it can be incorporated into the project development process.
- The importance of CAC members to disseminate information, flyers, etc. back to their constituents to properly update those they represent with developments of the project.

Mike Russo relayed to Jim McCabe that as soon as we are able to fine tune the engineering of the five (5) alternatives during the TES phase of the project, we will be in a better position to know what the impacts will be to the effected properties. Mike assured Jim that the Project Team will periodically update the property owners on any developments and will contact them with regard to upcoming CAC meetings or any other matters of which they should be aware.

Jim McCabe stated that if the ballfields were impacted and needed to be reconfigured or relocated, his first preference would be to stay where they are and work out a reconfiguration plan for the ballfields, clubhouses and the concession stand building. If they had to be relocated off site, he stated it would have to be somewhere in Bellmawr that would allow Bellmawr Baseball, Inc. to have their own property. In this way, they would maintain their own identity and use of their property as opposed to leasing space from another recreational group and be guided by their rules and regulations.

Jim also stated that Bellmawr Baseball, Inc. has two ball fields which they use for their Cal Ripken 5-12 year old leagues. Typically, only teams belonging to the leagues can use these fields. The fields are used either for practice or games all week long including night games at the lighted field. There may be occasions when outside teams request (via a permit process) permission to use the fields. Located adjacent to the Bellmawr Baseball fields is the Bellmawr Park Grammar School field which is also used by Bellmawr Baseball from 4-9 PM, Monday-Saturday.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Jeff Hewitson

July 14, 2004

TO: 2652 Meetings

FROM: Craig Johnson

DATE: July 14, 2004

RE: I-295/I-76/Route 42 Direct Connection

CC: Attendees: File 2652 – DGI Meetings
Dewberry – Pat Saulino
Ileana Ivanciu
Bruce Riegel
Nick Caiazza

TIME & PLACE OF MEETING: July 14, 2004, 3:00 pm, at the Bellmawr Municipal Building, Bellmawr, NJ

PURPOSE OF MEETING: To review Local Road Construction

IN ATTENDANCE: Borough of Bellmawr
Frank Fillipek (Mayor)
George Coleman (Superintendent, Sewer Department)
Joe Ciano (Superintendent, Highway Department)

NJDOT
Mike Russo
Stan Worosz
Patricia Feliciano

DVRPC
Charles Dougherty

Dewberry-Goodkind
Craig Johnson
Jeff Hewitson

DISCUSSIONS AND DECISIONS:

1. Craig Johnson provided a brief overview of the status of the project. The two boards which will be displayed in the Library were shown to the Bellmawr officials. Craig explained about the miscommunication regarding the archaeological activities at the Annunciation Church.

2. Both Essex Road and King's Highway which pass under I-295 and I- 76, respectively, will remain open during construction of the new or widened bridges that pass over the roadways. Lane widths may be narrowed to 11 feet and a pedestrian crossing area maintained.

3. Staging alternatives at the local road crossings over I-295/76/42 were discussed. All local roadways over the mainline have existing clearances of approximately 14'- 6" clearances. Each need to be revised to provide 16'- 6" clearance.

   There are three options for staging the local road bridges; as follows:

   - Full closure- 8 to 10 months duration.
   - Maintain one lane in one direction which can be done within the footprint of the existing bridge- 15 to 18 months duration.
   - Maintain one lane in each direction which will require an overbuild of 11 feet (Bell and Browning Rds) and 14 feet on Creek Rd- 15 to18 months duration.

   Bellmawr requested all bridges be kept open to two- way traffic. They were receptive to a sidewalk only on one side during construction.

4. The Borough was receptive to raising Browning Rd another 3 feet to accommodate a 2 span structure which would significantly simplify staging on I-76/Rt42. They prefer the overbuild of 11' be placed to the north. Joe Ciano asked about sight distance. Craig Johnson replied that the profile would meet current design standards. George Coleman indicated a water main and a 12" gravity sewer main cross the bridge. The water main should be relocated rather easily; however, the sewer main will be more of a challenge and may require a pump station. Chic Dougherty suggested a separate bicycle/ sidewalk area be provided in the overbuild area.

5. Craig Johnson indicated that the I-295 profile will be raised 3 feet to accommodate new stormwater regulations; therefore, Bell Road will be raised approximately 5 feet over existing. George Coleman indicated a sewer line runs along the west side of Bell Road and then parallels I- 295 NB. The Borough did not have a preference on the overbuild to the east or west.

6. Creek Road will need to be raised approximately 2 feet. The 14 feet overbuild should be to the north. The Borough was receptive to adding a westbound left turn lane since the bridge needs to be widened anyway. The Borough realizes the overbuild will cause additional ROW impacts, but prefer if they are kept to a minimum.

7. Mayor Filipek reminded everyone that each of the roadways discussed are County roads, so they should be informed of the proposed widenings/ staging schemes.

8. Dewberry will be sending plans to all utilities for their input. George Coleman will start pulling their as- builts for areas impacted by this project.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Craig R. Johnson
Dewberry

July 15, 2004

MEMORANDUM

TO: Record

FROM: Brian A. Sayre

DATE: July 20, 2004

RE: I-295/76/42 Direct Connection – Wetlands Core Group/Natural Resources Working Meeting

CC: Attendees, File 2652 -- Meetings

TIME & PLACE OF MEETING: July 15, 2004, 9:30 AM in the NJDOT Conference Room 3A, 1035 Parkway Ave., Trenton, NJ

PURPOSE OF MEETING: To review the LOI/JD application and stormwater quantity and quality treatment options and requirements

IN ATTENDANCE:

NJDOT-E Team	
Nick Caiazza	(609) 530-2991
Steven Maslow	(609) 530-2832
NJDOT-DPPD	
Michael Russo	(609) 530-3026
NJDEP-LURP	
Robert Cubberley	(609) 633-6755
William McLaughlin	(609) 984-0195
Dennis Contois	(609) 777-0456
USACOE	
Michael Hayduk	(215) 656-5822
Dewberry	
Craig Johnson	(973) 338-9100
Ileana Ivanciu	(973) 428-4909 ext. 301
George Soule	(973) 338-9100
Brian Sayre	(973) 428-4909 ext. 307

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussions proceeded:

1. To begin the meeting, Nick Caiazza and Brian Sayre informed the group that the LOI/JD application has been submitted to the NJDEP, USACOE and the EPA. Mr. Caiazza also reported that various potential mitigation sites had been inspected for the Missing Moves Project and that one of the areas also may be suitable as a mitigation site for the Interchange Project.

2. Craig Johnson then gave a brief summary of the history of the Interchange Project as well as the progress made since the last Agency meeting. He also informed everyone that the preliminary designs of the shortlisted alternatives are being developed, beginning with Alternative D. Alternative D is being developed first because it is a more conventional roadway design (i.e. versus a stacked or tunnel design), and much of the design information learned from this Alternative will be used during the subsequent designs.

3. George Soule reviewed the stormwater treatment basins and locations for Alternative D. William McLaughlin requested a discussion of water quantity/quality/recharge issues.

4. George Soule said that he has assumed that there are no recharge requirements for the project, based on the status of the area as a Metropolitan Area. Dennis Contois replied that we should not assume that there will not be any recharge requirements. Mr. Contois asked if the proposed areas for construction of the new roadways are already developed or contain impervious surfaces. He also stated that the new stormwater regulations are currently being read and interpreted. Craig Johnson replied that there will likely be a combination of existing/paved areas, as well as grass-covered areas, in the final alternative.

5. William McLaughlin indicated that we need to review the following information to determine the potential recharge requirements: the depth to the (shallow) water table, existing impervious surfaces and potential contamination. Dennis Contois said that it does not sound like the recharge requirements will pertain in a large portion of the project area, based on the presence of previously disturbed areas, shallow water table and contaminated areas.

6. William McLaughlin brought up the issue of water quantity in the tidal areas. Dennis Contois asked if the 100-year floodplain limits have been established and if it is a tidal flood or fluvial flood condition?

7. George Soule confirmed that the area of Little Timber Creek has been surveyed and that we are currently running a model to identify the floodplain limits and the 100-year flood elevation. Dennis Contois stated that the design of the final alternative cannot have a negative effect on flooding downstream. George Soule said that the stormwater currently goes directly into the stream and not through the residential or commercial areas.

8. Robert Cubberley reported that the local residents have previously stated that flooding already occurs by Bell Road. He explained that there is a braided channel and downed trees along the channel downstream of Bell Road that should be cleared. He also said that the stream had already been relocated during the initial construction of I-295 and the channel should be restored to something that works.

9. Michael Hayduk asked if the channel restoration would be used as mitigation. He also questioned if the relocation / restoration are part of the Project Purpose and Need?

10. Dennis Contois stated that if the 100-year flood is fluvial, then we need to review the 2, 10 and 100-year floods. If the 100-year flood is tidal, then we do not need to look at these flood events, but it cannot have a negative effect downstream. He suggested that perhaps we may want to treat it as if it is a fluvial flood situation.

11. Nick Caiazza explained that stormwater flows from the upstream developments are a problem, and that this situation can be improved, but not solved with the construction of the final alternative.

12. William McLaughlin commented that some of the alternatives under review will allow for removal of AlJo's Curve, thereby removing some of the fill in the floodplain. This may allow for a net decrease in the fill in the floodplain. He suggested modeling of water quantity and quality for each area of Little Timber Creek.

13. Michael Hayduk recommended a review of the impacts to Little Timber Creek under each alternative.

14. Dennis Contois informed the group that any disturbance greater than 0.25 acre of new impervious surface or 1 acre of total disturbance will trigger the new stormwater regulations. He also stated that there will be no credit for pavement removal. He continued to say that new pavement will require 80% TSS removal and if the existing pavement and sub-base material is removed or replaced, 50% TSS removal will be necessary.

15. Nick Caiazza asked if pavement is removed or replaced by grass, will there be any credit given. Dennis Contois replied that there would not be any credit given under current regulations. However, Robert Cubberley stated that this is likely to result in a lot of abandoned pavement surfaces, since there is no incentive to remove the abandoned roadways. Michael Russo agreed, saying that if credit is given, it will provide an incentive to restore areas via pavement removal. Nick Caiazza commented that Larry Baier of the NJDEP had previously said credit would be given and then reversed this decision. Mr. Cubberley said that he will discuss this with management.

16. George Soule distributed a Water Quality table of impacts for Alternative D. He explained that under Alternative D there will be 62 acres of new pavement, 12 acres of resurfacing and 15 acres of existing pavement to be removed. Robert Cubberley indicated that the 12 acres of resurfacing will not have to be treated if the existing stormwater drainage system is not revised.

17. George Soule further explained that there would be 6 bio-retention basins that provide a TSS removal rate of 90%. This would require the treatment of 43 acres of pavement.

18. George Soule asked if stormwater quality requirements are met for the project, can the drains on bridges discharge directly into the water, i.e. with scupper drains. Nick Caiazza informed the group that the Route 52 Bridge has scupper drains. William McLaughlin stated that a review of each project would be necessary; noting that water freezing in the pipes on bridges may be a problem.

19. George Soule reported that the impacts provided in the Table are worst case scenarios, since the Table does not account for any credit for pavement removal. Mr. Soule continued with a review of the proposed basins along the ditched wetlands on the south side of Route I-295. Robert Cubberley responded that these wetland areas may be groundwater seeps and discharge areas and that basins may be problematic in this area. He suggested doing soil borings to determine depth to groundwater in the areas. Mr. Soule explained that the current location of the basins are only conceptual at this stage and that the locations may change based on site conditions.

20. Dennis Contois commented that the Vortex System has recently been approved by the NJDEP for stormwater treatment with a TSS removal rate of 50%. Nick Caiazza stated that some of the alternatives may allow for better locations of stormwater basins. He indicated that it may be necessary to review archaeology and potential contamination of the proposed stormwater basin areas. He stated that this information will be presented in the EIS to complete the Section 106 process.

21. At 10:30 AM Robert Cubberley and Dennis Contois left the meeting to attend another meeting; Mr. Cubberley returned to the meeting later in the morning.

22. William McLaughlin reported that herbicide spraying, which is often done along the guide rails of roadways, sometimes kills the grass in the swales. Nick Caiazza responded that, instead of grass beneath the guide rails, treated stones or pavement sometimes is used. Mr. Caiazza indicated that the NJDOT will consider the use of pervious pavement beneath guide rails, instead of grass. William McLaughlin asked that we include any pavement under guide rail in the total area of new pavement for stormwater calculation purposes.

23. Brian Sayre gave a review of LOI/JD application, including the wetlands mapping, and the various data layers that are shown on the maps. Michael Hayduk and William McLaughlin indicated that they will meet to review the application and to provide comments on the application materials.

24. George Soule continued with the review of the wetlands impacts. William McLaughlin stated that we need to review the wetland impacts versus (for example) the historical resource impacts, in order to build a consensus among all the stakeholders. He also commented that all resources need to be included in the alternatives matrix, including, for example, Community Types (e.g. emergent wetlands, forested wetlands, upland forest, etc.). Michael Hayduk asked that impacts to tidal versus non-tidal wetlands be addressed, as well as areas of wild rice versus phragmites.

25. Ileana Ivanciu stated that we are currently in the TES Phase and will set up a more detailed alternative matrix in the DEIS phase in 2005.

26. William McLaughlin stated that the NJDEP prefers minimizing impacts to State Open Water (SOW) over impacts to wetlands over impacts to buffers. He also commented

that impacts to wild rice stands should be minimized over impacts to phragmites-dominated wetlands.

27. Nick Caiazza stated that the Ecological Impacts will be reviewed for all of the alternatives in the TES report.

28. William McLaughlin indicated that we will need to identify and minimize the impacts to the floodway and floodplain, thereby minimizing impacts to SOW, wetlands and buffers, in that order.

29. Nick Caiazza commented that Steven Hardegan of SHPO is being kept informed of subcontractors findings and has given verbal opinions of eligibility or non-eligibility of historic resources. He has currently indicated that the Harrison-Hugg House is not likely to be considered a historic resource.

30. George Soule distributed copies of the Table of Wetlands and Floodplain Impacts for Alternative D to everyone at the meeting. William McLaughlin asked if all of the alternatives will be reviewed in the same detail as Alternative D. Nick Caiazza and Michael Russo stated that all alternatives will be reviewed in equal detail. They reiterated that we have started with Alternative D since it is a more conventional/standard roadway design. They also said that the other alternatives contain similar design elements so we are "learning" with this alternative and will use the information that is developed in the analysis of the remaining alternatives.

31. Ileana Ivanciu and Craig Johnson also explained that the lessons learned in the review of Alternative D will be applied to the analysis of all the other alternatives. The various alternatives were then discussed, including common elements and how the designs will be refined to further reduce impacts.

32. William McLaughlin asked if all the alternatives have the same design speeds. Craig Johnson replied that all of the alternatives have the same design speeds: 60 mph on the mainline and 45 mph on the ramps. The posted speed limits will be 5 mph lower.

33. Michael Hayduk stated that the design of the roadways should be safe, account for future needs and potential changes in design standards, even if that means additional wetlands impacts. The wetlands impacts will have to be dealt with by the Agencies.

34. George Soule gave a review of the variants of Alternative D and the impacts to the SOW/wetlands/floodplains with and without structures and retaining walls. William McLaughlin commented that the first step should be to look at Alternative D with various alignments for avoidance of wetlands impacts; then to look at structures and retaining walls for minimization of impacts. Nick Caiazza indicated that we are looking at each Alternative with and without retaining walls / structures, as well as comparing costs versus impact avoidance. William McLaughlin explained that the focus of his review will be the length of retaining walls, the cost per foot and the wetlands savings, for each of the Alternatives.

35. Ileana Ivanciu responded that the TES reports will address impacts to all resources that the NEPA process requires. She further explained that in the DEIS, impact minimization will be examined, and in the FEIS, everyone's comments and concerns will be incorporated.

36. Michael Hayduk commented that if the alignment of Alternative D is set, we will need to show the resulting impacts with a berm design, with retaining walls, and with structures, and the associated costs in order to justify or not justify the impacts.

37. William McLaughlin suggested that we provide a typical cross-section to show designs employing a berm, retaining walls and structures for all Alternatives. He indicated that usually, impact minimization options are shown only for the preferred Alternative, but said that it would be helpful to see this for all of the alternatives.

38. Ileana Ivanciu indicated that the next ACM meeting with all members will be arranged when the impacts of Alternative D are finalized, to discuss TES methodology and the approach we will take to alternatives and subconsultants' evaluations .

39. Michael Hayduk and William McLaughlin both said to make sure that all Alternatives will be equally analyzed, with no bias towards Alternative D. Ileana Ivanciu again confirmed that all of the remaining alternatives will be equally evaluated. She also indicated that the next ACM meeting will be to confirm the methodology of TES and discuss with all members the approach taken for the alternative evaluations. Michael Russo added that the meeting will be an ACM meeting only, and not a public meeting.

40. William McLaughlin said that we need to clearly define the units of measurement for the impacts to the various resources to develop the Matrix. Ileana Ivanciu explained that Alternative D is a conventional roadway design and the information generated during this analysis will save time on the impacts analyses of the other Alternatives.

41. Craig Johnson stated that within approximately six (6) weeks (in September), the preliminary engineering will be done for Alternative D, and then the analysis of the impacts to resources can be determined. He also reported that the TES reports are scheduled to be done by March 2005, the DEIS by December 2005 (with conceptual permit applications) and the FEIS in 2006.

42. Robert Cubberley responded that the preferred Alternative can be proposed in the DEIS. He suggested that this should be done at that time to make it clear up front which Alternative is preferred so that comments can be received and evaluated.

43. Nick Caiazza explained that PATCO had done an initial study of light rail alignments (in 1975), one of which runs along the I-295/I-76/42 Interchange corridor. Michael Russo commented that PATCO needs a 20' height by 40' wide path for a light rail. He indicated that NJDOT has been asked to address the potential alignment of PATCO through this interchange so as to not preclude alternatives for South Jersey Mass Transit. Ileana Ivanciu and Nick Caiazza commented that this issue will be addressed very generally in the cumulative impacts analysis.

44. William McLaughlin questioned whether this issue could be looked at in terms of placement of roadway overpass abutments so that PATCO is not precluded. However, he added that the added costs may be prohibitive.

45. Ileana Ivanciu stated that PATCO cannot spend federal money without going through the NEPA process and they have not done any detailed studies. Michael Russo and Nick Caiazza explained that it may be another 20 years before PATCO conducts studies

and has a final alignment identified. William McLaughlin and Robert Cubberley commented that the I-295/76/42 Direct Connection project may be in jeopardy if the PATCO light rail issue is added into the equation. Michael Hayduk also indicated that if the PATCO line is considered, it changes the already approved Project Purpose and Need for this project and the project team will have to go back to "square one" with respect to developing an appropriate Purpose and Need Statement and alternatives that adequately address it.

The meeting ended at approximately 1 PM.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes with five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully submitted,

Brian A. Sayre
Dewberry

October 26, 2004

TO: Meetings

FROM: Craig Johnson

DATE: November 12, 2004

RE: Local Officials' Briefing #7

CC: Mike Russo, Jody Barankin, Pat Feliciano

TIME & PLACE OF MEETING: Tuesday, October 26, 2004, at 3:00 pm at the Bellmawr Municipal Court, Bellmawr, NJ

PURPOSE OF MEETING: To inform the municipalities of the progress on the project over the last six months, and to discuss the upcoming Community Advisory Committee Meeting and Public Information Center.

IN ATTENDANCE:

Patricia Feliciano, NJDOT
Mike Russo, NJDOT
Frank Fillipek, Mayor, Bellmawr
Robert Kelly, Camden County Engineer
Mark Iaconelli, Representing Senator Steve Sweeney
Ethan Hasbrouck, Representing Senator Fred Madden
Anthony Chambers, Mt. Ephraim
Joe Ciano, Bellmawr
George Coleman, Bellmawr
Eric Fetterolf, Gloucester County
Suzanne Gaglianone, Mt. Ephraim
Craig Johnson, Dewberry -Goodkind

DISCUSSIONS AND DECISIONS:

1. Craig provided an update on the Project Status:
   - Finalized traffic projections – determined weave volumes between roadways and ramps.
   - Submitted Wetlands Letter of Interpretation to NJDEP and USACOE to receive approval of delineated wetland limits. Received comments from agencies.

   - Fine tuned alignments to balance impacts. Alignments are not advanced sufficiently yet to present to the public.
   - Structural investigations – Depth of structure, span arrangements
   - Developed preliminary Maintenance & Protection of Traffic Schemes for both the mainline and local roads.
   - Completed archaeological screening in 4 areas – May recommend further investigations in two areas (More investigations to truly define limits)
   - Developed existing noise contours
   - Historical investigations completed; Will submit report to NJDOT for review prior to submitting to SHPO.

2. Craig Johnson described the upcoming activities:
   - Accelerated Construction Technology Transfer (ACTT) Workshop – Hosted by FHWA on November 16-18. Representatives from each town will be invited.
   - Specialty subconsultants will be on board in 2-4 weeks to begin investigating tunnel.
   - Finalize alternatives
   - Complete environmental studies
   - Community Advisory Committee Meeting to be held on November 10, 2004
   - Public Information Center (PIC) to be held on November 30, 2004. PIC will be in the form of an open house where information gathered/developed this year will be presented. A traffic simulation showing existing and proposed conditions and the result of the balloon test will be illustrated.

3. Craig Johnson then provided a brief overview of the other projects in the area:
   - I-295 Missing Moves
   - I-295 Pavement Rehab MP24-32 (Rt 45 to Berlin-Haddonfield Rd.)
   - Route 168 Drainage
   - Route 168/Beningo Blvd.
   - Route 168/I-295
   - Route 130 Brooklawn Circle

4. Craig Johnson then reviewed the Schedule
   - Technical Environmental Studies to be completed Summer 2005
   - Draft Environmental Impact Statement to be completed Summer/Fall 2006 – The current goal is to select an alternative at this phase.
   - Final Environmental Impact Statement to be completed Summer 2007
   - Construction to start late 2009.

5. Mayor Fillipek requested Preliminary Plans for review for I-295/Rt42 Missing Moves.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Craig Johnson

November 9, 2004

TO: 2652 Meetings

FROM: Craig Johnson

DATE: December 22, 2004

RE: Diocese of Camden – New St. Mary's Cemetery

CC: Jody Barankin, Bob Guerrieri, Ken McIlvaine

TIME & PLACE OF MEETING: November 9, 2004, 10:00 am, at the Diocese of Camden, New Jersey

PURPOSE OF MEETING: To provide an overview of the project status over the last year and to discuss impacts to the cemetery.

IN ATTENDANCE:

Archdiocese of Camden
Bill Murray
Larry Reader
Ken McIlvaine
Art Basliano
Bob Guerrieri
Father Joyce

NJDOT
Mike Russo
Jody Barankin

Dewberry-Goodkind
Craig Johnson

DISCUSSIONS AND DECISIONS:

1. Craig Johnson provided a brief overview of the progress of the project since the beginning of the year. The five shortlisted alternatives are still being evaluated to identify impacts.

   Investigations have fine-tuned the alignment to try to minimize impacts.

2. The Archdiocese is concerned that the schedule is slipping. They would like to see the ROW process be advanced, so they could determine what options they have for future expansion, and, also be compensated for their loss in both land and opportunity. They inquired if a foundation for a mausoleum needed to be constructed within the footprint of the proposed ROW for them to receive proper compensation.

3. The Archdiocese also expressed their concern over noise from the alternatives and vibration since construction will take place in close proximity to the buildings.

4. Mike Russo indicated that any advance ROW acquisition would need to be done with State funds if it was completed prior to obtaining the record of decision from the EIS process. Since the State is strapped for funds, he did not know if this would be an option.

5. Craig Johnson provided a plan showing a revised "Proposed ROW Line" through the cemetery property. A further revision to this ROW line is shown on a copy of a plan that will be forwarded to Bob Guerrieri along with this memorandum.

6. NJDOT committed to getting answers to the Dioceses' questions from their ROW staff, and another meeting will be held in the spring of 2006.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Craig Johnson

November 10, 2004

NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295/I-76/Rte 42 Interchange Reconstruction
Sixth Community Advisory Committee (CAC) Meeting
November 10, 2004 6pm -9pm
Bellmawr Senior Citizens Center

MEETING MINUTES SUMMARY

CAC Meeting Attendees

Diane Garcia (Mt. Ephraim resident)
Richard Middleton (Bellmawr Baseball, Inc.)
Raymond Stanaitis (Gloucester City Resident)
Joseph Ciano (Bellmawr Public Works)
George Coleman (Bellmawr Sewer Department)
Robert Stokes (Mt. Ephraim Resident)
Harry Moore (Bellmawr Park Mutual Housing Corp.)
Robert Guerrieri (Diocese of Camden – Dept. of Real Estate)
Leonard Bandoch (Annunciation Church)
Bruce Huntsinger (Gloucester City Resident)
Florence Korostynski (Bellmawr Senior Citizen Association)
Dale Keith (Senior Citizens United Community Services of Camden, Inc.)
Joseph Bloomer (Bellmawr resident)
Charles Dougherty (Associate Director – DVRPC)

Project Team Attendees

Mike Russo, (NJ DOT)
Jody Barankin (NJDOT
Nick Caiazza, (NJ DOT)
Bruce Riegel (NJ DOT)
Patricia Feliciano (NJ DOT)
Craig Johnson (Dewberry)
Ileana Ivanciu (Dewberry)
Miguel Gavino (Dewberry)
Patricia Saulino (Dewberry)

SUMMARY

Mike Russo of NJDOT opened the meeting by informing the group that he will no longer be the Project Manager for the Direct Connection project and introduced his replacement, Jody Barankin who is taking over as Project Manager. Mike then turned the meeting over to Craig Johnson, Dewberry's Project Manager for the Direct Connection Project who reviewed the five short listed alternatives for the group. Craig also informed the group of the Traffic Study simulation program which would be presented later in the evening by Miguel Gavino.

All attendees introduced themselves and stated their respective affiliations. Mr. Russo then turned the meeting over to Ms. Ileana Ivanciu of the Project Team.

- Ms. Ivanciu informed the CAC of the Environmental process and the concern of what will be impacted in this process for both the natural and built environment and proceeded to explain the various disciplines that will be investigated.

  ◊ **Wetlands** – The LOI (Letter of Interpretation) process as required by the New Jersey Department of Environmental Protection and the Army Corps of Engineers will verify the extent of the wetlands in the project area.

  ◊ **Flood Plains** – Are known to exist based on FEMA's published data—lines were originally approximated and we will need to know exact locations. Hydraulic work is being performed and results will be available once the NJDOT and NJDEP review the data.

◊ **Archaeological** – Investigations took place in the cemetery, the infield area of the interchange, the Bellmawr baseball fields and at Annunciation Church and yielded a collection of artifacts. The artifacts were of both historic and prehistoric dating. Prehistoric artifacts found in the area of Annunciation Church defines that prehistoric activities took place in this area. Discussions are ongoing as to whether or not the finds are significant and warrant further investigation. If so, we will go back to the field, continue investigation by collecting additional artifacts, and documenting the information.

◊ **Historical** – For areas that could be directly or indirectly affected, we are evaluating buildings and existing structures 50 years and older which could be eligible under the National or State Preservation Act. Resources need to be documented and cataloged. A.D. Marble is doing the field survey and findings will be reviewed and submitted to the SHPO (State Historic Preservation Office). As soon as we have information, we will share it at the next meeting.

◊ **Noise Impact** – Field surveys have been conducted to identify current levels of noise. Once the alternatives are in the final development stage, we will determine specific noise impacts and mitigation measures.

◊ **Balloon Test** – Conducted to provide the residents with a visualization of the height of the proposed roadway and noise walls (50-75' for some alternatives near Browning Road) as it is important to understand how the highway will look. Different color balloons at various heights were flown to:

- To determine how far you will be able to see the alternatives once they are built
- The height and the distance from which they are visible
- How the land will change
- How it will impact properties in the project area

- Craig reviewed other highway projects in the area as follows:

  Route 130 – Brooklawn Circle – Preliminary design to begin in 2005—Relieve congestion in and around the circle

  I-295 Pavement Rehabilitation (MP 24 to MP 32)- Preliminary design of resurfacing roadway to commence Spring/Summer, 2005

  I-295/Route 42 Missing Moves – Final Design commencing end of year

  Route 168 – Drainage – Beginning Preliminary Design in early 2005 – Beaver Brook has become silted over the years

  Route 168 – Benigno Boulevard – Intersection improvements is in feasibility assessment

  Route 168/I-295 Interchange – Project just started feasibility assessment to address issues on both roadways.

- Craig then explained the next steps in the **Direct Connection Project**

  - ACTT Workshop – 3 day workshop (November 16-18) sponsored by FHWA
  - PIC to be held November 30 – Open House informal meeting
  - Finalize alternatives
  - Complete TES when alternatives are done (Summer, 2005)
  - Next round of outreach events/meetings – (end of Summer, 2005)

- Miguel Gavino presented a computerized simulation of the project area delineating the traffic on the existing roadways vs. the traffic flow that will exist when the selected alternative is in place and the resulting traffic patterns--2004 vs. 2030. This demonstration was very well received by the group.

- Ileana Ivanciu showed a variety of photographs of the balloon tests conducted at various heights and delineating the five short listed alternatives from a visualization standpoint. Balloons were flown from the shoulder of I-295 northbound, behind the maintenance building on the cemetery property, on Browning Road, and at the ball fields all at heights corresponding to the particular alternative in order to determine the Area of Potential Effect (APE). Photo simulations will be forthcoming.

At this point, the meeting was opened to group comments:

Harry Moore of Bellmawr Park Housing Corporation asked if the selected alternative would be identified by the next meeting. Ileana indicated that impacts of the five alternatives would be shown at the next meeting which will start the process to determine a preferred alternative.

Mike Russo explained that NJDOT with the exception of the traffic simulation program did not have much to show the group this evening but wanted to bring the group up to date nonetheless. He queried the group as to their feelings of coming to a meeting when there is not much substantive information to present. The group informally responded that they appreciate being kept informed and Ray Stanaitis, a Gloucester City resident and Robert Stokes, a Mt. Ephraim resident, said they do want to be kept informed of the project's process.

Harry Moore asked about the ability to obtain federal money as cost to complete the project rises in proportion to the economy. He continued that as the project timing is being pushed back and as transportation is not receiving the funding due to the war effort, the cost of this project could rise drastically.

Mike Russo indicated that funding for this project is secure as FHWA and NJDOT have committed to advancing the Direct Connection project and that timing for construction is holding steady. NJDOT is working hand in hand with the permitting agencies and we have tried to meet all the needs of the public to stay on course.

Chick Dougherty of DVRPC stated that a project of this magnitude takes years to complete. As the costs become better known, we will have the opportunity to program funding over a number of years. The federal transportation dollars for the current phase of work have been secured. The state and region are committed to funding this project with federal funds, though the state gas tax is another possible source of funding in the future.

Ray Stanaitis asked about the prospect of the DRPA putting a light rail contiguous to the project and Mike Russo explained the three conceptual alignments that are being considered—two of which come through Direct Connection interchange and one which does not. Mike assured the group that nothing we are proposing will preclude PATCO's coming through. If necessary, minor adjustments could be made to accommodate the light rail. However, keep in mind that the DRPA studies are significantly behind our schedule.

Ray Stanaitis mentioned that the Philadelphia International Airport was doing runway(s) realignments and extensions whose traffic patterns may affect Bellmawr Park and the ambient noise level that may be added to the noise resulting from the Direct Connection construction. Mike Russo had not heard about the airport runway realignments but assured Mr. Stanaitis that models will be prepared illustrating ambient noise levels for all the alternatives in the Direct Connection project. Chick Dougherty of DVRPC will check on the alignment of the runways and how it may or may not affect Bellmawr residents.

Ileana and Mike assured the group that the project team has to examine the cumulative impacts and how they may or may not affect the area. Ileana added these checks will be part of the study together with other projects…some of which will improve general conditions while others will not.

Ileana went on to say that as soon as we have all the information and results of the project impact on the area, we will definitely come back to the CAC and share the results with them as well as the other agencies as we value peoples' comments. Dale Keith of Senior Citizens United Community Services of Camden said as a CAC member not only does he appreciate being kept informed about project news but he is also able to communicate the news to his constituents. He went on to say how informative he found the traffic study.

Mike said we will discuss scheduling in further detail at the PIC Open House. Currently, we are looking for construction to commence in 2009.

Nick Caiazza informed the group that the alternative's impacts will come at various stages and we will provide the results to the CAC as soon as we know how all five alternatives affect the project area. Ileana added that we want to review the CAC's input so that we are aware of the group's desires.

Diane Garcia, a Mt. Ephraim resident, liked the balloon test as it will help to illustrate to residents in the area the height and visualization of the various alternatives.

Ileana explained the way projects are developed—decisions are not made in a vacuum. Robert Stokes asked who makes the decisions. Ileana explained that a consensus of the public input is presented to the FHWA. Each and every comment is taken into consideration and we work together to weigh the advantages vs. disadvantages and together an informative decision will be made.

Bob Guerrieri of the Diocese of Camden said that it would be helpful to see a visualization of the alternative impacts and he looks forward to a simulation being developed.

Robert Stokes asked Miguel Gavino what time of day the traffic study was conducted and Miguel informed the group that it was done during both the morning and evening peak hours.

Miguel went on to speak about I-295/Route 42 Missing Moves Project and Craig Johnson cited the two boards for illustration and Ramp C which carries 2,500 cars/hour.

Harry Moore of Bellmawr Park Mutual Housing (BPMH) suggested that something be done in regard to the signage to alert trucks to slow down prior to the Creek Road Bridge going northbound and prior to Al-Jo's curve going southbound. Patricia Feliciano of NJDOT said the roadway had been repaved using a mix which should make the roadway less slippery. Mike Russo will discuss with Traffic Operations to see what can be done.

Chick Dougherty said that at Big Timber Creek, the speed limit reduces to 55 MPH. The group then discussed the suggestion that signage for speed reduction changes be posted sooner as currently, the signage comes up upon the drivers too late. The group suggested that electric overhead information signs such as "High Accident Area" have been very helpful on other highways. Mike Russo will meet with the Traffic Operations people and see how we can fix this in the immediate future.

Mike Russo asked the group if they felt that the Newsletter was a valuable tool and they responded in the affirmative. He explained that Newsletter – Volume 5 would be published in late spring with the next CAC and PIC being held in late summer, 2005.

Jody Barankin who has been with NJDOT for more than 15 years explained his previous experience with major interchanges similar in complexity to the Direct Connection project. As part of his new responsibilities, he understands the great impact this project has on the community and will work toward giving the group a more exact schedule for the project timeline.

The meeting adjourned at approximately 8:15 pm.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia Saulino
Dewberry- Goodkind, Inc.

November 30, 2004

I-295/I-76/Rt 42 Direct Connection
New Jersey Department of Transportation
Fourth Public Information Center
Bellmawr, NJ
Tuesday November 30, 2004
3:00 PM–9:00 PM

SUMMARY OF THE MEETING

INTRODUCTION:

Approximately 100 members of the general public, some elected officials and representatives from state and county agencies such as NJ Transit Authority, NJDEP, Camden County DPW, PATCO/DRPA, South Jersey Transit Authority and board members of Bellmawr Park Mutual Housing Corporation attended the fourth Public Information Center conducted for the New Jersey Department of Transportation's I-295/I-76/Rt 42 Direct Connection Project on Tuesday, November 30, 2004 at the Bellmawr Ballroom in Bellmawr, NJ. The PIC Open House commenced at 3 PM and adjourned at 8:00 PM.

Upon arrival, the attendees were asked to register at the Sign-in Sheets and were then directed to a project team member who answered questions.

The Questions/Comments sheets were distributed to everyone and the attendees were informed that if they did not wish to fill them out at the PIC, they could mail, fax or email them back to the consultant, Dewberry.

The Open House Forum afforded the public the opportunity of viewing the stages of the project and the progress to date for each stage. A project team member was stationed at each area to make a presentation and to field questions from the public.

First were the information boards delineating the project study area and descriptions of the five short listed alternatives. This area also provided engineering plans delineating street and house numbers for the resident's convenience in locating their residence/business to view the possibility of impact.

The second area featured a computer simulation traffic study depicting the year 2030 if nothing was done to the interchange--- a "no build" vs. the year 2030 with the improvements made to the interchange. The visual effect was amazing and extremely well received by the residents.

Thirdly, the environmental area featured the progress of the various disciplines and also a large screen projection of the balloon tests held earlier in the year to give residents a visualization of the roadway heights dictated by the five short listed alternatives.

Wetlands/Floodplains (other environmental discipline activities) were delineated in the next area featuring colored boards as well as engineering plans to highlight the various, existing conditions.

Scott Emory, a representative from A.D. Marble, one of the project's environmental consultants, hosted a display of historic and pre-historic artifacts discovered during the Archaeological process within the project boundaries. All residents viewed these artifacts enthusiastically. Earlier in the day, Scott visited Annunciation Church Grammar School and displayed the artifacts for the school children.

Finally, boards and plans were displayed for projects other than Direct Connection in the surrounding area such as:

Route 130 – Brooklawn Circle – Preliminary design 2005

I-295 Pavement Rehabilitation (MP 24 to MP 32)

I-295/Route 42 Missing Moves

Route 168 – Drainage

Route 168 – Benigno Boulevard

Route 168 – I-295 Interchange

The public moved around the room from station to station viewing maps, boards, screen projected presentations and computer simulations. Interaction between the public and team members was frequent and substantive.

We believe the foregoing record to be an accurate summary of the discussion and the progress of the meeting. We would appreciate notification of exceptions or corrections to the Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Sincerely,
Dewberry

Patricia Saulino
Project Team

February 16, 2005

TO: 2652 Meetings

FROM: Craig Johnson

DATE: February 23, 2005

RE: I-295/I-76/Route 42 Direct Connection

CC: Attendees: File 2652 – DGI Meetings
Dewberry – Pat Saulino
Ileana Ivanciu

TIME & PLACE OF MEETING: February 16, 2005, 3:30 pm, at the Bellmawr Municipal Building, Bellmawr, NJ

PURPOSE OF MEETING: To review Project Status

IN ATTENDANCE:

Frank Filipek (Mayor, Bellmawr)
George Coleman (Superintendent, Sewer Department, Bellmawr)
Joe Ciano (Superintendent, Highway Department, Bellmawr)
Matthew Maisel (US Senator Frank R. Lautenberg)
Bob Kelly (Camden County DPW)
Kevin Drennan (Office of Senator Corzine)

NJDOT
Jody Barankin
Patricia Feliciano

Dewberry-Goodkind
Craig Johnson

DISCUSSIONS AND DECISIONS:

1. Jody led a round of introductions and commented on how NJDOT has identified the Direct Connection as one of their hyperbuild projects. Even though the project is still in the EIS phase, the Department is committed to completing construction by 2012. Jody also explained about the possibility of exploring "advance acquisition" that is starting the ROW process for a few key parcels prior to the Final EIS being approved (Summer 2007).

Dewberry - 1 -

2. Craig Johnson explained about slight modifications that have been made to each of the alternatives in a further attempt to minimize impacts and maximize operations. Some of the modifications are as follows:

   All Alternatives

   - Ramp A and Ramp E both two lanes throughout
   - Ramp A ties into I-295 NB in the vicinity of Browning Road
   - Ramp D has been shifted north to avoid some recently constructed graves in the cemetery
   - I-76 centerline has been shifted east within NJDOT's ROW to minimize impact on Bellmawr Park

   Alternative G2 & H1

   - I-295 SB over I-295 NB to accommodate the Ramp A tie-in
   - I-295 will pass over Bell Road, while I-295 NB remains below Bell Road

   Alternative K

   - Flatter crossing of I-76 to accommodate staging causes greater impacts of Bellmawr Park, the school, and ballfields
   - Ramp C over Browning Road to minimize depth of tunnel

3. Craig explained that the Creek Road intersection will operate at a LOS F for the year 2030. Options to improve capacity are as follows:

   - Signalize intersection which would require addition of left turning lanes and ROW impacts. Bellmawr is not interested in ROW impacts that would take ratables.

   - Reroute eastbound right turn vehicles down Coolidge Ave. Bellmawr indicated Coolidge Ave. is used for parking for the businesses in the area, and a couple of the businesses (Towing Companies and BOC Gasses) have heavy truck activity. Coolidge Ave. would also have to be improved to handle additional traffic.

4. Mayor Filipek inquired on when an Alternative will be identified as "the one". Craig indicated the goal is to identify an "Initially Preferred Alternative" (IPA) during the DEIS phase (summer of 2006). Craig further explained that the schedule is dependent on funding being available for the DEIS and FEIS phases.

5. A listing of the upcoming community meetings was identified.

   - Bellmawr Park representatives – February 23rd
   - Bellmawr Park Board – Mid-March
   - Diocese of Camden – March 23rd
   - Interviews of CAC members – March to May
     (Pat Feliciano will advise the Mayor of the individuals identified by the project team)
   - In May/June another round of a LOB, CAC, PIC and ACM are anticipated

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Craig R. Johnson
Dewberry

February 23, 2005

MEMORANDUM OF RECORD

FROM: Patricia Saulino

DATE: February 24, 2005

RE: I-295/I-76/Route 42 Direct Connection

CC: Attendees, File: 2652 – Meetings/Chrono

TIME & PLACE OF MEETING: **February 23, 2005, 9:30 am – 11:30 am**
Bellmawr Park Mutual Housing Corporation (BPMHC) Offices
31 Peach Road, Bellmawr, NJ

PURPOSE OF MEETING: **BPMHC Structure and Relocation of Impacted Residents**

IN ATTENDANCE:

Harry Moore	BPMHC	856 933 3298
Patricia Levins	BPMHC	856 931 2001
Jeff Brennan, Esq.	BPMHC	856 627 6000
Jody Barankin	NJDOT	609 530 3520
Nick Caiazza	NJDOT	609 530 2991
Patricia Feliciano	NJDOT	609 530 2119
Craig Johnson	Dewberry	973 338 9100
Patricia Saulino	Dewberry	856 802 0843

Jody Barankin explained that our purpose in meeting today was to gain an understanding of the overall operations of BPMHC and its Board of Directors as well as their role in the relocation of impacted residents. Jody told the group that the I-295 Direct Connection Project was recently designated as a "hyper build" project which means that the project timeline is on a fast track with a preferred alternative scheduled to be announced in 2006. Completion of design is scheduled for 2009 with construction scheduled for completion in 2012. Jody added that Bellmawr Park is a unique development with specific issues.

Craig Johnson explained that due to this schedule acceleration, the "advance acquisition" process must be started. "Advance acquisition" means that the ROW process will be started much earlier than normal and potentially settled prior to the EIS being finalized. Jody recently met with representatives for Senators Lautenberg and Corzine and Congressman Andrews and solicited their support for "advance acquisition" on the Direct Connection project. He explained that they reacted favorably and that Senator Corzine has already drafted a letter evidencing his support.

Craig explained that as part of the Technical Environmental Studies (TES), we need to show how we will mitigate housing impacts on the site. Consequently, dialogue must begin immediately. NJDOT ROW relocation work for impacted residences normally takes 12-18 months. Since replacement housing must be built first in this situation and the fact that the State is dealing with the Housing Association rather than an individual property owner, the ROW process may take longer.

Jeff Brennan, Attorney for BPMHC, inquired about the timing for the TES phase and Craig said that the TES will be completed in late November, 2005 with the Draft Environmental Impact Statement (DEIS) being completed in late 2006

Harry Moore explained that he and Pat Levins, BPMHC Office Manager had identified some areas for possible relocation of impacted residences. Obviously, designated wetlands and other environmental issues as well as infrastructure must be considered. All areas will be physically inspected and considered equally as parking and access remains among the major issues under consideration in the relocation effort. Areas identified are as follows:

- Corner of Forest Drive
- Open field behind Peach Road
- Area behind Beachwood & Elm
- Property behind the Community Center
- Property behind the Fire Hall
- Property on east side of Route 42

Pat L. will pinpoint areas where impacted residents are utilizing the common area contiguous to their residence. Nick said we should try to stay away from wooded areas.

Harry and Pat L. explained the following facts regarding Bellmawr Park—

- There are 500 houses in Bellmawr Park.
- The Board of Directors comprises six members who are elected by the Bellmawr Park population and at least four of the members must be BPMHC residents.
- The corporation owns the houses and the property and maintains the plumbing/heating and other necessary internal/external repairs.
- All the houses recently received new siding.
- Residents pay between $200-$300/month depending on numbers of bedrooms.
- Any expansions or improvements (other than those made to all units by the BPMHC) are done at the resident's expense and not reimbursable by the Board. No increase in rent results from expansions or improvements. The Borough of Bellmawr will reassess the residence for tax adjustments.
- Streets, sewer and water are maintained by the Borough. However recently, there has been some dispute over these issues.

Harry and Pat explained that the residents were assured that their homes would be replaced in kind—"apples for apples" at the first meeting on December 2, 2003 between the then identified impacted residents (only 7 of the 12 identified were present) and the Project Team.

Harry explained that of the currently identified impacted residents, there are eight families that each live in two unit buildings and four families that live in one four unit building totaling 12 families potentially impacted. Craig pointed out the tunnel alternative may have additional impacts. Nick asked how the people that currently live in two-family units would feel if relocated to four family units and Harry said that had not been discussed but felt that the people expected to be relocated to like housing.

Harry and Pat told the group that the possibly impacted people are aware of the situation and they have been informed not to make major improvements since they will be relocating to new housing. Harry also said the non-impacted residents have been told by Pat and he that nothing will be done for them.

Course of Action:

- Inspect areas suggested by Harry and Pat for possible relocation
- Confirm with Bellmawr Borough width of streets necessary for access not only by residents but for emergency vehicles
- Determine if there is any property that BPMHC does not own that we may wish to acquire; i.e. ball field, towing business and office building all located on Essex Avenue
- Pat L. will take pictures and measurements of the areas suggested for relocation and owned by BPMHC
- Meet with Pat L. and Harry after conceptual housing schemes are developed by Dewberry
- Meet with the entire board to discuss replacement housing schemes
- Meet with the entire Board, Mayor, impacted residents, and entire BPMHC population in May/June, 2005
- Keep Harry and Pat L. informed of anything that could possibly impact the Corporation

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within 5 working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia N. Saulino
Dewberry

March 23, 2005

MEMORANDUM - DRAFT

TO: 2652 Meetings

FROM: Craig Johnson

DATE: March 29, 2005

RE: Diocese of Camden – New St. Mary's Cemetery

CC: Jody Barankin, Bob Guerrieri, Ken McIlvaine, Pat Feliciano, Patricia Saulino

TIME & PLACE OF MEETING: March 23, 2005, 1:00 pm, at the Diocese of Camden, Camden, New Jersey

PURPOSE OF MEETING: To discuss impacts to the cemetery, and the advanced acquisition process.

IN ATTENDANCE:

Diocese of Camden	NJDOT
Bill Murray	Jody Barankin
Larry Reader	Nick Caiazza
Ken McIlvaine	Pat Feliciano
Art Basciano	David Kook
Bob Guerrieri	
Rev. Peter Joyce	FHWA
Charles Barth	Linda Beyer
Frank Monari	
Martin McKernan	Dewberry-Goodkind
	Craig Johnson

DISCUSSIONS AND DECISIONS:

1. Jody led a round of introductions and explained that the Department was moving forward with the advance acquisition process on the New St. Mary's Cemetery property. Jody explained that he met with representatives of Senators Corzine and Lautenberg, and Congressman Andrew's office who supported the initiative in a letter to the FHWA. Nick described the EIS process in which the Initially Preferred Alternative (IPA) is identified through a collaborative and consensus building process. An IPA is expected to be identified in the summer of 2006.
2. Craig presented a plan showing the maximum anticipated ROW needs from the cemetery. The plan represents the ROW needs for the five alternatives which are similar. Depending upon the alternative chosen, minor variations (10'±) may be possible. For instance, the ROW line could be modified around the maintenance building if this is a critical issue to the Diocese. There were numerous questions on why the alignment could not be modified to have less of an impact on the cemetery's

office, mausoleums, and the property in general. Craig explained the alignment is based on design criteria established by the NJDOT and FHWA as an attempt to balance impacts on Little Timber Creek, the cemetery, Bellmawr Park Mutual Housing and Bellmawr Park School. Jody explained that the project was too far along in the process to reopen issues related to changing the design speed. Design Speed was a part of the initial short-listing procedure. If this issue were to be readdressed, the Alternatives Analysis process would have to begin anew, resulting in a several year delay in completing all of the necessary studies. This is not possible, given that the project must keep to the Hyper-build schedule, and construction must be completed by the end of 2012. Further, Craig explained that the alignment for Ramp A (Rt. 42 northbound to I-295 northbound) was modified in December to tie into I-295 northbound in the vicinity of Browning Road thus slightly increasing the roadway section through the cemetery's property. Craig further explained the difference in profile of I-295 for the various alternatives and the need for the temporary bridge on Browning Road which results in temporary impacts to the Diocese's frontage on Browning Road. Dewberry will provide three copies of the profiles for the Alternatives to Bob.

3. Bob expressed the cemetery's concern over losing a good deal of land which is their only true cemetery space remaining on this property. He also explained that the value of the crypts/plots will increase over time. Bob said that the mausoleums will be built according to need. In addition, the Diocese will be responsible for the continued maintenance of the cemetery. Many expressed concern over the noise near the mausoleums, since the garden type mausoleums will only be 25'± from the I-295 roadway. Craig described that vibration monitoring will be performed during construction and that contract specifications will require construction methods which minimize vibration.

4. David indicated an appraisal has not been performed on the New St. Mary's property. He explained that NJDOT would need to hire an appraiser who was familiar with cemeteries in order to determine the economic value. Basically, the appraisal would need to identify what the land could ultimately yield from a business standpoint. Due to the complexity, David estimated the appraisal process could take 4 to 5 months. The appraisal must be completed before an offer can be made.

5. Linda suggested the Diocese formalize in writing their major concerns with the project.

6. Nick wondered if some land currently owned by the State along Al-Jo's curve which is not required by some of the alternatives could be given to the Annunciation Church.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,
Craig Johnson

ATTENDANCE LIST

DATE 5/23/05 PLACE Camden Diocese
PROJECT Rte 295 Direct Connection

PLEASE PRINT **PLEASE PRINT**

Name	Phone Address
David Kook NJDOT	609 530 5596
Bob Guerrieri Diocese	856-756-7900 x5410
Linda Refior FHWA	609-637-4208
Bill Murray	856-756-7900
Patricia Feliciano	NJDOT-OCR 609-530-2110
Craig Johnson	973-338-9100
Jody Barankin	609 530 3520
Harry Reades	856-346-4105
Art Basciano D.O.C.	856-756-7900 ex 5279
Charles A Barth	609-561-3313
Nick Caiazza - NJDOT	609-530-2991
Frank Moran	(856) 964-7759
Ken McIlvaine	856 756 7900 ext. 5257
Martin Luckernan	856-964-7759
Rev Alan M Joyce	856-756-7900 x 5204

May 10, 2005

DRAFT
TO: 2652 Meetings

FROM: Patricia Saulino

DATE: May 11, 2005

RE: I-295/I-76/Route 42 Direct Connection

CC: Attendees

TIME & PLACE OF MEETING: May 10, 2005, 7:00 pm, at the Bellmawr Park Mutual Housing Corporation's (BPMHC) Office - Bellmawr, NJ

PURPOSE OF MEETING: To review five alternatives, impacts on BPMHC, relocation schemes and the Right of Way process.

IN ATTENDANCE:

BPMHC
Harry Moore, President
Patricia Levins, BPMHC Manager
David G. Richards, Trustee
Steve Nilson, Trustee
Robert Bangs, Trustee
Charles Sauter, Trustee
John Carney, Trustee

NJDOT
Jody Barankin
David Kook

Dewberry-Goodkind
Craig Johnson
Patricia Saulino

DISCUSSIONS/DECISIONS:

1. Jody led a round of introductions and related to the group that the goal is to maintain a good, working and information-sharing relationship with each other. He also laid out the timeline for the Direct Connection Project which has been designated as a "hyperbuild" project. Although the project is still in the EIS phase, the Department is committed to commencing construction by 2009 and completing construction by 2012. Jody also explained about the possibility of exploring "advance acquisition" by starting the ROW process for a few key parcels prior to the Final EIS being approved (Summer 2007).

2. Craig Johnson explained in detail to the Board the five alternatives' ramifications including alignments, ramps, replacement roadways, relocation schemes, elevations, noise walls and retaining walls. Using the 200' scale drawings of the project, Craig visually displayed each alternative's nuances and the fact they had been modified to minimize impacts and maximize operations; i.e., footprint being smaller or larger depending upon the alternative selected. He explained that a temporary bridge would be constructed on Browning Road alongside the existing bridge for staging operations. The locations for the photo simulations were identified for the group.

   John Carney, one of the Trustees, inquired about Emergency Vehicles access on new access roads that may be built within Bellmawr Park for the relocation housing. Craig explained that a determination will be made according to Bellmawr Borough and NJ State codes as to road width. The older, existing roads in Bellmawr Park vary in width. Dewberry is meeting with the Borough on May 18th.

   Pat Levins and Harry Moore have determined that the Borough of Bellmawr does own the streets within the Bellmawr Park area.

   John Carney asked who will maintain the noise walls. NJDOT will be responsible for the structural maintenance of the noise walls. The general maintenance of vegetation, weeds, etc. on the private side will be by the property owners.

   There was discussion on moving the existing impacted houses or in the case of a quad, under Alternatives G2 and H1, only half of the quad would need to be relocated. It was decided that these units are not structurally sound and could not be moved nor one-half left standing.

   Craig further explained that the same two alternatives G2 and H1 are "stacked" alternatives making the elevation approximately 70' higher than Browning Road which will also be elevated an additional 5' after construction to account for standard clearance over I-76/Route 42 and the longer span width.

   Pat L. and Harry and some other board members identified additional areas for relocation consideration—the end of Beechwood and Fir Place and the wooded area near the VFW. In addition, the quad by the Community Center should be moved further west. Craig pointed out that a stream runs through the wooded area by the VFW and that wetlands may be an issue. Dewberry will add the wetland limits to the plans. When Craig returns for the meetings on May 23rd, he, Pat L. and Pat S. will visit these additional sites and get information on all areas of interest as many issues have to be addressed including wetlands.

3. Craig then introduced David Kook of NJDOT Right of Way (ROW) who explained to the Board that Bellmawr Park is a very unique situation. Dave said that throughout the relocation/rebuilding process, NJDOT ROW in effect, will be operating as a banker for the construction-- releasing the money to BPMHC in stages as the construction phasing continues. There will be appraisals on the land and the replacement housing and various approvals must be obtained from the Borough of Bellmawr.

4. Craig explained that the preferred alternative selection is scheduled for summer, 2006 and that the next steps would be to meet with the impacted residents and then with the entire Bellmawr Park population. Harry Moore requested that we hold off meeting with the entire BPMHC population until the preferred alternative is selected and every member of the Board concurred. Craig said he would check with Ileana Ivanciu as to whether or not the environmental concerns process can be satisfied without soliciting or involving the entire population at this time.

5. Harry Moore requested that we meet with the Board of Trustees again after the PIC which is to be held June 13th. It was agreed we would all meet again in late June/early July.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia N. Saulino
Dewberry

May 18, 2005

TO: Meetings

FROM: Craig Johnson

DATE: May 18, 2005

RE: Local Officials' Briefing #8
CC: Jody Barankin, Patricia Feliciano

TIME & PLACE OF MEETING: Wednesday, May 18, 2005, at 10 am at the Bellmawr Municipal Court, Bellmawr, NJ

PURPOSE OF MEETING: To inform the municipalities of the progress on the project including the alternatives and the upcoming Community Outreach Meetings.

IN ATTENDANCE:

Frank Filipek, Mayor, Bellmawr
Robert Kelly, Camden County Engineer
Tralonne R. Shorter, South Jersey Director for Frank R. Lautenberg
Marion Rink, Legislative Aide to Assemblywoman Nilsa Cruz-Perez
Charles A. Barnes, II, Deputy Chief of Staff for Senator Wayne R. Bryant
Eve R. Charles, Confidential Aide for Freeholder Thomas J. Gurick
George Coleman, Sewer Department Superintendent – Borough of Bellmawr
Eric Fetterolf, Gloucester County
Suzanne Gaglianone, Borough of Mt. Ephraim
George C. Rennles, Safety Director – Borough of Bellmawr
Jody Barankin, NJDOT
Craig Johnson, Dewberry-Goodkind
Patricia Saulino, Dewberry-Goodkind

DISCUSSIONS AND DECISIONS:

1. Craig Johnson opened the meeting by introducing Jody Barankin who thanked everyone for attending and thanked Mayor Filipek as well as everyone for their continued interest and contribution to the Direct Connection project.

May 23, 2005

TO: Meetings

FROM: Patricia Saulino

DATE: June 1, 2005

RE: Annunciation Church Property – ROW Process

TIME & PLACE OF MEETING: Monday, May 23, 2005, at 4 pm at the Bellmawr Park Mutual Housing Corporation's office, 31 Peach Road, Bellmawr, NJ

PURPOSE OF MEETING: To discuss the five alternatives and the ROW process outlining the possible impact on Annunciation Church's property on Browning Road

IN ATTENDANCE:

Reverend James O. Dabrowski, Pastor – Annunciation Church
Jody Barankin, NJDOT
Nick Caiazza, NJDOT
Denise Peck, NJDOT ROW
David Kook, NJDOT ROW
John Berrevoets, NJDOT ROW
Lawrence Smith, Planner/GIS Specialist - DresdnerRobin
Craig Johnson, Dewberry
Patricia Saulino, Dewberry

DISCUSSIONS AND DECISIONS:

1. Jody Barankin opened the meeting and introductions were made by all attendees. Jody went on to give a brief overview of the Direct Connection Project and explained that the project had been designated as "hyperbuild". Jody also discussed the timeframe for preferred alternative selection, project design and construction which is currently scheduled for completion in 2012.

   Jody explained that we are speaking to property owners to advise them of potential impacts to their property. At the present time, there are five alternatives in the environmental discipline process. A preferred alternative is scheduled to be selected in the summer of 2006. Jody told the group that it is NJDOT's desire to keep the property owners informed of our activities in order to get feedback from them on an interactive, proactive basis.

2. Jody turned the meeting over to Craig Johnson who explained the engineering drawings for each of the five alternatives citing the differences and how they may impact Annunciation Church's property. He informed the group that engineering had been advanced on all of the alternatives and that environmental studies are underway. The goal is to find the alignment that will minimize impacts to the area.

3. Craig Johnson reviewed the five alternatives and informed the group that engineering had been advanced on all of them. Environmental studies are also underway for the alternatives. It is expected that we will have an Initial Preferred Alternative (IPA) by the summer of 2006.

4. Craig explained that the cost of the five alternatives is yet to be determined.

5. George Coleman asked if there would be any impact to Dewey Road and Craig responded there would not be.

6. Mayor Filipek asked about the noise and retaining walls around the Borough of Bellmawr. Craig responded that some of the walls may be 50' closer to some of the homes but the walls will be landscaped. The Mayor feels that the state does not take care of the maintenance of the walls and the borough ends up doing so. It was determined that the state generally handles the highway side and municipalities handle their side.

7. Craig explained that under all the alternatives, Browning Road is impacted and a temporary bridge will be built alongside existing Browning Road during staging operations. Craig will bring a profile of Browning Road to the next LOB meeting.

8. Tralonne Shorter asked if Bellmawr Park in situated on land owned by the federal government and Mayor Filipek explained that originally the land was owned by the government but subsequently they deeded the land to Bellmawr Park and they established the Bellmawr Park Mutual Housing Corporation (BPMHC).

9. Craig explained the Right of Way (ROW) and advance acquisition process for both New St. Mary's Cemetery and BPMHC. Jody explained that we have already been meeting with the Diocese of Camden as well as the Bellmawr Park Board of Trustees. Jody said that we have also met with the Deputy Attorney General (DAG) to discuss BPMHC history and to help us develop a mechanism for purchasing the aforementioned property.

10. George Coleman then asked the number of impacts to Bellmawr Park and Craig told the group it was 12 to 16 residences depending upon the alternative selected. G2 and H1 (the stacked alternatives) have the least impact at 4 residences.

11. Mayor Filipek requested that the legislator's representatives go back to their constituents regarding building an access road as part of the Missing Moves project that is already in design. Bellmawr Borough has a developer interested in capping the existing landfill and developing the 150 acres contiguous to the 295/76/42 Interchange but an access road is needed. Building an access road would also provide a route that would divert the 400 postal vehicles that go through Bellmawr each day—Bellmawr is a postal distribution center. George added that both he and Mayor Filipek feel that Missing Moves and Direct Connection projects allow no consideration for Bellmawr.

11. George Coleman informed the group that DVRPC has indicated an interest in building a PATCO high speed line and one of the options would put it in the alignment of the Direct Connection project. Jody explained that their planning is at least five years behind the Direct Connection project.

12. Bob Kelly, Camden County Engineer asked about the transit project and Jody explained that nothing we are doing in Direct Connection would preclude DRPA from extending their rail line. Bob asked Jody if there was room in our design to install railroad tracks and Jody said probably not.

13. Craig then went through the rest of the agenda discussing the environmental studies currently underway regarding Bellmawr Park and Harrison House; wetland impacts/mitigation; ROW impacts; noise analysis/mitigation; and socio economics.

    He explained the construction staging for the mainline and local roads and the location of the photo simulations that were being developed. These photo syms will be available for viewing at the PIC. Noise impacts will also be identified.

13. Craig closed the meeting by detailing the upcoming meetings as follows:

Impacted Property Owners -	June 6, 2005
Agency Coordination Meeting –	June 7, 2005
Community Advisory Committee –	June 9, 2005
Public Information Center -	June 13, 2005

The meeting adjourned at approximately 11:15 am

After the meeting Craig, Jody and George Coleman met regarding the required width of the replacement streets for the relocated residences in Bellmawr Park. George spoke to Joe Ciano and it was determined that 20' wide streets would probably be acceptable to Bellmawr Borough.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia Saulino
Dewberry-Goodkind

Craig explained that during construction we will build a temporary bridge alongside the existing Browning Road Bridge. Traffic on the temporary bridge would impact approximately 35 parking spaces and would require the closing of one driveway at the church for an estimated two years. Craig showed Father Jim a plan wherein the 35 parking spaces could be temporarily reconstructed on vacant land and this temporary parking could become permanent if the church desired. Some large trees are impacted by this scheme and it would be ideal to miss them. Also, impervious coverage needs to be evaluated before committing to permanent parking. Nick asked Father Jim if 20 temporary parking spaces would work; in this way we could possibly save most of the larger trees. Father Jim seemed to think it would work. Once the temporary bridge was removed, the front of the church parking lot would be restored to its existing condition.

3. Craig explained that Alternatives D-1 and H-1 result in more impact to the church property as Al-Jo's curve swings out further. Alternatives D-1 and H-1 get closer to the school in the area proposed for the multi-purpose room (gymnasium) and would have a bigger impact to the area behind the school. Alternative K which is the tunnel alternative would be similar to Alternative D due to Ramp "F". Craig asked if the Church would be willing to grant an easement on church property for access to a proposed pump station. Father Jim believed they would.

4. Craig explained that we are in the process of preparing photo simulations depicting existing vs. proposed conditions which will include the church property. These will be available at both the CAC and PIC meetings in June.

5. Father Jim discussed the circulation pattern of daily and Sunday mass citing that the overflow parking is directed to the school lot but it only fills up with major events. Very seldom, if at all, do they fill up all their parking spaces. Jody explained to Father Jim that we would come up with a plan that meets the church's needs. Father Jim said the church also has plans to add a gym/all purpose room adjacent to the school in order to become accredited.

6. Denise Peck explained the acquisition process and that it can take longer than a year. Craig reiterated that is why we are looking to start planning well in advance of the Final Environmental Impact Statement (FEIS) which is expected to be completed by summer, 2007.

The meeting adjourned at approximately 4:30 pm

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia Saulino
Dewberry-Goodkind

May 23, 2005

TO: Meetings

FROM: Patricia Saulino

DATE: June 1, 2005

RE: Bellmawr Baseball Property – ROW Process

TIME & PLACE OF MEETING: Monday, May 23, 2005, at 5 pm at the Bellmawr Park Mutual Housing Corporation's office, 31 Peach Road, Bellmawr, NJ

PURPOSE OF MEETING: To discuss the five alternatives and the ROW process outlining the possible impact on Bellmawr Baseball's (BB's) property in Bellmawr.

IN ATTENDANCE:

Raymond Stelmac, President – Bellmawr Baseball
Rich Middleton – Bellmawr Baseball
Jody Barankin, NJDOT
Nick Caiazza, NJDOT
Denise Peck, NJDOT ROW
David Kook, NJDOT ROW
John Berrevoets, NJDOT ROW
Lawrence Smith, Planner/GIS Specialist - DresdnerRobin
Craig Johnson, Dewberry
Patricia Saulino, Dewberry

DISCUSSIONS AND DECISIONS:

1. Jody Barankin opened the meeting and introductions were made by all attendees. Jody went on to give a brief overview of the Direct Connection Project and explained that the project had been designated as "hyperbuild". Jody also discussed the timeframe for preferred alternative selection, project design and construction which is currently scheduled for completion in 2012.

Jody explained that we are speaking to property owners to advise them of the potential impacts to their property. At the present time, there are five alternatives in the environmental discipline process. A preferred alternative is scheduled to be selected in the summer of 2006. Jody told the group that it is NJDOT's desire to keep the property owners informed of our activities in order to get feedback from them on an interactive/proactive basis.

2. Jody turned the meeting over to Craig Johnson who explained the engineering drawings for each of the five alternatives citing the differences and how they impact Bellmawr Baseball's property. He informed the group that engineering had been advanced on all of the alternatives and that environmental studies are underway. The goal is to find the alignment that will minimize impacts to the area.

Craig explained that Alternatives D and D-1 will be elevated approximately 25' above their property. G-2 and H-1 are both "stacked" alternatives which result in a narrower footprint thus causing less impact and will be elevated approximately 70'. Alternative K which is the tunnel alternative would have similar impacts as Alternative D. Craig explained that we are in the process of preparing photo simulations depicting existing vs. proposed conditions. These will be available at both the CAC and PIC meetings in June.

Currently, the state's ROW line is 50' from the outfield fence. For Alternative D, it would be only 10' or 40' closer. Additionally, there would be a retaining wall for Alternatives D and D-1 and the height would be approximately 25'. Alternative G-2 and H-1's height would be approximately 40-45' south to north.

3. Ray and Rich explained the baseball registration timing and season scheduling. All fields are in full use from April 1–July 31. Practices sometimes are held in March. There are weekend games through the end of October. Craig said that every effort would be made to coordinate the timing of construction to avoid impacts to the season.

4. Ray is very concerned about the drainage on their property and the impact of the construction as their fields generally drain toward the State's ROW. Craig explained this overland flow will need to be picked up in a ditch or inlet. Roadway drainage will be collected in a closed system. There will probably be a need to perform some additional work in the outfield to tie in the storm and sanitary sewers that cross under Route 42 and will likely need to be replaced.

5. Denise Peck of ROW then explained the acquisition process and that the ROW process can take longer than a year. Craig reiterated that is precisely why we are looking to start the ROW process in advance of the Final Environmental Impact Statement (FEIS) which is expected to be completed by summer, 2007.

The meeting adjourned at approximately 5:30 pm

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia Saulino
Dewberry-Goodkind

May 23, 2005

TO: Meetings

FROM: Patricia Saulino

DATE: June 1, 2005

RE: Bellmawr Board of Education Property – ROW Process

TIME & PLACE OF MEETING: Monday, May 23, 2005, at 3 pm at the Bellmawr Park Mutual Housing Corporation's office, 31 Peach Road, Bellmawr, NJ

PURPOSE OF MEETING: To discuss the five alternatives and the ROW process outlining the possible impact on the Board of Education's property in Bellmawr.

IN ATTENDANCE:

Timothy Bell, Superintendent – Bellmawr Board of Education
Bruce Finkle, Business Administrator – Bellmawr Board of Education
Ronald Henry – Bellmawr Board of Education
Jody Barankin, NJDOT
Nick Caiazza, NJDOT
Denise Peck, NJDOT ROW
David Kook, NJDOT ROW
John Berrevoets, NJDOT ROW
Lawrence Smith, Planner/GIS Specialist - DresdnerRobin
Craig Johnson, Dewberry
Patricia Saulino, Dewberry

DISCUSSIONS AND DECISIONS:

1. Jody Barankin opened the meeting and introductions were made by all attendees. Jody went on to give a brief overview of the Direct Connection Project and explained that the project had been designated as "hyperbuild". Jody also discussed the timeframe for preferred alternative selection, project design and construction which is currently scheduled for completion in 2012.

Jody explained that we are speaking to property owners to advise them of the potential impacts to their property. At the present time, there are five alternatives in the environmental discipline process. A preferred alternative is scheduled to be selected in the summer of 2006. Jody told the group that it is NJDOT's desire to keep the property owners informed of our activities in order to get feedback from them on an interactive, proactive basis.

2. Jody turned the meeting over to Craig Johnson who explained the engineering drawings for each of the five alternatives citing the differences and how they impact the Board of Education's property. He informed the group that engineering had been advanced on all of the alternatives and that environmental studies are underway. The goal is to find the alignment that will minimize impacts to the area.

Craig explained that Alternatives D and D-1 result in virtually the same impact to the school property. Alternative K would have a slightly grater impact than D and D-1. G-2 and H-1 are both "stacked" alternatives which result in a narrower footprint thus causing less impact to the school property. The height of these stacked alternatives would be approximately 35' more than alternatives D, D-1 or K which is the tunnel alternative.

3. Bruce Finkle asked Craig about the visual impacts of G-2 and H1 and Craig explained that there would be more visual impacts with these two alternatives but less property impacts. Ron Henry inquired as to "noise" impacts since I-295 would be 35-70' above the school property. Nick Caiazza responded that the Environmental Impact Statement (EIS) will give details and compare the various alternatives for both noise and visual impacts. Craig explained that we are in the process of preparing photo simulations depicting existing vs. proposed conditions. These will be available at both the CAC and PIC meetings in June.

All the alternatives impact the small baseball field and Craig said the Board of Education may wish to consider relocating the baseball diamond further back on the existing property. Tim Bell asked whether or not there would be a concrete barrier along the edge of the elevated highway which would be contiguous to the ball field and Nick responded that the standard height is 3' for such an elevated structure. Tim also asked if the school can decide the location of the baseball diamond that is to be moved and Craig responded that it would be the Board's decision.

4. Ron Henry asked if the tunnel Alternative K had been excluded altogether and Craig responded no—in fact, it is still very much in consideration. The Draft Environmental Impact Statement (DEIS) process which drives the selection of the Initial Preferred Alternative (IPA) mandates equal investigation for the five short listed alternatives.

5. Denise Peck of ROW then explained the acquisition process and that the ROW process can take longer than a year. Craig reiterated that is precisely why we are looking to start planning in advance of the Final Environmental Impact Statement (FEIS) which is expected to be completed by summer, 2007.

The meeting adjourned at approximately 3:45 pm

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia Saulino
Dewberry-Goodkind

June 6, 2005

FINAL
TO: Meetings

FROM: Patricia Saulino

DATE: June 17, 2005

RE: Bellmawr – Property Owners

TIME & PLACE OF MEETING: Monday, June 6, 2005, at 6 pm at the Bellmawr Park Mutual Housing Corporation's office, 31 Peach Road, Bellmawr, NJ

PURPOSE OF MEETING: To discuss the five alternatives and the ROW process outlining the possible impact to Bellmawr properties

IN ATTENDANCE:

Property Owners:	Project Team
Mr. and Mrs. Mark Fisher	Jody Barankin, NJDOT
Ms. Colleen Bisaga	Nick Caiazza, NJDOT
Mr. and Mrs. William Orchard	Denise Peck, NJDOT ROW
Ms. Vivian Walsh	James Finnerty, NJDOT ROW
Mr. and Mrs. William Seas	John Berrevoets, NJDOT ROW
Mr. Joseph Murphy, Sr.	Craig Johnson, Dewberry
Mr. Joseph Murphy, Jr.	Jeff Hewitson, Dewberry
	Patricia Saulino, Dewberry
	Larry Smith, DresdnerRobin

Jody Barankin opened the meeting and introductions were made by all attendees. Jody went on to give a brief overview of the Direct Connection Project and said that the project had been designated as "hyperbuild" and explained what that entailed. Jody also discussed the timeframes for the preferred alternative selection, project design, and construction which is currently scheduled for completion in 2012.

Jody explained that we are speaking to property owners to advise them of the potential impacts to their property. At the present time, there are five alternatives in the Technical Environmental Studies (TES) discipline process. A preferred alternative is scheduled to be selected in the summer of 2006. Jody told the group that it is NJDOT's desire to keep the property owners informed of our activities in order to get feedback from them on an interactive, proactive basis.

Jody turned the meeting over to Craig Johnson who explained the engineering drawings and roadway profiles for each of the five alternatives citing the differences and how they impact the some of the properties in Bellmawr. He informed the group that engineering had been advanced on all of the alternatives and that TES studies are underway. The goal is to find the alignment that will minimize impacts to the area.

Denise Peck of NJDOT ROW then explained the ROW process to the group.

The meeting was opened to questions from the property owners and they were as follows:

1. Colleen Bisaga who lives at 904 Bell Road (which is adjacent to Little Timber Creek) reviewed the boards delineating the road profiles and asked Craig how many feet Bell Road would be raised and he said approximately 5'. Colleen was concerned about additional flooding. Craig said that NJDEP policies will not allow a roadway project to increase the flood elevation. Colleen said the Bell Road culvert is partially blocked. Craig said that if this is the case, flooding could be worse than before. Dewberry/NJDOT will check if the culvert is in fact filled with debris.

2. Mark Fisher of 465 Creek Road asked if Creek Road will be raised and Craig said it would be raised 2-3'. Mark was dismayed that the improvements would impact his property and residence as the Creek Road Bridge will be wider at that point. Craig explained the situation on his property is worse on a temporary basis rather than on a permanent basis.

3. Joe Murphy, Jr. asked if Browning Road would be open during construction and Craig responded that all roadways must be maintained and will be open at the same time. The roadways cannot be closed. Browning Road will be maintained as a temporary bridge.

4. Marilyn Orchard of 486 Windsor Drive asked about the numbers of residences that could be impacted and Craig replied that with Alternatives D, D-1 and K, twelve residences could potentially be impacted and with G2 and H1 (the stacked alternatives), four residences could potentially be impacted.

5. Mark Fisher asked if Wellwood Road would be closed and Craig said that Missing Moves will direct traffic to Edgewood Road. The potential closure of Wellwood Road will be the Borough of Bellmawr's decision.

6. Joe Murphy, Sr. then inquired about emergency vehicle access and stated this project was supposed to make things better, but will it? Jody answered that when the Initial Preferred Alternative (IPA) is selected, these issues as well as other factors will be taken into consideration.

As no other questions were forthcoming from the property owners, the meeting adjourned at approximately 7 pm.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia Saulino
Dewberry-Goodkind

Foster - House damaged by truck hitting utility pole.
House damage by errant truck
Wind issue
Settlement

June 7, 2005

MEMORANDUM

TO: Record

FROM: Brian A. Sayre

DATE: June 7, 2005

RE: I-295/76/42 Direct Connection—Agency Coordination Meeting

CC: Attendees, File 2652

TIME & PLACE OF MEETING: June 7, 2005, 9:30 AM in the NJDOT Training Room A – 2nd Floor

PURPOSE OF MEETING: To review the status of the Technical Environmental Studies.

IN ATTENDANCE:

NJDOT

Jody Barankin	(609) 530-3520	jody.barankin@dot.state.nj.us
Nick Caiazza	(609) 530-2991	nicholas.caiazza@dot.stat.nj.us
Patricia Feliciano	(609) 530-2110	patricia.feliciano@dot.state.nj.us
Bruce Riegel	(609) 530-4232	bruce.riegel@dot.state.nj.us

FHWA

Lourdes Castaneda	(609) 637-4237	lourdes.castaneda@fhwa.dot.gov
Jeanette Mar	(609) 637-4203	jeanette.mar@fhwa.dot.gov

DRBC

Paul Scally	(609) 883-9500	p.scally@drbc.state.nj.us

USEPA

David Carlson	(212) 637-3502	carlson.david@epa.gov

USACOE

Michael Hayduk	(215) 656-5822	michael.h.hayduk@usac.army.mil

NJDEP-SHPO

Steven Hardegen	(609) 984-0141	steve.hardegen@dep.state.nj.us

NJDEP-OPC & ER

Ken Koschek	(609) 292-2662	ken.koschek@dep.state.nj.com

NJDEP-DFW

Andrew Didun	(609) 984-2413	andy.didun@dep.state.nj.us

NJDEP-Mitigation

Jo Dale Legg	(609) 777-0454	jodale.legg@dep.state.nj.us

NJDEP-LURP

Robert Cubberley	(609) 633-6755	robert.cubberley@dep.state.nj.us

DEWBERRY

Craig Johnson	(973) 338-9100	cjohnson@dewberry.com
Eric Boschen	(973) 338-9100	eboschen@dewberry.com

Peter Agnello (973) 338-9100 pagnello@dewberry.com
Ileana Ivanciu (973) 739-9400 iivanciu@dewberry.com
Brian Sayre (973) 739-9400 bsayre@dewberry.com
Bub Kovacs Facilitator

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussions proceeded:

- After introductions, Bub Kovacs and Nick Caiazza gave a brief review of the purpose of the meeting, i.e. to update the status of the various TES disciplines.

- Mr. Caiazza discussed the last ACM meeting which was held in October 2003. He reviewed the fact that 5 Alternatives had been shortlisted at that time. Since that time, more detailed Preliminary Design work on each Alternative has been completed, allowing for more accurate determination of the impacts. Mr. Caiazza indicated that the project wetlands had been delineated, and the NJDEP and USACOE had field checked and approved the delineation. The design of the shortlisted Alternatives has been refined to avoid the wetlands to the greatest extent possible.

- Craig Johnson provided a project overview, and reviewed the shortlisted Alternatives, commenting that the alignments have been refined to reduce impacts to Bellmawr Park Housing and ballfields, and to reduce wetland impacts along Little Timber Creek. He noted that the FHWA hosted a meeting of transportation specialists (Accelerated Construction Technology Transfer Workshop) to look at the various alternatives. One suggestion was to make Ramp A two lanes which requires its entrance to I-295 Northbound to be moved west to maintain reasonable traffic flow.

- Mr. Johnson provided the following summary of the shortlisted Alternatives:

  Alternative D
  - Ramp F avoids Bellmawr Park ballfields – however, there may be some temporary impacts during construction.
  - There will be up to 12 residential impacts in Bellmawr Park.
  - Ramp A merges with the mainline behind the mausoleum at St. Mary's Cemetery. The offset to the structure to remain is about 10 feet. Dewberry

has met with officials of Bellmawr Park as well as with St. Mary's Cemetery at ways to optimize the design and accelerate construction.
- Ramp C is under mainline I-76 – approximately a 500-foot "tunnel" and a "boat" section - needs pump station for storm water. A portion of the roadway is in the floodway of Little Timber Creek. The I-295 mainline must be raised to allow for bio-filtration basins to meet Water Quality requirements.

Alternative D1
- Similar to Alternative D except it keeps a modified Al Jo's Curve and increases radius of curve for 45 mph design speed.
- There are more wetlands impacts along the Little Timber Creek and greater impacts to the rear of the Annunciation Church and School property.

Alternative G2
- One of the stacked Alternatives, with the southbound mainline over the northbound roadway
- There are fewer impacts to Bellmawr Park (4 homes impacted) and ballfields than in Alternatives D/D1.
- Alternative G2 is similar to Alternative D with regard to Ramp C.
- There is an approximately 40-foot high retaining wall along the northern property line of St. Mary's Cemetery.
- There are fewer wetland impacts along Little Timber Creek.
- I-295 Southbound goes over Bell Road, resulting in greater visual impacts to residents.

Alternative H1
- This Alternative is similar to G2, except it keeps a modified Al Jo's Curve and increases the radius of the curve for a 45 mph design speed.
- There are more wetlands impacts at the rear of the Annunciation Church and School property.

Alternative K
- Parsons-Brinkerhoff was consulted in regard to the tunnel design.
- Methods of construction may include: Boring machine, soil freezing, and cut and cover, which appears to be the most suitable, if construction staging can be managed for traffic flow.
- Tunnel construction could possibly be done in 3 stages.
- Ramp C is over Browning Road.
- Tunnel would be about 650 feet long – Ventilation not required unless a lot of congestion is expected. New Jersey Department of Transportation wants to

include ventilation to be conservative.
- There would be an approximately 70-foot high boat section retaining wall near the cemetery mausoleum.
- Would need pumps for stormwater in low areas.

QUESTIONS

- Michael Hayduk asked if noise/vibration is only an issue on Alternative H1. Craig Johnson explained that all of the Alternatives will have some noise impacts, but it is higher for the stacked Alternatives.

- Mr. Hayduk asked for an explanation of "boat section" and "cut and cover". Mr. Johnson explained that a "boat section" has no roof. "Cut and cover" is an open excavation that is later covered over or spanned by a bridge. He further explained that when the road is at 10 feet elevation or lower, there is a need for a heavy foundation below the roadway to offset the buoyant forces of groundwater.

- Mr. Hayduk asked what property acquisition is required. Mr. Johnson explained that meetings have been held with the Diocese of Camden (New St. Mary's Cemetery) and the Bellmawr Park Mutual Housing Corporation. Residents that are affected will be relocated to new housing before construction starts.

- Mr. Caiazza discussed a need to start property acquisition early, but not such that it would prejudice the decision of which Alternative is selected. He indicated that we can proceed with the required acquisition for St. Mary's Cemetery, but for Bellmawr Park we don't know if impacts will affect 4 homes or 12 homes, so this must wait awhile. Mr. Barankin said that there is a need to advance the property acquisition as quickly as possible to meet the hyperbuild schedule.

- Mr. Hardegen stated that Bellmawr Park housing is historic, so we will need to address acquisition issues, as well as noise/air impacts. He also indicated that St. Mary's Cemetery recently located grave sites in an area identified as a potentially historic site.

- Mr. Johnson stated that we have met with St. Mary's Cemetery in March and have showed them what land would need to be acquired for the roadway. Mr. Barankin

praised Dewberry efforts in finding a balance between impacts to Bellmawr Park housing, St. Mary's Cemetery and wetland areas. He indicated that there is an agreement with St. Mary's Cemetery Association to hold off on use of the area in question until an IPA is chosen and the extents of the acquisitions are known.

- Ms. Feliciano asked if all of the ramps are 2 lanes. Mr. Johnson replied that all but Ramp F are 2 lanes, because Ramp F has less traffic.
- Mr. Carlson stated that with respect to the NEPA process, advanced property acquisition is an option if the land will be needed for all Alternatives; if too much land is acquired, it can be returned to its prior use if it is not needed.
- Mr. Scally asked for a description of the tunnel cross section. Mr. Johnson described the curved tunnel section with 17-foot shoulders for sight distance. The overall width would be over 60 feet wide in each direction and would be superelevated. The tunnel would have a 16.5 foot vertical clearance plus 2.5 feet of additional clearance for appurtenances (i.e., signs, lights, etc.) and be 19 feet in height. He indicated that hazardous material can be transported via the tunnel with additional precautions for fire fighting.
- Ms. Castaneda stated that advance acquisition would require the use of state funds.
- Mr. Carlson asked why not use a longer, straighter tunnel below the homes and cemetery? Ms. Ivanciu explained that the state would have to acquire all of the overlying properties and graves due to security reasons. That would be over 200 properties and 800 graves. There would also be more impact to the wetlands.
- Ms. Ivanciu explained the status of the Technical Environmental Studies: She stated that the historical architecture report has been submitted to Steve Hardegan for review. Ms. Ivanciu reviewed the Area of Potential Effect. **Mr. Hayduk requested and received a CD copy of the presentation at the end of the meeting.**
- Ms. Ivanciu discussed the historic Harrison House which was recommended as not eligible for national registry and the Bellmawr Park Mutual Housing Corp. She stated that the integrity of design and operation of this community is intact and therefore the resource has been found by the project team to be eligible for historic registry. She

also stated that we believe the Bellmawr Park School and ballfields are <u>not</u> in the boundary of the eligible resource. With regard to Archaeology in the project area, 4 areas were investigated: cemetery, church, ballfields and infield area of highway. She commented that there are potential pre-historic sites behind the Harrison House and Annunciation Church.

- In regard to the wetlands, she indicated that the wetland delineation field checks were coordinated with NJDEP and USACOE, and that the LOI/JDs have been reviewed and approved.
- Mr. Carlson asked if the 5-foot wetland impact beyond the existing roadway footprint is adequate for the removal of fill, for example if Al Jo's Curve is removed. Mr. Cubberley suggested that 5 feet is reasonable if the contractors are careful about the fill removal and if the limits are provided in the project specs.
- Mr. Hayduk and Mr. Carlson commented that a review of the impacts and the functions/values of all wetlands will be required. Mr. Cubberley suggested setting up an impact matrix which identifies all community types and mitigation for each type of impact. He suggested that a 20-foot impact buffer for work areas may be needed. He commented that there is Zizania (wild rice) present along Little Timber Creek; it is an important food resource for waterfowl.
- Ms. Ivanciu reviewed the preliminary wetland impacts and the reductions from the initial alignments. Mr. Hayduk asked if the FHWA still thinks we have a Finding of Significant Impact and, if so, do we still need an EIS vs. an EA? Mr. Caiazza said that the combination of cultural and environmental resource impacts warrants an EIS. Mr. Carlson stated that we have followed the classic NEPA procedure and the fact that impacts have been reduced shows that good impact analysis/reductions have been made.
- Ms. Ivanciu reviewed the wetland mitigation options. Al Jo's Curve area can be used in Alternatives D, G2 and K. Also, the fill area to the east of Al Jo's Curve may be available for use as mitigation. Mr. Cubberley stated the fill area to the east of Al Jo's was filled by Mt. Ephraim, and was not properly capped. He indicated that this fill area should be dealt with in the context of this project. He also commented that Shining Star Park is a fill area, but it is a very sensitive issue with the Township and

residents.

- Mr. Johnson said that retaining walls have been proposed along Little Timber Creek to reduce the impacts to the wetlands and floodplain. Mr. Caiazza indicated that we have proposed retaining wall versus 2:1 slopes, because we know that 2:1 slopes will result in considerably more impact to the natural resources.
- Mr. Scally asked if we considered wetland restoration for any additional areas currently impacted along the Little Timber Creek? Ms. Ivanciu said that we may have sufficient area for mitigation on-site, although we have looked off-site for potential areas. Mr. Caiazza indicated that the fill area to the east of Al Jo's Curve may not be entirely restorable as wetlands due to NJDEP 10:1 slope requirements. Mr. Johnson stated that we don't want to remove the noise walls in this area, if it is not necessary.
- Mr. Carlson asked if the existing upland areas within Al Jo's Curve could be used for mitigation. Mr. Sayre explained that many of these upland areas are at relatively high elevations, which would require significant excavation to create wetlands. Ms. Ivanciu said that we will be looking downstream of Al Jo's Curve on Little Timber Creek for additional mitigation areas. A potential mitigation site search report will be prepared to document the search.
- Ms. Ivanciu stated that a local resident had photos of birds he thought were threatened and endangered (T&E), but after further investigation they were found not to be T&E species. A T&E field study was done with feeding stations, but no T&E bird species were found. In addition, the project wetlands were inspected for potential bog turtle habitat, but none was found.
- Mr. Scally asked about the potential presence of short-nosed sturgeon in the project area. Ms. Ivanciu confirmed that we had spoken to NMFS who said that the Delaware River is habitat for the sturgeon, and that the Little Timber Creek may be habitat. Mr. Hayduk recommended that we confirm this information.
- Mr. Johnson and Ms. Ivanciu reviewed stormwater management issues. Mr. Carlson indicated that portions of the project area may be in sole source aquifer areas. **He recommended reviewing Section 1424(e) of the Safe Drinking Water Act, and**

check with EPA for potential impacts to sole source aquifers. Mr. Koschek suggested evaluating the project dewatering impacts.

- Mr. Scally asked if stormwater bio-retention basins can be used to obtain credit for wetland creation. Mr. Carlson and Mr. Hayduk indicated that these basins cannot be used for wetlands mitigation purposes, due to water quality and maintenance issues. Mr. Caiazza said however, treated water from basins can be directed to wetlands. Ms. Ivanciu commented that water quality treatment areas and acreages will be provided.

- Ms. Ivanciu noted that community impact analyses are being conducted to identify various populations in study area. Interviews with public and non-profit agencies are also being conducted.

- She then discussed Direct ROW impacts: Residential relocations (Bellmawr Park only), strip takings, business impacts and other impacts. She also indicated that affected populations are being evaluated to satisfy Environmental Justice requirements.

- Ms. Ivanciu described the Balloon Study that had been completed and the findings. She also reviewed the Photo-simulations that were prepared for original impact analysis purposes and community information benefits.

- Ms. Ivanciu commented that we will measure Peak 1-hour and 8-hour CO concentrations at the same receptor locations along the ROW. Mr. Carlson indicated that starting this fall, PM 2.5 analyses will be required to ensure conformity. Ms. Ivanciu said our TESs will be done by July/August, and there is no guidance on PM 2.5 at this point. We plan to do Hot Spot-Microscale analyses. Mr. Carlson said that he would expect to see PM 2.5 analyses in either the DEIS or in the EIS. Mr. Caiazza asked if we can be "grandfathered" and not need these analyses? Mr. Barankin stated that the NJDOT will send a letter to the EPA for guidance. Jeanette Mar asked if there will be a transition period before this requirement takes effect. Mr. Barankin and Ms. Ivanciu commented that we expect to select a Preferred Alternative in the DEIS, based on all of our studies to date. Mr. Carlson then indicated that the EPA would expect to see the PM 2.5 analyses for the IPA. Ms. Mar, Mr. Caiazza and Mr. Koschek will all be solicited for input and copied on the letter to the EPA.

- Ms. Ivanciu commented that the FHWA traffic noise model will be utilized and adequate mitigation will be provided based on modeling results. Mr. Barankin said NJDOT has decided to mitigate noise to existing levels where there are existing noise walls, where possible. Mr. Carlson commented that he assumes that the stacked Alternatives will be most difficult to mitigate; he does not want to see any Alternatives dropped from consideration if noise mitigation can't be accomplished. Mr. Barankin said that we will set up a matrix of the Alternatives with impacts and decisions will be made at that time.

- Mr. Caiazza indicated that mitigation would be pursued if there is an impact, per FHWA requirements. Some of the existing noise barriers that will have to be moved/replaced are in excess of 18 feet tall, the current maximum desirable height. In areas with no existing barriers, we will provide noise mitigation in accordance with present requirements.

- Ms. Ivanciu said that initial hazardous waste screening had identified approximately 60 sites in the study area. Only about 5 of these sites may be impacted by the selected alternative.

- Ms. Ivanciu commented that we are working our way along the Public Involvement path and appreciate everyone's input/contributions. She indicated that the next PIC meeting would be held on June 13, 2005.

- Mr. Johnson reviewed the upcoming schedule:

  - Technical Environmental Studies are due in late August, 2005
  - Pre-draft EIS/Conceptual ACOE permit due in mid-spring, 2006
  - Draft EIS due in Fall 2006
  - Final EIS due in Summer 2007

- Mr. Carlson asked who will see the pre-draft of the DEIS. Mr. Caiazza indicated that the NJDOT usually does not send pre-draft documents to the Agencies. Mr. Carlson noted that he would like to see the document and that the FHWA generally provides copies to the EPA, USACOE and USF&WS for comments. Mr. Koschek commented that OPRA may be an issue with a pre-draft DEIS. Mr. Caiazza indicated that the

pre-draft would be reviewed by the NJDOT, then to FHWA, then sent to Agencies.

- Mr. Carlson recommended sending the document to the NJDOT and the FHWA at the same time, then to the Agencies. Then, rather than the Agencies providing comment letters, the parties could meet to discuss the document. Mr. Koschek said that his office will not provide full comments on a pre-draft DEIS, due to timing constraints. Mr. Caiazza and Mr. Kovacs suggested setting up a meeting for all Agencies to attend, if they wish, to provide comments. Mr. Barankin indicated that if the Agencies' reviews identified any "hot button" issues, the NJDOT would expect the Agencies to attend the meeting and provide comments.

- Mr. Caiazza said that the pre-draft DEIS will include a pre-draft Conceptual Section 404 application. Mr. Koschek questioned whether a permit application can be applied for with 5 Alternatives. Mr. Hayduk said that the application can indicate that 1 of the 5 Alternatives will be permitted and that the public will be asked to provide comments.

- Mr. Didun asked if by eliminating Al Jo's Curve, can public access be located in this area for boardwalks and/or an observation area. Ms. Ivanciu said that we are considering removal of Al Jo's Curve for wetland mitigation purposes, but public access may be possible. She indicated that we may be able to enhance this area for such use. Mr. Cubberley said that as part of the Waterfront Development Permit, we must look at public access to the waterfront.

- Mr. Hardegen suggested that the public access issue be identified early in process, to identify potential impacts to cultural resources along the waterfront. Mr. Carlson asked if the public access must be located in project area. Mr. Cubberley and Mr. Caiazza indicated that the process is to look in the project area, then expand outward, but not too far from the project.

- Mr. Hayduk asked if the project has resulted in any conflicts with potential PATCO plans. Mr. Barankin stated that none of our 5 Alternatives will preclude anything that PATCO may want to do in the future. He also indicated that the Direct Connection project is approximately 5 years ahead of any PATCO plans for this area.

- Mr. Barankin thanked the Agencies for attending this meeting and asked all in

Meeting Minutes of June 7, 2005 - 12 -

attendance to please let us know if we need to address any other issues, so the tight schedule can be met.

The meeting ended at 12:45pm.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes with five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully submitted,

Brian A. Sayre
Dewberry

Dewberry

June 9, 2005

FINAL

NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295/I-76/Rte 42 Interchange Reconstruction
Seventh Community Advisory Committee (CAC) Meeting
June 9, 2005 6pm - 8pm
Bellmawr Courtroom

MEETING MINUTES SUMMARY

CAC Meeting Attendees

Diane Garcia (Mt. Ephraim resident)
Richard Middleton (Bellmawr Baseball, Inc.)
Robert Stokes (Mt. Ephraim Resident)
Robert Guerrieri (Diocese of Camden – Dept. of Real Estate)
Florence Korostynski (Bellmawr Senior Citizen Association)
Frank Meloni (Bellmawr Senior Citizen Association)
Michael Gaglianone (Mt. Ephraim resident)
Bernie Tetreault (Chamber of Commerce – Southern NJ)
Joseph Bloomer (Bellmawr resident)
Patricia Levins (Bellmawr Park resident)

Project Team Attendees

Jody Barankin (NJDOT
Nick Caiazza, (NJ DOT)
Craig Johnson (Dewberry)
Ileana Ivanciu (Dewberry)
Patricia Saulino (Dewberry)

Sub-Consultant Attendees

Larry Smith (DredsnerRobin)

SUMMARY

Jody Barankin of NJDOT opened the meeting with all attendees introducing themselves and stating their respective affiliations. Jody went on to give a brief overview of the status of the Direct Connection Project and explained that the project had been designated as "hyperbuild". Jody also discussed the timeframe for preferred alternative selection, project design and construction which is currently scheduled for completion in 2012.

Jody told the CAC group that we had spoken to Bellmawr Park residents and various property owners to advise them of the potential impacts to their property. At the present time, there are five alternatives in the environmental discipline process. A preferred alternative is scheduled to be selected in the summer of 2006. Jody then turned the meeting over to Craig Johnson of the Project Team.

-1 -

- Craig did a thorough review of the five short listed alternatives (D, D-1, G-2, H-1 and K) using a Power Point presentation to illustrate the various alignments for proposed road work as well as impacted properties within the project limits for the five alternatives.

- Ileana Ivanciu then provided the group with a slide presentation of the Technical Environmental Studies (TES) status with explanatory narrative for each of the following disciplines:

  - Historic Architecture
  - Archaeology
  - Potential On-Site Wetlands Mitigation
  - Threatened & Endangered Species
  - Stormwater Management
  - Socioeconomics
  - Photo simulations of existing roadway conditions vs. proposed roadway improvements within the project limits
  - Air Quality
  - Noise Analysis
  - Hazardous Waste

- Craig ended the official presentation by reviewing the timeline of the various meetings and activities through the Final Environmental Impact Statement (FEIS) remaining in the Project Schedule.

.

At this point, the meeting was opened to group comments:

Diane Garcia, a resident of Mt. Ephraim lives in the vicinity of Al-Jo's curve and inquired about the process for removal of wetlands (whether legal or illegal). Nick Caiazza explained that we would meet with the partnering agencies of whom New Jersey Department of Environmental Protection (NJDEP) is one to obtain a coastal permit. One of NJDEP's policies is that we provide access to a waterway if possible. Nick feels it would be a good plan to provide a recreational area with public access and he reiterated that we are soliciting people's opinions.

Diane Garcia feels that providing an open area for recreation may be dangerous and may cause an increase in crime rate in the area. Additionally, Diane feels that open space without oversight is not necessarily a good thing.

The issue arose regarding the building of either a mulch walking path, bike path or fishing pier in the wetlands area contiguous to Al-Jo's curve. Bob Stokes doesn't feel there is much land that is usable certainly not habitable space for recreational purposes. He feels a fishing pier might work but the land is marshy as a result of tide changes and rainfall. Nick said any activity in this area will depend upon not only the practicality but also what works and makes sense.

Bob Stokes, who resides on Jefferson Avenue in Mt. Ephraim said that in and around his home he has seen a red-headed woodpecker, a snapping turtle and an owl. Ileana replied that according to our sub consultants who performed the environmental discipline investigations on endangered species, there were no sightings in areas that Dewberry was originally told there were.

-2 -

Frank Meloni told the group that he does not want noise walls. Nick agreed that you either love them or hate them depending on your particular situation. Craig pointed out that the towns will need to pass a resolution that will approve noise walls as well as determine the numbers of noise walls allowed.

Bob Guerrieri of Camden Diocese asked if noise walls are made of concrete only or if there is an absorption material that can be manufactured into them to further reduce the sound impact. Nick said there is such a material. Nick said we will try to do architectural treatments as well as landscaping to make the concrete noise walls more aesthetically pleasing. Bob requested copies of the photo simulations near New St. Mary's Cemetery and they will be provided to him.

Bob Stokes inquired about the traffic and road closures during construction and Craig responded that we will have to maintain the roads during construction. However, traffic will generally slow down within a construction zone and there will be some impacts with which to deal.

Jody said we will be working with NJ Transit and other agencies to provide alternate ways to cope with the added congestion including additional bus stops to encourage people to take the bus during construction hopefully minimizing the congestion that will be caused by construction.

Diane Garcia asked about the potential flooding impact to Little Timber Creek during construction and Craig said the new roadway drainage will be collected in a closed drainage system. Craig said that our project will not increase the flooding in the Little Timber Creek area as there are currently existng flood conditions. Nick added that as we know the location of the flood plain, we have a good handle on the conditions.

Mike Gaglianone asked if Alternatives D1 and H1 have been eliminated and Jody responded they have not been eliminated from consideration. We must address each and every issue that exists for each of the five alternatives. According to federal and state regulations, we cannot eliminate any of the alternatives until the Initial Preferred Alternative (IPA) is selected at the completion of the investigations of the environmental disciplines. Jody went on to say that all alternatives are treated equally and that an IPA will emerge from the process we described. Everyone must remember that we have a choice to do nothing – to consider no alternatives.

Jody explained to the group that the project "Decision Matrix" will be updated with additional information in order to make a quantified decision on which alternative to advance to an IPA. Ileana added that the matrix will be updated to reflect current activities and will provide precise, information on all the alternatives.

Bob Stokes and Diane Garcia expressed surprise that Al-Jo's curve still remained in two of the alternatives. It was their understanding that Al-Jo's curve would be eliminated from any alternative consideration.

Jody and Ileana explained that the project team has previously met with the public groups such as the CAC, PIC; partnering agencies such as FHWA, USACOE, DEP, DVRPC etc.; local officials, etc. At the end of this process, the five alternatives that exist today were selected for further investigation

Craig explained that with the new alignments, I-295 southbound traffic on Al-Jo's curve would be diverted to the through movement thus resulting in much less traffic than exists today as Al-Jo's curve will only remain as a ramp.

Jody told the group that there are a lot of ways in which their opinion could make a difference in this project.

Jody asked the group when they felt we should meet again. The project team suggested we wait until after the FHWA review and when details on the technical studies are available which will provide more information. CAC members agreed that having additional information to share with them would be the right time for the next meeting which will probably be sometime in January or February, 2006.

Jody reminded the group to call Patricia Saulino at 856 802 0843 X 128 if they had any questions or needed to get in touch with anyone on the project team.

The meeting was adjourned at approximately 8 pm.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia Saulino
Dewberry- Goodkind, Inc.

June 13, 2005

DRAFT

I-295/I-76/Rt 42 Direct Connection Project
New Jersey Department of Transportation
Fifth Public Information Center Open House
Bellmawr, NJ
Monday June 13, 2005
3:00 PM–8:30 PM

SUMMARY OF THE MEETING

INTRODUCTION:

Approximately 130 members of the general public, a representative from Senator Corzine's office, local elected officials and/or their representatives, Federal Highway (FHWA), state and county agencies such as NJ Transit Authority, NJDEP, Camden County DPW, PATCO/DRPA, South Jersey Transit Authority, utilities representatives and board members of Bellmawr Park Mutual Housing Corporation attended the fifth Public Information Center Open House conducted for the New Jersey Department of Transportation's I-295/I-76/Rt 42 Direct Connection Project on Monday, June 13, 2005 at the Bellmawr Ballroom in Bellmawr, NJ. The PIC Open House commenced at 3 PM and concluded at approximately 8:30 PM.

Upon arrival, the attendees were asked to register at the Sign-in Sheets which most of them did. Attendees proceeded directly to view the Power Point or presentation boards and a member of the project team assisted with questions. All attendees were informed of the general layout of the presentation and given the "Questions/Comments" sheets to complete. They were told that if they did not wish to fill them out at the PIC, they could mail, fax or email them back to the consultant, Dewberry.

The Open House Forum afforded the public the opportunity to view the Technical Environment Studies (TES) progress for each of the five alternatives. A project team member was stationed at each area to explain the information depicted on the boards and answer questions from the public.

First were the presentation boards describing the five short listed alternatives – D, D1, G2, H1 and K (200 Scale Plan, 3 – 50 Scale Plans and Profile)

The second area identified the wetland impacts of the various alternatives. Plans showing wetlands impacts highlighted the various, existing conditions

Thirdly, staging impacts depicted the temporary bridge on Browning Road which will be built alongside the existing bridge during staging operations. Additional areas to be impacted during staging operations on Creek Road and Bell Road were also depicted.

The fourth station identified ROW impacts for each alternative and identified potential replacement housing locations within Bellmawr Park.

The fifth area explaining visual impacts was slide presentation of photo simulations depicting existing conditions vs. proposed construction in the areas impacted by the five alternatives. This station was very popular and most of the attendees viewed the presentation.

The sixth area was cultural resources with Scott Emory, a representative from A.D. Marble, one of the project's environmental sub consultants, hosting a display of historic and pre-historic artifacts discovered during the Archaeological process within the project boundaries.

The seventh station exhibited boards delineating noise impacts; i.e., where noise walls currently existed and impacts by each of the five short listed alternatives. Sharon Paul Carpenter of Paul Carpenter Associates also a project sub consultant, explained the nuances to residents of both Bellmawr and the surrounding communities of Mt. Ephraim and Gloucester City.

The public seemed to have great interest in all stations and seemed satisfied with the answers to their questions.

We believe the foregoing record to be an accurate summary of the discussion and the progress of the meeting. We would appreciate notification of exceptions or corrections to the Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Sincerely,
Dewberry

Patricia Saulino
Project Team

August 17, 2005

MEMORANDUM OF RECORD

MEETING DATE: August 17, 2005

LOCATION: New St. Mary's Cemetery – Bellmawr, NJ

RE: I-295/I-76/Route 42 Direct Connection
New St. Mary's Cemetery - ROW Issues and Advance Acquisition Process

CC: ATTENDEES

Robert Guerrieri	Diocese of Camden	856 756 7900
John Schiavo	Diocese of Camden	856 931 1570
Jody Barankin	NJDOT	609 530 3520
Nick Caiazza	NJDOT	609 530 2991
Craig Johnson	Dewberry	973 338 9100
Patricia Saulino	Dewberry	856 802 0843

The attendees met at New St. Mary's Cemetery to discuss the proposed right of way acquisition including the 65' temporary construction easement along Browning Road and the resulting ROW issues and advance acquisition process.

The following decisions/actions were discussed during a tour of the cemetery grounds:

- The Diocese is planning to move the Cemetery office to the front of the cemetery off Browning Road. The Diocese is not interested in keeping the building, ~~as there is no historical significance~~ - Cf per Mtg C
- The office would be approximately 30'X50' with a parking area in the front of the building, enough for approximately 9 cars. Bob feels it can be accomplished within approximately 100'.
- Dewberry will look to scale back the temporary construction easement to provide sufficient room for the office relocation. This will complicate construction and increase costs for the temporary bridge.
- Once the temporary easement is no longer required, there will be sufficient room to build at least one additional mausoleum.
- The Cross Memorial on the front lawn will have to be moved. Trees at the front of the property will go, but will be replaced, and the existing fence will be relocated/replaced to beyond the temporary walk.
- The Diocese will be compensated for lost land, building(s) replacement (office and maintenance), engineering services and architectural fees.
- Temporary construction is projected to commence mid 2008. The office and maintenance building will be moved prior to that time.

- Bob Guerrieri confirmed it is his understanding that once the temporary construction is completed, the fence will return to its original site.
- Craig will provide a revised ROW plan, and Bob will have their engineer draw up concept plans for a relocated office and maintenance building.
- NJDOT and FHWA will require two appraisals and the negotiation process will begin in 2006.
- Craig reviewed potential noise wall heights under each of the alternatives with the group.
- Existing NJDOT procedures require fencing beyond the noise wall. Bob asked if it would be possible to just use a noise wall without the fencing. Jody and Nick will investigate and all agreed that it would be better from a maintenance standpoint and more aesthetically pleasing.
- Bob and John inquired if the cemetery would be permitted to add to the noise wall with religious items and Jody said no. The Diocese could have input into the aesthetics of the wall though the context sensitive design process.
- The storage shed in back of the mausoleums contiguous to I-295 would have to be relocated.
- It was determined that none of the cemetery plots in the rear of the cemetery backing onto I-295 will be impacted. Bob was satisfied with the minimum 10' offset from the fence which would be greater if the fence is not required.
- Craig informed the group that precautionary measures will be part of the ROW agreement. Site mitigation by way of underpinning of the foundation and monitoring vibration levels will be performed by the state to insure that nothing happens to any of the buildings/structures.
- The NJDOT ROW team will meet late September/early October, 2005 and then their representative, Denise Peck will arrange for a meeting with the Cemetery Board in October/November, 2005.
- Jody explained that NJDOT is spending additional money up front to ensure that all goes well.
- Bob will provide Dewberry the number of graves in each section of the cemetery and the crypts in the mausoleum.
- The tour was completed at approximately 12:15 pm

We believe the foregoing to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,
Dewberry, Inc.

Patricia Saulino
Project Team

August 17, 2005

MEMORANDUM

TO: 2652 Meetings

FROM: Patricia Saulino

DATE: September 6, 2005

RE: Mt. Ephraim Senior Housing

CC: Attendees, Patricia Feliciano

TIME & PLACE OF MEETING: August 17, 2005 – 2 pm at Mt. Ephraim Senior Housing (MESH)

PURPOSE OF MEETING: To discuss the noise and ROW issues for each of the five alternatives.

ATTENDEES:

Jody Barankin	NJDOT	609 530 3520
Nick Caiazza	NJDOT	609 530 2991
Craig Johnson	Dewberry	973 338 9100
Patricia Saulino	Dewberry	856 802 0843
Michael T. Reader	Mayor-Mt. Ephraim	609 929 2755
Scott Schaffer	Controller-MESH	856 468 1990
Linda Amoroso	Manager-MESH	856 931 1000

1. The project team met in the conference room/cafeteria of Mt. Ephraim Senior Housing (MESH) building with approximately 50 residents in attendance along with two other property owners who live on King's Highway.

2. Jody Barankin opened the meeting by discussing the Direct Connection project presenting an overall review of the purpose and need as well as the current status of the project. Jody turned the meeting over to Craig Johnson who reviewed each of the five alternatives' characteristics and the potential impacts to the Senior Housing Center residents.

3. Alternatives D, G2 and K all eliminate Al-Jo's curve resulting in much less noise and traffic in the vicinity of MESH. The ramp to Route 42 south and mainline I-295 southbound would be relocated approximately 2,000' to the south of the MESH building.

4. Alternatives D1 and H1 will move the ramp only 50' further away from their building

and a noise wall will be added along the ramp. This ramp will only carry traffic to Route 42 southbound, since I-295 southbound traffic will be similar to the other alternatives, more than 2,000' away.

5. Craig explained that there are currently studies underway regarding the cost of the alternatives. However, no conclusive information is yet available.

6. Nick Caiazza of NJDOT explained that the noise study process reviews impacts from the different designs with and without noise barriers to determine if noise barriers are feasible and cost effective. All results will be provided in the Environmental Impact Statement (EIS). Nick informed the residents that later in the process, they would have the opportunity to decide whether or not they want noise walls.

7. Craig informed the residents that the project team has tweaked the alternatives' alignments to minimize impacts to the communities involved and selection of the Initial Preferred Alternative (IPA) is expected by summer, 2006. Craig said that design is scheduled to commence in 2007 and run through 2009 with construction commencing in 2009 with project completion in 2012.

8. Craig explained that King's Highway would be lowered about a foot under the I-76 bridge to increase the vertical clearance. Craig explained that it would be necessary to take a small strip of land from King's Highway on both sides of the street. The acquisition would be either a fee acquisition or a slope easement for the necessary regrading. In addition, some driveways would also require reconstruction to adjust for the lower roadway.

9. Craig pointed out that if we impact wetlands with construction, the wetlands must be replaced.

At this point, the project team opened the floor to questions and comments from the residents. A summary of the resident's questions and comments with the responses from the project team follows:

- **Resident**: What are you planning to do about the serious accidents, air pollution and fumes resulting from Al-Jo's curve?
- **Project Team:** Jody responded that motorist safety was a major part in the decision to go forth with the Direct Connection project. This area is responsible for six to seven times more accidents per annum than other high traffic interchange areas in South Jersey. By proceeding with this project, we can eliminate and/or reduce the amount of accidents which occur. As far as air pollution and fumes from the traffic, improved operations should improve air quality; however, we are unable to control the trucks.
- **Project Team:** Craig explained that the new alignments will improve the traffic load and the volume on Ramp C will carry half the traffic that travels Al-Jo's today. Additionally, the flow will be considerably better and accidents will be 50% less in volume and severity which will greatly improve safety while providing relief for the communities' police and emergency squads.

- **Resident:** It is obvious that removing Al-Jo's curve is the only way to improve the area. All other residents seemed to be in total agreement with this statement

- **Project Team:** Nick informed the residents that the project "Purpose and Need" addresses congestion and safety and extremely detailed environmental studies are performed. Thus, an improvement in air quality is anticipated.

- **Resident:** Currently, we cannot sit outside and enjoy the evenings because the noise levels from the big trucks are awful. Will the noise walls really work?
- **Project Team:** Noise walls do work; the level of noise with a noise wall is substantially reduced and at the next Public Information Center (PIC) meeting, there will be a noise demonstration. Craig also said that the proposed Ramp C under all three alternatives is designed for higher speeds so that truck drivers would not have to use the air brakes as much as they currently do thereby alleviating much of the noise.

- **Controller-MESH:** Scott Schaffer pointed out that the center is a four story building and asked how high the noise wall would be and wondered if the vibration during construction could impact the structural integrity of the building.
- **Project Team:** Craig responded that in three of the alternatives (D, G2 and K), the ongoing construction will be far away from their building and he did not anticipate vibration being an issue. For Alternatives (D1 and H1) where construction is closer, construction methods will consider the proximity of the building to minimize impacts. Nick said noise impacts generally tend to follow line of sight and it is likely that fourth floor rooms will still be able to see the roadway.

- **Mayor Reader:** The Mayor said he would like to encourage the residents to be a part of the various community outreach meetings by representing this group and voicing their opinion as they have done today citing the alternative they prefer.
- **Project Team:** Jody reiterated to all the residents that their opinions and voices count and there are many venues in which residents can stay involved. He encouraged them to attend the PIC meetings and also have one or two people from MESH represent them at the Community Advisory Committee (CAC) meetings. There are restrictions as to how the process proceeds. The Federal Highway Department (FHWA) makes the final decision but they do listen to the public. In fact, FHWA requests a document called "Resolution of Support". All the involved agencies have their individual concerns as well. All comments and statements from everybody will be considered equally.

The meeting adjourned at approximately 4 PM.

We believe the foregoing to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia Saulino
Project Team

November 7, 2005

DRAFT MEMORANDUM

TO: 2652 Meetings

FROM: Patricia Saulino

DATE: November 11, 2005

RE: New St. Mary's Cemetery – Right of Way (ROW) and Advance Acquisition Process

CC: Attendees, Patricia Feliciano

TIME & PLACE OF MEETING: November 7, 2005 – 10 am at New St. Mary's Cemetery offices

PURPOSE OF MEETING: To discuss ROW and Advance Acquisition process

ATTENDEES:

Jody Barankin	NJDOT	609 530 3520
Denise Peck	NJDOT – ROW	609 530 4795
Robert Guerrieri	Diocese of Camden	856 756 7900
John Schiavo	Diocese of Camden	856 931 1570
Ken McIlvaine	Diocese of Camden	856 853 0366
Craig Johnson	Dewberry	973 338 9100
Patricia Saulino	Dewberry	856 802 0843

1. Jody Barankin opened the meeting by assuring all present that Bob Guerrieri, John Schiavo and Ken McIlvaine would be informed of any upcoming site visits by the appraisers to the cemetery. Jody turned the meeting over to Craig Johnson who capsulated activity to date regarding the ROW and advance acquisition process regarding New St. Mary's Cemetery.

2. One of the outstanding issues is the corporate structure of both New St. Mary's Cemetery and Annunciation Church and whether or not any monastic groups within each of these might own a piece of the respective properties. Bob and Ken assured the group that was not the case and Bob will provide Craig with the Articles of Incorporation for each of these organizations.

3. John is to provide a list of the future availability on existing ground to be sold for burial plots as well as the number of unsold crypts in the existing mausoleums. John will show this on the overall plan of the cemetery by section.

4. John will also provide a map of the proposed, future construction throughout the cemetery including the proposed, future mausoleums.

5. Ken asked if the stacked alternatives are still under consideration and Craig responded that all five all still in the running. Jody explained that the Initial Preferred Alternative (IPA) is scheduled to be chosen by summer, 2006.

6. Jody went on to explain the remaining process leading up to the submission of the Draft Environmental Impact Statement (DEIS) submission to the Federal Highway (FHWA) in summer, 2007. The plan is that the money for design would be provided by the FHWA in 2007-2008. Jody said our goal is to purchase property with state funding prior to June, 2007.

7. Ken asked if funding problems could delay or cancel this project. Jody informed the group that as we have political backing and this project has been declared a "hyperbuild" meaning that the 2012 deadline must be met. Jody explained that meetings are held to provide full disclosure and to be as open as possible in the negotiation process. Jody stated that the project will be done as it is moving forward on track.

8. Denise of NJDOT ROW went on to explain that they have hired two appraisers who are experienced in cemetery appraisals. ROW has received two proposals and will schedule a meeting with both appraisers to review their reports. As appropriate, Denise will try to get copies of the proposals.

9. Denise stated that NJDOT will be paying for the rebuilding of the cemetery office, but not doing the actual construction and suggested the cemetery keep a record of the costs.

10. Craig then pointed out on the new "Preliminary" Map a few changes in the ROW taking along with a few other issues as follows:

    - Dewberry will investigate if the slope easement on Browning Road can be eliminated by grading the area at a 6:1 slope away from the roadway which will be 3' to 4' higher.
    - The ROW will be revised to jog around the Maintenance Building, and therefore, it will not be impacted by the ROW. This area behind the office and maintenance building where contamination is suspected will be tested.
    - The State said there was no need for a fence along the ROW line. Therefore, the cemetery will have the opportunity to maintain this area. However, nothing can be installed within this area including on the wall. An agreement will need to be developed between NJDOT Maintenance and the Diocese.
    - The "baby" section of the cemetery will not be impacted
    - Iron pins will be installed to delineate all angle points in the proposed ROW line. This should happen within the next couple of weeks.

11. Craig said a complete field inventory inspection will be performed to record existing conditions. Craig and John will look at the retention basin located behind the mausoleums. All utility connections will be noted during the field inspection as will any underground storage tanks. John and Ralph will try to find any old plans that show the underground storm sewer layout around the mausoleum area.

12. Bob reported they have to be forthright with the public in the sale of plots and mausoleum crypts as the potential impact has already had an adverse effect. The highway construction which will be in close proximity to the existing mausoleums will probably result in people wanting to move their loved ones. Bob, Ken and John all feel that the ROW taking will cause problems both in the sale of new plots and mausoleums as well as relocation of crypts along the ROW wall.

13. Craig reviewed the tentative schedule. Final ROW plans for New St. Mary's Cemetery will be submitted to NJDOT in January, 2006 and the appraiser will begin the work. NJDOT will organize a meeting in which both appraisers meet with the Cemetery. Denise is hopeful that the appraiser's work will be completed by spring, 2006. Early next year, Denise will arrange a meeting with the Diocese and the Cemetery Board.

14. Jody told Bob, Ken and John to feel free to call him at any time with any questions.

The meeting adjourned at approximately 11:45 AM.

We believe the foregoing to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia Saulino
Project Team

Johnson, Craig

From: Denise Peck [denise.peck@dot.state.nj.us]
Sent: Wednesday, November 23, 2005 8:49 AM
To: rguerrieri@camdendiocese.org; Saulino, Patricia
Cc: rhampton@camdendiocese.org; Johnson, Craig; Jody Barankin; Patricia Feliciano
Subject: Re: 295/76/42 - Meeting at New St. Mary's Cemetery - 11/07/05- ROW and Advance Acquisition

Good Morning All. I would like to clarify two items:

1. We will not be replacing the office. The value (depreciated) will be reflected in the appraisal. There are certain items that are considered associated with the relocation of the office. This will be explained fully by the negotiator when negotiations commence.

2. The appraisers have been contacted for providing the Department with proposals for the assignment. The appraisers are not yet under contract with the Department. When they are, involved parties will be notified by certified mail by the appraisers for the purpose of accompanying the appraisers for inspection purposes. At this time, all pertinent questions and concerns about the property should be discussed.

Thank you for the opportunity to respond and I hope everyone has a healthy and safe holiday.

>>> "Saulino, Patricia" <PSAULINO@Dewberry.com> 11/22/05 15:46:06 >>>
Hi Bob..Final minutes of our November 7th meeting at New St. Mary's Cemetery attached. Please ask Regina to distribute to Ken (no email address on either of his cards) and John Schaivo...There are some action items for John and Ralph.

Thanks very much and Happy Thanksgiving to you and your family and Regina and her family as well.

We had a "turkey day" at work today and it's all I can do to stay awake!!!

Best Regards,

Pat

Patricia Saulino
295/76/42 Direct Connection Project
Community Involvement
Dewberry
133 Gaither Drive, Suite T
Mt. Laurel, NJ 08054
856 802 0843 (OFFICE)
856 802 0846 (FAX)
609 707 8173 (CELL)
www.Dewberry.com <http://www.dewberry.com/>

June 8, 2006

FINAL

NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295/I-76/Rte 42 Interchange Reconstruction
Eighth Community Advisory Committee (CAC) Meeting
June 8, 2006 6pm - 9pm
Bellmawr Senior Citizens' Center

MEETING MINUTES SUMMARY

CAC Meeting Attendees

Diane Garcia (Mt. Ephraim resident)
Charles Dougherty (DVRPC)
Richard Middleton (Bellmawr Baseball, Inc.)
Robert Stokes (Mt. Ephraim Resident)
Robert Guerrieri (Diocese of Camden – Department of Real Estate)
Kenneth McIlvaine (Diocese of Camden)
Hayley Knopple (Korman Commercial Properties)
Jerry Segal (Korman Commercial Properties)
Frank Meloni (Bellmawr Senior Citizen Association)
Jeffrey Brickner (Republican Club of Bellmawr)
Bruce Huntsinger (Gloucester resident)
Harry Moore (Bellmawr Park resident)
Patricia Levins (Bellmawr Park resident)
Lenny Bandoch (Annunciation Church)
Jody Mangus (Bellmawr Board of Education)
Ron Henry (Bellmawr Board of Education)
Dale Keith (Senior Citizens United Community Services of Camden County)

Project Team Attendees

Jody Barankin (NJDOT)
Bruce Riegel (NJDOT)
Nick Caiazza, (NJDOT)
Patricia Feliciano (NJDOT)
Craig Johnson (Dewberry)
Ileana Ivanciu (Dewberry)
Patricia Saulino (Dewberry)

SUMMARY

Jody Barankin opened the meeting with all attendees introducing themselves and stating their respective affiliations. Jody went on to give a brief overview of the status of the Direct Connection Project and explained that as there are funding prioritizations throughout the state, the pace for Direct Connection has been moved back somewhat. However, the Technical Environmental Studies (TES) process continues to move along with the selection of a Preferred Alternative expected by fall of 2006.

Jody then turned the meeting over to Craig who reviewed the following presentation information to bring the group up to date on the progress of the alternatives for Direct Connection Project:

- New 2030 traffic numbers based on an updated DVRPC model and assumes Missing Moves is built.
- The five alternatives' alignments reflect changes in Ramp D due to a reduction in volumes
- The Technical Environmental Studies (TES) have been completed and submitted to NJDOT for review. Five of the studies were reviewed and approved and forwarded to Federal Highway (FHWA).
- A staging sequence was developed for all five alternatives and we now have construction costs and detailed construction schedules for all the alternatives.
- The New St. Mary's Cemetery property at the rear of the cemetery is an essential acquisition for all five alternatives and the appraisal process has started.
- The process of selecting a Preferred Alternative including the standards/metrics to be used in the measurement of the criteria disciplines and the development of the Alternatives Comparison Matrix is underway. The proposed date for selection of the Preferred Alternative is fall of 2006.

Nick explained the alternative analysis process leading to the Environmental Impact Statement (EIS) preparation and reiterated the review process.

Nick went on to explain the TES table and the Alternative Comparison Matrix and that our purpose tonight was to get consensus on the topics/headings of the matrix so that each alternative can be judged on its own using the same methodology.

At this point, Craig and Ileana did a complete review of the Alternative Comparison Matrix and ran through each of the criterion and the metrics used for comparisons.

At this point, the group's questions were discussed.

- ❖ Diane Garcia suggested that the Project Team look into taking "credit" for positive impact on the community regarding air which heretofore they had not done. Chick Dougherty pointed out that the Project Team should verbalize that all the alternatives provide a positive effect while the "no build" alternative produces a negative effect.
- ❖ Harry Moore asked the status of the Missing Moves project and Bruce said it is currently on hold and they are working with Bellmawr and the developer to see how they can coordinate the Missing Moves project with the development of the landfill area.

- Ken McIlvaine questioned if splitting the contract into segments for bidding could extend the time of the contract. Craig responded that as it may extend the time, it also may provide opportunities for starting construction sooner.
- Pat Levins remarked that her situation would improve greatly from a noise standpoint since after construction, noise walls will be in place greatly aiding in lowering noise levels. It was then discussed if receptors receiving a benefit (i.e. reduced noise levels) should be identified in the matrix.
- Bob Guerrieri asked how noise is measured when the road has not yet been constructed and Ileana explained they use noise models. A noise model was developed by FHWA and is a proven and accurate asset.
- Diane Garcia questioned if there would be a visual benefit for noise wall removal in the Al-Jo's curve area.
- Bob Stokes asked about the red-headed woodpecker that he photographed last year and was told by Ileana that Dewberry's investigation determined that it was not a red-headed woodpecker. Bob said he had checked with the Audubon Society and they had ascertained that it was a red-headed woodpecker, a T & E species. Bob added that he also has a baby woodpecker on his property. He will take a photograph and send it to the Project Team for further investigation.

Jody reminded the group to call Patricia Saulino at 856 802 0843 X 128 if they had any questions or needed to get in touch with anyone on the Project Team. Stamped postal cards are also available for members to write to the Project Team.

The meeting was adjourned at approximately 9pm.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia Saulino
Dewberry- Goodkind, Inc.

June 8, 2006

FINAL

TO: 2652 Meetings

FROM: Patricia Saulino

DATE: June 12, 2006

RE: Local Officials' Briefing #9
CC:

TIME & PLACE OF MEETING: Thursday, June 8, 2006, at 3 pm at the Bellmawr Municipal Court, Bellmawr, NJ

PURPOSE OF MEETING: To inform the legislative officials in all three municipalities of the project's progress including the alternatives, the Technical Environmental Studies (TES) and the upcoming Community Outreach Meetings.

IN ATTENDANCE:

Frank Filipek, Mayor, Bellmawr
Robert Kelly, Camden County Engineer
Vanessa Lawson, U.S. Senator Robert Menendez' office
Anthony Chambers, Mt. Ephraim Government
Charles Romick, Gloucester County Planning Division
Vince Voltaggio, Gloucester County Engineering Office
Larry Haynes, Sr., Gloucester County Director of Public Works
Jody Barankin, NJDOT
Patricia Feliciano, NJDOT
Craig Johnson, Dewberry-Goodkind
Patricia Saulino, Dewberry-Goodkind

DISCUSSIONS AND DECISIONS:

Jody Barankin thanked everyone for attending and thanked Mayor Filipek as well as everyone for their continued interest and contribution to the Direct Connection Project.

Craig then reviewed the following information to bring the group up to date on the progress of the Direct Connection Project:

Dewberry
A Dewberry Company

- New 2030 traffic numbers based on an updated DVRPC model and assumes Missing Moves is built.
- The five alternatives' alignments reflect changes in Ramp D due to a reduction in volumes
- The Technical Environmental Studies (TES) have been completed and submitted to NJDOT for review. Five of the studies were reviewed and approved and forwarded to Federal Highway (FHWA).
- A staging sequence was developed for all five alternatives and we now have construction costs and detailed construction schedules for all the alternatives.
- The New St. Mary's Cemetery property at the rear of the cemetery is an essential acquisition for all five alternatives and the appraisal process has started.
- The process of selecting a Preferred Alternative including the standards/metrics to be used in the measurement of the criteria disciplines and the development of the Alternatives Comparison Matrix is underway. The proposed date for selection of the Preferred Alternative is fall of 2006.
- Tonight's goal at the Community Advisory Committee (CAC) meeting is to review the impact criteria and metrics and to obtain feedback/concurrence.

Bob Kelly asked about the impact to both the Creek Road and Browning Road Bridges. Craig explained that we will build a bypass road at Browning Road in order to construct a new bridge. Creek and Bell Roads will be built in stages and both will be wider than they are now. All bridges will be raised 3 to 4 feet.

Mayor Filipek asked about the scheduling concerning the possible installation of a high-speed line in the project area and Jody replied that the Patco Hi-Speed Line is significantly behind us in their timeline. Mayor Filipek informed the group that the developer that is interested in developing the landfill area has offered 25 acres and a parking lot if the Hi-Speed Line goes in this area. The Mayor said the most important thing is the managing of the traffic. Craig said that the Transportation Impact Study had revealed that even if the rail line was built and operational, both the Missing Moves and Direct Connection Projects still need to be built.

Craig said we will finalize the matrix over the summer and come back to this group in late fall to review the "loaded" matrix.

Craig said due to funding issues and the high price tag for the Direct Connection Project, NJDOT will break this project down into multiple construction contracts thus opening the field for competitive bids as more contractors will be eligible to bid.

Bob Kelly asked who picks the Preferred Alternative and Jody explained all the various groups and stakeholders do as they will be populating the Matrix which will lead to a final Preferred Alternative selection.

Dewberry
A Dewberry Company

The meeting adjourned at approximately 4 pm.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia Saulino
Dewberry-Goodkind

June 13, 2006

DRAFT MEMORANDUM

TO: Record

FROM: Brian A. Sayre and Patricia N. Saulino

DATE: June 16, 2006

RE: I-295/76/42 Direct Connection—Agency Coordination Meeting

CC: Attendees; Project File

TIME & PLACE OF MEETING: June 13, 2006, 9:30 AM at the New Jersey Training and Conference Center – HRDI Facility – Building 20 – Room 101

PURPOSE OF MEETING: To review the project status and the matrix criteria and metrics to be used on the Alternatives Analysis Comparison spreadsheet to further the process for selection of a Preferred Alternative (PA).

IN ATTENDANCE:

NJDOT

Jody Barankin	(609) 530-3520	jody.barankin@dot.state.nj.us
Nick Caiazza	(609) 530-2991	nicholas.caiazza@dot.state.nj.us
Patricia Feliciano	(609) 530-2110	patricia.feliciano@dot.state.nj.us
Bruce Riegel	(609) 530-4232	bruce.riegel@dot.state.nj.us

FHWA

Dan Mott	(609) 637-4236	daniel.mott@fhwa.dot.gov

DVRPC

Chick Dougherty	(215) 238-2863	cdougherty@dvrpc.org

DRBC

Paul Scally	(609) 883-9500	p.scally@drbc.state.nj.us

USEPA

David Carlson	(212) 637-3502	carlson.david@epa.gov

USACOE

Michael Hayduk	(215) 656-5822	michael.h.hayduk@usac.army.mil

NJDEP-SHPO

Steven Hardegen	(609) 984-0141	steve.hardegen@dep.state.nj.us

NJDEP-OPC & ER

Ken Koschek	(609) 292-2662	ken.koschek@dep.state.nj.com

NJDEP-DFW

Andrew Didun	(609) 984-2413	andy.didun@dep.state.nj.us

NJDEP-LURP

Bill McLaughlin	(609) 633-6755	william.mclaughlin@dep.state.nj.us

DEWBERRY

Craig Johnson	(973) 338-9100	cjohnson@dewberry.com
Ileana Ivanciu	(973) 739-9400	iivanciu@dewberry.com
Brian Sayre	(973) 739-9400	bsayre@dewberry.com
Patricia Saulino	(856) 802-0843	psaulino@dewberry.com
Kirt Ladwa	(856) 802-0843	kladwa@dewberry.com
Bub Kovacs	(609) 895-1438	DrBubK@aol.com

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussions proceeded:

1. After introductions, Bub Kovacs introduced Jody Barankin. Mr. Barankin explained that the purpose of this meeting was to discuss and evaluate the criteria to be developed and the metrics to be used in the matrix on the Alternatives

Analysis Comparison spreadsheet to be sure that all relevant criteria have been included. Our goal is to have a consensus among the groups (ACM, CPC, NJDOT Core Group) involved in the selection process for the Preferred Alternative (PA).

2. Craig Johnson reviewed the progress of the project since the last ACM meeting, which was held in June, 2005. His update included information on the following:

   - 2030 traffic forecasts which assumes the Missing Moves project is built;
   - Modification of Ramp D;
   - Technical Environmental Studies (TES) are completed and have been reviewed by NJDOT. Five of these studies are currently under review by the FHWA;
   - A staging sequence was developed for all five alternatives and we now have construction costs (capped at 20% escalation) and schedules for all the alternatives;
   - New St. Mary's Cemetery protective purchase in progress This purchase is key to the entire Direct Connection project;
   - Due to the funding issues and the high price tag for the Direct Connection Project, NJDOT will likely break this project down into four or five contracts, thus opening the field for more competitive bids
   - As the construction schedule is refined/defined, the results will be shared with the ACM participants.

3. Mr. Johnson reviewed the five alternatives and illustrated the various alignments. In response to questions from some of the ACM attendees, additional information on some of the TES results was provided. Nick Caiazza stated that AD Marble had concluded that there were no eligible archaeological resources in either New St. Mary's Cemetery or on Annunciation Church property. Ileana Ivanciu also noted that no eligible resources were found in the areas of the proposed noise walls. Paul Scally asked if there were any geological faults in the area. Mr. Johnson said that there is no recorded data to indicate faults in the area, nor did soil borings show any evidence. He also said that the soils by Little Timber Creek are questionable as far as suitability for embankment and structures and they may require removal and/or stabilization.

4. Nick Caiazza then moved on to the Alternatives Analysis Process and reviewed the National Environmental Policy Act (NEPA) EIS process. He said that there are five Build Alternatives which all meet the Purpose and Need of the project. TES reports for seven specific disciplines, were completed by Dewberry and have been reviewed by NJDOT. Five TES reports have been sent to the FHWA for review, and the other two will be forwarded shortly. The Draft Environmental Impact Statement (DEIS) will summarize the results of each TES, leading to the selection of a PA. The No Build Alternative also is being considered.

5. Mr. Caiazza continued with a description of the information to be reviewed during this meeting. He noted that two tables have been prepared by Dewberry: one summarizes the impacts of each Alternative and the other is a draft Alternatives Comparison matrix. The purpose of this meeting is to review and discuss the criteria for the matrix table. If the impacts/issues are similar for each of the Alternatives, they were not included in the matrix as they do not distinguish one alternative from another. Mr. Caiazza noted that the goal is to optimize the value for each discipline, as well as for consideration of the funding for the project.

6. Mr. Johnson indicated that comments regarding the criteria to be used in the Alternatives Comparison matrix included in the package previously sent to them were due to Nick Caiazza three weeks from the date of the meeting. Another meeting will be scheduled in the fall of 2006 to discuss the ratings proposed by the project team for all criteria used in the Comparison matrix and discuss the selection of a PA. Mr. Johnson said that the Final Environmental Impact Statement (FEIS) is currently scheduled to be completed in spring 2008.

7. The ACM members had various questions, including whether or not the TES reports provided for temporary construction impacts, such as increased traffic, accidents, and impacts on air emissions, floodways, soil erosion/settlement and wetlands. Mr. Johnson indicated that the impacts will vary by Alternative. Mr. Barankin assured them that all the factors will be considered and that the EIS will compare all Alternatives, including the "No Build".

8. Mr. Barankin said that we will use both qualitative and quantitative measurements

in establishing the matrix criteria. Mr. Caiazza added that the matrix attempts to quantify impacts and that we may need to distinguish between the Alternatives on a "finer scale", such as length of construction for each alternative. It was decided that, from this time forward, the "construction schedule" will be referred to as "construction duration", since an approximate duration can be determined for each Alternative, but the actual schedule or starting date is unknown at this time. Mr. Johnson said that enough detail would be provided to allow for fair evaluation of the Alternatives, including the No Build. All Alternatives have very few design exceptions and construction costs range from approximately $500 to $700 Million, depending upon the Alternative.

9. Ileana Ivanciu indicated that the information that will be provided in the TES with respect to construction impacts will be more qualitative than quantitative.

10. Mr. Barankin added that we need to provide enough information to satisfy the metrics that we agree upon. Most of the metrics used are Low, Medium or High. Chick Dougherty commented that we need to evaluate each Alternative with a given set of information and that it is impossible to provide every detail.

11. Bill McLaughlin suggested that actual costs and acres of impact be used as a metric whenever possible and then look at details, if necessary, to evaluate each Alternative. Chick Dougherty noted that an initial review of the Alternatives using the metrics, as explained, may indicate that one Alternative is overwhelmingly better than the others. If not, then look at the details of each Alternative, including the No Build.

12. Steve Hardegen asked if Alternative K is considered a tunnel. Mr. Johnson said that the requirement for a tunnel designation is over 800' long and therefore, Alternative K will not be considered a tunnel. There are various ventilation requirements for structures of this type. Also, hazardous materials do not have to be re-routed; they can be transported through a structure like Alternative K.

The group broke for lunch at 12:25 pm and reconvened at 1:00 pm.

13. Ms. Ivanciu presented a detailed review of the TES results for the seven environmental disciplines studied and the ACM members followed along using the Summary of Draft TES Findings, Impacts and Benefits Spreadsheets. A summary of the discussion is provided below.

- **Noise** – The largest numbers of predicted noise impacts, year 2030 unmitigated, are to residences. Therefore, at the minimum, the proposed noise mitigation was designed such that those residents with houses contiguous to proposed noise walls have a level of protection that is as good as or better than before the project. Currently, there are existing noise walls at 24' in height, which was acceptable when they were constructed. Noise walls are now limited to 18' in height. However, Mr. Caiazza assured the ACM members that residences will be protected to the existing levels, even if the 24' walls must be replaced. The current FHWA limit is 66 db, whereas the previous limit was 64 db. Ms. Ivanciu indicated that noise walls were proposed at the New St. Mary's cemetery and the Bellmawr ball fields. Regarding the matrix, Dave Carlson suggested the "number of receptors" could replace the word "some".

- **Natural Ecosystems** – Ms. Ivanciu commented that some parameters are not included in the matrix, since there is little difference between Alternatives. Impacts to upland vegetation are approximately the same for all Alternatives and perhaps should not be shown in the matrix. Nick Caiazza suggested that perhaps the upland vegetation impacts should be compared to the No Build Alternative. Steve Hardegen and Mike Hayduk, respectively, asked if the proposed stormwater basin areas and potential wetland mitigation areas were checked for historic resources; Ms. Ivanciu responded that these areas have been checked. She emphasized that wetland and floodplain impacts have been minimized in each Alternative, and that mitigation would be available in the AIJo's Curve area under some of the alternatives.

  Regarding wetlands and floodplain impacts, Andy Didun suggested that actual number of acres impacted be used and that the on-site mitigation opportunity for wetlands should be a separate criterion. **He also requested a copy of the proposed mitigation maps, showing the potential mitigation areas on AIJo's Curve.** Ms. Ivanciu said that we tried to avoid having too many rows in the

matrix. Mr. Dougherty asked if 4 acres of wetland impacts (approximate D1 impact) is significant in a project of this magnitude. Mike Hayduk commented that it is not, compared to other projects he has seen. Mr. Hayduk also commented that the wetland impact criteria considered may be not be appropriate since they do not identify if the impacts from one Alternative are to wild rice stands, while the impacts from another are to phragmites. He suggested that we may want to evaluate the wetland impacts via the HGM, WET-2 or HEP methods to distinguish differences between the Alternatives. Mr. Caiazza indicated that wetlands value and function were considered in the TES and that wild rice stands are not impacted, but rather would benefit from on-site mitigation.

Bill McLaughlin commented that the impacts to floodplain storage (in acre-feet) should be considered. Mr. Caiazza suggested that, along with impacts to wetlands (in acres), on-site mitigation potential and floodplain storage (in acre-feet) could be used as distinguishing criteria in the matrix. Mr. Barankin responded that it may not change the method of measurement or make a difference in the results if we separated them, but assured the group that we will look at it for the final matrix. Mr. Barankin suggested that if members of the group had questions regarding wetland impacts, Nick Caiazza would be happy to address them.

The criteria of Stream Ecology and Surface Water Quality were discussed. The matrix shows no difference between the various Build Alternatives in these categories. The channel modification required under Alternative H1 also was discussed. Bill McLaughlin noted that impacts to State Open Waters are considered more significant than Surface Water Quality impacts. **David Carlson suggested that State Open Water impacts should be included with wetland impacts.** It was noted that the matrix does in fact include a total for impacts to these criteria. **Mr. Carlson then suggested that a Note be added to the matrix indicating that the State Open Water impacts include the area impacted by the channel relocation. It was further suggested that the Stream Ecology category be eliminated, along with the inclusion of the State Open Water impacts in the wetlands category. Mitigation Opportunity will be included in the matrix as a category on one line.**

- **Air** – Ms. Ivanciu reviewed the Air Quality criterion. Mr. Carlson indicated that **PM2.5 analyses is required for this project and should be done to make sure**

that the project still meets the NAAQS. Mr. Dougherty commented that if the projected traffic volumes are the same under all Alternatives, will there be any difference in the air quality impacts. Mr. Carlson said that Alternative K impacts may be different due to the design. Ken Koschek noted that the air quality may improve with the various Build Alternatives due to fewer accidents and less congestion. The ACM members (as did the CAC members) commented that positive improvements in air quality (as well as in other applicable criteria) should be identified via the matrix criteria. Mr. Carlson informed Mr. Caiazza that there is recent (3 months ago) FHWA guidance regarding air quality and a qualitative air toxics evaluation. Mr. Caiazza noted that, although the Air Quality TES is completed, we will take a look to see if we need to address the new guidance.

- **Socioeconomics -** The following issues were discussed in regard to potential Socioeconomic impacts:
  - Consider community input on design of noise walls; see Route 18 project noise walls for "local flavor" choices;
  - Impacts on the "viewshed" from various locations were discussed;
  - Reviewed ROW impact summary for taking of residential units (13 under all alternatives with the exception of the stacked alternatives which would take only 5) and only 1 business under any of the alternatives;
  - Bellmawr Park Elementary School is the only 4(f) property that requires partial acquisition.
  - Economic benefits were discussed, including increased regional accessibility, decreased travel time by car and truck, etc.

- **Archaeology –** None of the Alternatives impact eligible archaeological resources

- **Historic Architecture –** The following properties were discussed in regard to eligible historic architecture:
  - Bellmawr Park Mutual Housing – "viewshed" impacts;
  - All alternatives take the William Glover House which does not qualify for historic status due to extensive modifications to the house.
  - It was noted that SHPO has concurred on the historic architecture findings.

- **Hazardous Waste –** All alternatives impact potentially contaminated sites in a similar manner.

14. Mr. Barankin indicated that there is no formula for the Alternative Comparison Matrix; the PA will be selected following the same qualitative informed decision making process used in the alternative screening phase. He reminded the attendees that the timeframe for comments is three weeks from this meeting. Over the summer, the team will develop ratings for the criteria to present at the next ACM meeting in the fall - the team's goal is to have a Preferred Alternative by the end of fall 2006.

15. Bill McLaughlin asked if an approximate cost estimate could be provided for each of the Alternatives. Mr. Johnson provided the following estimates:

    - Alternative D $500 Million
    - Alternative D1 $525 Million
    - Alternative G2 $685 Million
    - Alternative H1 $735 Million
    - Alternative K $675 Million

    Approximate timelines were provided for the next steps in the NEPA process.

16. Mike Hayduk asked if the ACM members need to read the TES findings prior to the week of July 4th, in order to complete the criteria matrix. Mr. Caiazza said that this is not necessary at this time; just provide comments on the criteria based on the information presented at today's meeting. The TESs will be provided to the ACM members who want them, after review by the FHWA. Let Mr. Caiazza know if you want to see the TES reports before the September ACM meeting when the loaded matrix will be presented.

17. Mr. Barankin asked the ACM members to present their comments in preparing the Alternative Comparison Matrix Criteria to keep in mind that is the practice within this project that once decisions are made, we will not revisit the process unless there is a compelling reason to do so.

18. Mr. Barankin then asked the ACM members to please advise Mr. Caiazza of any questions they may have and to please let him know once they have reviewed the criterion/metrics selections.

19. Mr. Johnson then indicated that the next ACM meeting will be in September/October, 2006 and that the meeting minutes from today's meeting would be sent to all ACM members as soon as they are approved by NJDOT.

20. Mr. Barankin thanked the Agencies for attending this meeting and adjourned the meeting at approximately 3 pm.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes with five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully submitted,

Brian A. Sayre and Patricia Saulino
Dewberry

October 19, 2006

NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295/I-76/Rte 42 Interchange Reconstruction
Ninth Community Advisory Committee (CAC) Meeting
October 19, 2006 6pm - 9pm
Bellmawr Borough Courtroom

MEETING MINUTES SUMMARY

CAC Meeting Attendees

Diane Garcia (Mt. Ephraim resident)
Richard Middleton (Bellmawr Baseball, Inc.)
Robert Guerrieri (Diocese of Camden – Department of Real Estate)
Kenneth McIlvaine (Diocese of Camden)
Hayley Knopple (Korman Commercial Properties)
Jerry Segal (Korman Commercial Properties)
Bruce Huntsinger (Gloucester resident)
Harry Moore (Bellmawr Park resident)
Dale Keith (Senior Citizens United Community Services of Camden County)
Frank Monari, Esq. (McKernan, McKernan & Godina)
Richard Hideck (Reaves C. Lukens Company)

Project Team Attendees

Jody Barankin (NJDOT)
Bruce Riegel (NJDOT)
Nick Caiazza, (NJDOT)
Patricia Feliciano (NJDOT)
Craig Johnson (Dewberry)
Christina Gray (Dewberry)
Patricia Saulino (Dewberry)

SUMMARY

Jody Barankin thanked everyone for attending and for their continued interest and commitment to the Direct Connection Project. Jody then explained that the purpose this evening was to discuss a Preferred Alternative (PA). The Core Group has reached concurrence on a PA. The Agency Coordination Meeting (ACM) populated by the regulatory agencies is scheduled for October 24th and the Public Information Center (PIC) would be held some time in January, 2007. Jody stated that it was hoped that this group would be able to reach the same conclusion so that the project could move forward into the design phase.

Jody then turned the meeting over to Craig who presented a Power Point presentation to bring the group up to date on the progress of the alternatives for the Direct Connection Project:

1. Craig Johnson reviewed the Alternatives Analysis Process, the Alternatives, the Impact Criteria, the Engineering Summary, the TES Findings and the Alternative Comparison Matrix
2. For the alternative analysis process, Craig described the approach used by the Project Team in comparing the five build and the no build alternative to select the preferred alternative as follows:

   a) The first threshold was that the project would need to meet Purpose and Need as agreed to by the stakeholders. The Purpose and Need of this project involves improving traffic safety, reducing traffic congestion and meeting driver's expectations for the users of the highway and the surrounding communities. The No Build alternative does not meet the Purpose and Need.

   b) The criteria which are the same for each of the Build Alternatives were then eliminated to allow the distinguishing criteria to stand out.

   c) The next threshold considered was how well the project was in harmony with the community. The two stacked alternatives (G2 and H1) provide a reduced footprint with less ROW and ecology impacts than the rest of the built alternatives; however due to their significant visual impacts, additional noise impacts, high build costs, long construction duration, and high maintenance and security impacts there are better alternatives available as the preferred alternative.

   d) Alternatives D and D1 were compared next due to their numerous similarities. Additional ecology and ROW impacts for Alternative D1 are not considered justified since this alternative accomplishes the same goals as Alternative D does with less impacts, therefore D is preferred amongst the two.

   e) Alternative D and Alternative K impacts that differ were then compared for the remaining criteria:

MPT	Favors Alt. D
Security	Favors Alt. D
Maintenance	Favors Alt. D
Cost to Build	Favors Alt. D
Construction Duration	Favors Alt. D
Noise	Slightly Favors Alt. K
National Ecosystem	Favors Alt. D
Visual	Favors Alt. K
Historic Resource – Visual	Favors Alt. K

The comparison yields Alternative D as the Preferred Alternative subject to concurrence by the CAC, ACM and at the PIC. As stated previously, the Core Group has already determined that Alternative D should be advanced as the Preferred Alternative.

QUESTIONS/ANSWERS/COMMENTS:

At this point, the meeting was opened to the group for questions and comments as follows:

- Bob Guerrieri asked if we had a photo simulation of Alternative K by the cemetery as it appears that Ramp C is closer to Annunciation Church. Craig presented a number of the photo simulations to the group.
- Harry Moore asked about the noise impact to Fir Place and Craig explained that Ramp C after it crosses Browning Road starts to return to grade. The existing noise wall is 25' high when combined with the new noise walls and will provide similar protection to that which exists.
- Craig indicated that construction methods would be used to minimize vibrations, especially when adjacent to buildings like the mausoleums.
- Ken McIlvaine asked the height of the stacked alternatives (G2 and H1) and Craig said it would be approximately 85'including noise walls.
- Ken questioned why the noise walls were not being constructed for Annunciation Church and school. Craig indicated the school would be air conditioned. Ken added that even though, they would be installing air conditioning, there would be times in the spring and fall that the Church and school would want to open their windows. As the noise expert was not in attendance, Nick said that we would forward more information on our noise walls analysis in this area to Ken for his review.
- While reviewing the matrix, Dale Keith asked how many months the southbound diversion would be in place under Alternative D as compared to Alternative K as he is very concerned that as traffic now backs up for miles so it is obvious that it will be backed up considerably longer under Alternative D. Craig responded that under Alternative D, the southbound diversion requiring a weave similar to the existing northbound condition would be 8 months. Further, he explained the NJDOT will work with Delaware Valley Regional Planning Commission (DVRPC) to develop mitigation measures (carpooling, staggered work hours, use of mass transit, etc.)
- Jody said that the rating of one criterion in this matrix will not affect the choice of a PA. He stressed that under Alternative K, the traveling public as well as the residents of Bellmawr will have 24 months of additional construction staging impact.
- Jody then went on to tell the group that we have presented a great deal of information which has been collected through the various processes. All the information presented tonight is the result of an objective analysis. It is our goal to reach consensus with each of the groups and agencies involved in order to be able to announce a PA prior to Thanksgiving so that we can hold a PIC meeting in early January.

- Diane Garcia said she appreciates all the work, time, effort and expense that has been put into this project and the professionalism that NJDOT has exhibited. However, everyone must understand how important this project is to the residents of Bellmawr and environs.
- Harry is concerned for BPMHC and the impact of noise under Alternative D rather than Alternative K. He would like more information regarding the impacts of Alternatives D and K to BPMHC.
- Both Dale Keith and Bruce Huntsinger would like to review the TES Traffic results. Ken, Bob, Harry and Rich Middleton would also like copies of the photo simulations depicting Alternatives D and K both with existing conditions with noise walls as well as without noise walls.
- Ken asked for more information about Alternative K. Craig told the group that not only would it cost approximately $200 Million more than Alternative D but it would also take 24 months longer to build. The construction is challenging in that you have to excavate 25-35' below grade at which point you are in groundwater and need to dewater. Since the construction is a cut and cover operation, it must be repeated 3 times in order to maintain traffic during construction.
- Ken asked how many retention basins there would be within the project. Nick explained there would be 5 which are considered bio-retention basins; one at the infield near Creek Road and 4 others within the footprint of the interchange. They will be fenced and landscaped and not visible from the highway while driving at grade. Nick went on to say that the water will run into pipes and out into the creek and will not be permanently standing water.
- Ken then asked about the amount of information given to the LOB who met earlier in the day and Craig responded they were given the facts but in the condensed version.
- Jody then informed the group that at this afternoon's LOB meeting, Mayor Filipek said he was concerned about Alternative K and the impact on the EMT responses and the additional training that would be necessary for the members of the squads if Alternative K should be chosen. The Mayor said that the municipality did not want Alternative K. Further, Jody then told the group that he asked the Mayor if he was satisfied with Alternative D. The Mayor said that Alternative D was acceptable to the Borough. Paul J. Kain, City Clerk and Administrator of Gloucester City also supported Alternative D.
- Jody informed the group that the "Cost to Build" and "Construction Duration" is a very large determining factor and asked that the CAC members take that into consideration when making a decision.
- Diane asked if we have currently have a monetary commitment for this project and Bruce Riegel said that as this is a major project, a Financial Management Plan will be required under the "Transportation Act". This will require a commitment of significant future financial resources to complete the project. Nick added that for 2007, only $600 Million has been designated for highway construction for the entire State of New Jersey.

- Bruce Huntsinger said that all people traveling these roads who will be subject to delays must be informed and Craig said NJDOT will let people know via the internet, flyers, newspaper, TV and radio.
- Francis Monari of the law firm of McKernan, McKernan and Godina representing New St. Mary's Cemetery asked the timing of the various groups reaching consensus and advancing a PA. Craig said a majority of the Core Group responded in support of Alternative D as the Preferred Alternative; the CAC would be meeting tonight; the ACM on October 24, 2006 and a PIC in January, 2007 at the Bellmawr Ballroom.

Craig then reviewed the next steps which are as follows:

- Funding for Draft Environmental Impact Statement (DEIS) approved 9/18/06
- Prepare pre-DEIS and DEIS
- Prepare Conceptual Army Corps Permit
- Prepare Section 4(f) Documentation for Bellmawr Park Mutual Housing

Craig informed the CAC members of the EIS Schedule beginning with FHWA's review of TES in 2006 with the Final EIS currently planned for spring 2008. The Design Phase will take approximately two or three years and the Construction Schedule will be influenced by the funding which is key to this project. It is currently planned that construction would start in late 2009/2010 with an advanced contract and completed by 2015+/-.

The general consensus of the CAC members is that they were satisfied with the screening out of Alternatives G2, H1 and D1. They indicated they need more information on traffic, visuals and noise before truly supporting Alternative D or Alternative K as the Preferred Alternative.

Jody thanked the group for their participation, requested comments on tonight's discussion and reminded them to call Patricia Saulino at 856 802 0843 X 128 if they had any questions or needed to get in touch with anyone on the Project Team. Additionally, Comment Sheets were distributed to all present and will be sent to the non-attending CAC members as well. Stamped post cards are also available for members to write to the Project Team.

The meeting was adjourned at approximately 9 pm.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia Saulino
Dewberry- Goodkind, Inc.

October 19, 2006

TO: 2652 Meetings

FROM: Patricia Saulino

DATE: October 30, 2006

RE: Local Officials' Briefing #9 (LOB)
CC:

TIME & PLACE OF MEETING: Thursday, October 19, 2006, at 3:30 pm at the Bellmawr Municipal Court, Bellmawr, NJ

PURPOSE OF MEETING: To inform the legislative officials and the three municipalities of the project's progress.

IN ATTENDANCE:

Frank Filipek, Mayor, Bellmawr
Robert Kelly, Camden County Engineer
Carolyn DeAngelis, Congressman Andrews' office
George Coleman, Bellmawr Sewer Superintendent
Joe Ciano, Bellmawr Highway Superintendent
Paul J. Kain, Gloucester City Administrator
Peter DiGiambattista, Borough of Bellmawr Councilman
Jody Barankin, NJDOT
Bruce Riegel, NJDOT
Patricia Feliciano, NJDOT
Craig Johnson, Dewberry-Goodkind
Patricia Saulino, Dewberry-Goodkind

Jody Barankin thanked everyone for attending and thanked Mayor Filipek as well as everyone for their continued interest and contribution to the Direct Connection Project. Jody then said that at the June 8, 2006 LOB meeting, we indicated that NJDOT would be ready to advance a Preferred Alternative based on our meetings with and concurrence of the Core Group, LOB, Community Advisory Committee (CAC), Agency Coordination Meeting (ACM) populated by the regulatory agencies and the Public Information Center (PIC). Jody then turned the meeting over to Craig.

Craig reviewed the following information to bring the group up to date on the progress of the Direct Connection Project:

DISCUSSIONS AND DECISIONS:

1. He explained the process for the development of the Alternative Comparison Matrix and the Alternative Analysis to arrive at a Preferred Alternative.
2. For the alternative analysis process, the approach used by the Project Team in comparing the five build and the no build alternative to select the preferred alternative was as follows:

   a) The first threshold was that the project would need to meet Purpose and Need as agreed to by the stakeholders. The Purpose and Need of this project involves improving safety for the users of the highway and the surrounding community. The No Build alternative does not meet the Purpose and Need of the project.

   b) The criteria which are the same for each of the Build Alternatives were then eliminated to allow the distinguishing criteria to stand out.

   c) The next threshold considered was how well the project was in harmony with the community. The two stacked alternatives (G2 and H1) provide a reduced footprint with less ROW and ecology impacts than the rest of the built alternatives; however due to their significant visual impacts, additional noise impacts, high build costs, long construction duration, and high maintenance and security impacts, there are better alternatives available as the Preferred Alternative.

   d) Alternatives D and D1 were compared next due to their numerous similarities. Additional ecology and ROW impacts for Alternative D1 are not considered justified since this alternative accomplishes the same goals as Alternative D does with less impact, therefore D is preferred amongst the two.

   e) Alternative D and Alternative K impacts that differ were then compared for the remaining criteria. The comparison yields Alternative D as the Preferred Alternative which is subject to concurrence by the Core Group, CAC, ACM and subsequently the PIC. The Core Group has already provided their concurrence for Alternative D and we will be meeting with the CAC tonight.

Craig then reviewed the next steps which are as follows:

- Funding for Draft Environmental Impact Statement (DEIS) approved 9/18/06
- Prepare pre-DEIS and DEIS
- Prepare Conceptual Army Corps Permit
- Prepare Section 4(f) Documentation for Bellmawr Park Mutual Housing

Craig informed the LOB of the EIS Schedule beginning with FHWA's review of TES in 2006 with the Final EIS currently planned for spring 2008. The Construction Schedule will be influenced by funding which is key to this project. It is currently planned that construction would start in late 2009/2010 with an advanced contract and completed by 2015+/-.

QUESTIONS/ANSWERS/COMMENTS:

Mayor Frank Filipek asked if the Missing Moves project would be built before the Direct Connection Project. Bruce Riegel responded that due to the possible realignment of Missing Moves and the developer being involved, the project timeline may be affected. Bruce went on the say that after the November 14th meeting in Trenton, they will have more information.

Councilman Peter DiGiambattista said he felt that all three projects are needed, i.e., Missing Moves, Direct Connection and the Delaware River Port Authority (DRPA) line.

Mayor Filipek stated that we have to work together to accomplish these goals.

Mayor Filipek stated that he was concerned about Alternative K and the impact on the EMT responses and the additional training that would be necessary for the members of the squads if Alternative K should be chosen. The Mayor said that the municipality did not want Alternative K. The Mayor said that Alternative D was acceptable to the Borough.

Paul J. Kain, City Clerk and Administrator of Gloucester City also supported Alternative D.

The meeting adjourned at approximately 4:30 pm.

We believe the foregoing record to be an accurate summary of the discussion and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia Saulino
Dewberry-Goodkind

October 24, 2006

MEMORANDUM

TO: Record

FROM: Christina Gray and Patricia Saulino

DATE: January 3, 2007 (Revised)

RE: I-295/76/42 Direct Connection—Agency Coordination Meeting #10

CC: Attendees; Project File

TIME & PLACE OF MEETING: October 24, 2006, 9:30 AM at the New Jersey Training and Conference Center – HRDI Facility – Building 20 – Room 101

PURPOSE OF MEETING: To review the project status, the matrix criteria and metrics to be used on the Alternatives Analysis Comparison spreadsheet and to discuss the selection of a Preferred Alternative (PA).

IN ATTENDANCE:

NJDOT

Jody Barankin	(609) 530-3520	jody.barankin@dot.state.nj.us
Nick Caiazza	(609) 530-2991	nicholas.caiazza@dot.state.nj.us
John Jones	(609) 530-2157	john.jones@dot.state.nj.us
Patricia Feliciano	(609) 530-2110	patricia.feliciano@dot.state.nj.us
Bruce Riegel	(609) 530-4232	bruce.riegel@dot.state.nj.us

FHWA

Dan Mott	(609) 637-4236	daniel.mott@fhwa.dot.gov
Jeannette Mar	(609) 637-4237	jeannette.mar@fhwa.dot.gov

DVRPC

Chick Dougherty	(215) 238-2863	cdougherty@dvrpc.org

NJDEP – DIVISION OF FISH & WILDLIFE

Don Wilkinson	(609)	Donald.Wilkinson@dep.state.nj.us

USACOE

Michael Hayduk	(215) 656-5822	michael.h.hayduk@usac.army.mil

NJDEP-OPC & ER

Ken Koschek	(609) 292-2662	ken.koschek@dep.state.nj.com

NJDEP-LURP

Bill McLaughlin	(609) 633-6755	william.mclaughlin@dep.state.nj.us

DEWBERRY

Craig Johnson	(973) 338-9100	cjohnson@dewberry.com
Ileana Ivanciu	(973) 739-9400	iivanciu@dewberry.com
Christina Gray	(973) 739-9400	cgray@dewberry.com
Patricia Saulino	(856) 802-0843	psaulino@dewberry.com
"Bub" Kovacs	(609) 895-1438	DrBubK@aol.com

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussions proceeded:

1. Mr. Barankin explained that the purpose of this meeting was to discuss the Alternative Analysis for the project. Our goal is to achieve concurrence for a Preferred Alternative (PA). Jody reminded everyone that at our June meeting we discussed criteria to populate the Alternative Comparison Matrix review. This produced the loaded matrix presented today. Jody thanked the ACM for their input and commitment to this project and informed the group that after today's meeting, they would have until Tuesday, November 21st to comment. If there is no clear concurrence on a PA, we will review what we need to do to achieve concurrence.

2. Bub then explained the ground rules for the meeting reviewing the salient points. He asked the group to adhere to the subject at hand.

3. Nick pointed out that all but one of the TES studies are completed and reviewed by FHWA. If anyone wishes to review the TES's, NJDOT will provide them.
4. Craig Johnson presented the Power Point Presentation on the Alternatives, the Alternatives Analysis Process, and the process for the development of the Alternative

Comparison Matrix.

5. Craig highlighted the criteria on the matrix which was modified based on the ACM's comments from the June meeting. In addition, Craig referenced the responses provided to the previous comments. At this point, Jody asked the group if there were any questions on the comments provided. The group responded there were no questions.

6. Craig then reviewed the Impact Criteria as well as the Summary of Engineering Criteria chart which yielded the following discussion.

Mike Hayduk asked for the definition of the duration of construction and Jody responded that it is when the entire interchange is open to traffic with only minor work such as landscaping remaining. Nick and Mike explained to the group that the duration of regulated work must be discussed and negotiated with the ACOE to secure the necessary permits.

Don Wilkinson asked why the construction duration for Alternative K was so much longer than the others. Craig explained that Alternative K would have to be built in 4 sections and diversion of traffic for each section would be necessary and that each section would be built 35' below grade thereby requiring dewatering.

Regarding security, the Office of Transportation Security has indicated we should not release any information that could be considered confidential. Mike noted to the group that under the Freedom of Public Information Act, you must share any information with the public and Jody assured Mike that we would. Nick offered that we are on a learning curve and want the public to understand, but there should be some level as to where we draw the line. Mike said we need to figure out what the level is, but added this does not have any bearing on ACOE permitting. Jody said we will work with the Office of Transportation Security and we will give them as much information as we can.

Don Wilkinson asked Craig if the Missing Moves project would have any affect on the Direct Connection Project. Craig said that we investigated traffic numbers without Missing Moves and found that the roadways to the south are the ones that really benefit from Missing Moves being built. There will only be a small increase of volume within the interchange if Missing Moves is not built.

Craig then explained the Engineering Criteria for Alternative K. Nick Caiazza added that the maintenance/operations of a tunnel is an issue for the Borough of Bellmawr. The EMT personnel would need special training for tunnel responses at their own cost and time. Craig told the group that the Mayor had told us at the LOB meeting there had already been 380 accidents this year and that the Borough definitely does not want Alternative K.

Ken Koschek inquired if the tunnel would require exhaust ventilation and Craig responded it would. Additionally, the tunnel must include emergency equipment. Ken asked if the noise level has been considered for the tunnel exhaust system and Craig said

no. Ken asked if the community had asked this question and Craig said no.

Nick pointed out that operating a tunnel would be a tremendous responsibility, not to mention the operating costs 24/7. Electricity, lights and emergency generators would be required. Both the tunnel and stacked alternatives have much higher life-cycle maintenance costs.

Don Wilkinson asked if hazmat trucks would be able to use the tunnel and Craig said yes.

7. Craig then reviewed the Summary of TES Findings and informed the group that there had been changes to the nomenclature (as shown in Updates to Alternative Comparison Matrix from June Meetings) following suggestions of attendees at the June, 2006 meeting.

Chick Dougherty asked if the stacked alternatives address stormwater for both the upper and lower roadways. Craig said the impervious areas of both roadways were considered in stormwater quality calculations. Bill McLoughlin indicated that only one level would need to be analyzed for groundwater recharge.

Don Wilkinson asked if shading of the wetlands had been considered for the stacked alternatives. Ileana Ivanciu responded that since they are not immediately adjacent to Little Timber Creek there are minimal shading impacts.

8. Craig reviewed the Environmental Impact Plans with the photo simulation insets. Both Ileana Ivanciu and Craig encouraged the agency representatives to walk around and look at each of the alternatives. The Alternative Comparison Matrix has been updated since the last meeting based on stakeholder input. The loaded matrix reflected these changes.

Don Wilkinson asked the effects on critical wildlife had been discussed and Nick said yes. Don informed the group that within six months there would be an update of the Critical Wildlife Habitat database. Chick asked if all alternatives would have the same impact on wildlife and Bill McLoughlin said impacts may vary slightly with alternatives.

There were no further questions related to the material presented.

9. Ileana reviewed the Alternative Comparison matrix in detail. Ileana told the group that the numbers come straight from the TES and they speak for themselves. Ileana explained that the "No Build" alternative does not meet the "Purpose and Need" of the project and therefore would not be considered as a potentially preferred alternative.

For ease of evaluation in the next slide, criteria that were identical for all the "Build" alternatives were then removed from the matrix to leave only the distinguishing criteria between the five build alternatives.

Ileana went on to say that G2 and H1 do well in minimizing ecological impact. However,

they have significant visual, noise, high cost and numerous other criteria rated high.
Bill asked for one single, most important reason why G1 and H1 should be eliminated. Ileana responded that there was not one single reason, but a compilation of significant impacts; i.e., visual, noise and higher cost.

Chick wanted to clarify the way we look at the results. There are a number of criteria that produce results. All of the criteria should be considered together. In other words, do not place all the weight on one criterion; rather make your decision based on all the criteria together. Chick suggested doing a cumulative "checkerboard" in order to determine the end result through a different evaluation process. Ileana then reviewed the Alternative Analysis Process and assured the group that we did not use just one criterion to arrive at the preferred alternative. We understand that all impacts are important to various constituents and agencies.

Mike asked if all five alternatives would go forward into the Draft Environmental Impact Statement (DEIS). Ileana indicated that all five alternatives are discussed in the DEIS, but the Preferred Alternative will be identified.

Jody said that our methodology was screening out alternatives on a comparative basis to get to a Preferred Alternative with which we all agree.

Bill said that he will need to put together an executive summary of the project for his superiors. From his perspective G2 is the best alternative, but the cost of $800 Million, is prohibitive. He said that the savings and floodplain impacts would not be commensurate with spending an additional $215 Million. These issues could cause Alternatives G2/H1 to drop out. Bill said as long as Alternative D is retained, he would agree with not selecting G2 or H1.

Ileana then discussed Alternative D in comparison with D1, and that they are virtually the same except that Alternative D1 maintains Al-Jo's curve. Alternative D scores better in most categories in a direct comparison to Alternative D1 and therefore is the better alternative of the two.

Alternative D and Alternative K impacts that differ were then compared as follows:

MPT	Favors Alt. D
Security	Favors Alt. D
Maintenance	Favors Alt. D
Cost to Build	Favors Alt. D
Construction Duration	Favors Alt. D
Noise	Slightly Favors Alt. K
National Ecosystem	Favors Alt. D
Visual	Favors Alt. K
Historic Resource – Visual	Favors Alt. K

The comparison yields Alternative D as the Preferred Alternative subject to stakeholder's

concurrence.

Ken asked Craig to refresh his memory as to why the tunnel costs an additional $215 Million. Craig said that by comparison to Alternative D, Alternative K will take 24 months longer to build due to more complex construction. The tunnel will go at least 35' below grade and construction will take place in groundwater requiring dewatering. The construction zone will be narrow and built in four sections which will be a very slow, time-consuming process. The bottom slab of the tunnel could be up to 10' thick to counter buoyancy. Ileana asked if we feel justified in adding an additional $215 Million and over 2 additional construction years to the project.

Bub said that given the data presented, it appears we have a Preferred Alternative to be advanced and it is Alternative D. Jody then asked the group if they agreed on advancing Alternative D as the Preferred Alternative. The group responded "Yes".

Ileana then stated that we will evaluate the "checkerboard" method discussed earlier to find the best way to present the alternative's analysis results. Nick said he was uncomfortable with the "checkerboard" approach as it may tend to be confusing.

Bill asked if Alternative D meets NEPA and permit needs and Nick told him that we will submit the ACOE Permit Application with the DEIS so that sometime after the DEIS submission, ACOE could issue a conceptual permit. Mike confirmed that was correct.

Mike asked if there was an opportunity for minimization of wetland impacts. Craig responded probably not a significant amount as we have worked hard on minimizing wetland impacts throughout the process. Bill asked if minimization was achieved with Alternative D and Ileana responded that NJDOT had looked at minimizing impacts for all the alternatives from the beginning. Craig told the group that the wall along Little Timber Creek allows for only a small potential for further minimization of wetland impacts.

Bill commented that NJDEP will be looking at the permit with a great level of detail. Mike asked if there was a possibility of submitting a conceptual DEP permit at the same time and Nick said we would concentrate on the ACOE permit first.

10. Craig then reviewed the Next Steps which are as follows:

- Funding for Draft Environmental Impact Statement (DEIS) approved 9/18/06
- Prepare pre-DEIS and DEIS
- Prepare Conceptual ACOE Permit
- Prepare Section 4(f) Documentation for Bellmawr Park Mutual Housing

11. Craig informed the ACM of the EIS Schedule with the Final EIS currently planned for spring 2008. The Construction Schedule will be influenced by funding which is key to this project. It is currently planned that construction would start in late 2009/2010 with an advanced contract and completed by 2015+/-.

12. Bill asked if there was a Value Engineering review and Nick said that Value Engineering was already built into the process.

13. Jeannette Mar asked if the 4(f) will be submitted separately from the DEIS and Craig said no; they will be submitted as one combined document.

14. Jody said that this process has allowed us to continue with the wishes of the ACM. Alternative D did show up as having the most benefit for this project. It appears that based on the comments and opinions of this group of ACM members, we have a consensus of Alternative D as the Preferred Alternative for advancement into the Conceptual DEIS phase.

The group agreed there was consensus for advancement of Alternative D.

Jody thanked the Agencies for attending this meeting and for their contribution to the selection of the Preferred Alternative for the DEIS.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes with five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully submitted,

Christina Gray and Patricia Saulino
Dewberry-Goodkind

February 15, 2007

I-295/I-76/Route 42 Direct Connection Project
New Jersey Department of Transportation
Sixth Public Information Center
Bellmawr, NJ
Thursday, February 15, 2007
3:00 PM–8:00 PM

SUMMARY OF THE MEETING

Approximately sixty five participants representing the general public in the project area and surrounding communities, local businesses, local, elected borough and county officials and/or their representatives, state and county agencies such as NJ Transit, NJDEP, Camden County DPW, PATCO/DRPA, South Jersey Transportation Authority, and utilities representatives attended the sixth Public Information Center conducted for the New Jersey Department of Transportation's I-295/I-76/Route 42 Direct Connection Project on Thursday, February 15, 2007 at the Bellmawr Ballroom in Bellmawr, NJ. The PIC commenced at 3 PM and concluded at approximately 8:00 PM.

The following stations were included in the PIC: Sign up table; Project Purpose and Project Milestones (Flow Chart); 200 Scale Plans depicting the five alternatives, D, D1, G2, H1 and K as well as the Environmental Impacts for each alternative; Power Point presentation of photo simulations showing various locations within the project both with and without noise walls; Alternative Analysis Process including the Summary of TES Findings/Summary of Engineering Criteria, Alternatives Comparison Matrix, Alternatives Analysis and a Concurrence Board; Alternative D, the Initially Preferred Alternative, was presented on 50 Scale plans followed by the proposed noise wall locations and design process; the Section 106-Historic Preservation flow chart; and the Project Schedule.

Members of the project team were available at each of the stations to assist visitors and provide answers/explanations.

A summary of comments/discussions follows:

- **Sharon Paul Carpenter spoke with Drew Kapur, Special Counsel to the Diocese of Camden and their attorney Francis Monari of McKernan, McKernan and Godina regarding how Alternative D noise levels may affect the Diocese properties. Craig Johnson, Jody Barankin and Denise Peck of Right of Way joined the conversation and they looked at the Browning Road photo simulations with noise walls viewed from the south of the cemetery mausoleums. Impact to the Annunciation School was discussed. Jody and Denise answered questions regarding the advance acquisition process.**

Contact information was exchanged in the event the gentlemen had additional questions.

- Joe Murphy was concerned that the highway will be too close to the school and create an adverse air quality impact; he was referred to Sharon who discussed the Air Quality TES results for the project.
- Bill Brook who was interested in noise wall placement along Route 42 South also spoke with Sharon regarding the noise level results in that area.
- Brian Sheehan of Bellmawr was interested in becoming a member of the Community Advisory Committee (CAC). Pat Saulino provided him with information regarding CAC membership.
- Anthony Bocchi of the Camden County Freeholders' Office spoke with Pat Saulino and suggested that it would be a good idea to make a presentation to the Camden County Planning Board. Pat said she would pass his suggestion to the appropriate people.
- Colleen Bisaga of 304 Bell Road, Mt. Ephraim spoke with Jody Barankin, Craig Johnson and Patricia Feliciano regarding flooding on her property and the lack of maintenance of the culvert contiguous to her property. She was informed that NJDOT will perform maintenance work in the area of the culvert later this year. Ms. Bisaga stated her property continues to flood and that she demolished one of the houses on her property because of this. She indicated that her house had been moved into the floodplain by the NJDOT at the time of the I-295 construction. Ms. Bisaga was also concerned about the lack of visibility from her driveway after the Interchange reconstruction.
- Several participants inquired about the schedule for the Missing Moves Project and Bruce Riegel spent time explaining the current status of Missing Moves.
- Residents on the corner of Victory Drive and Browning Road directly across from Annunciation Church were interested in the specific impacts to their properties. Jim Heeren showed the residents the Impact Boards and they seemed satisfied with the plans.
- Representatives of DRPA/PATCO spoke with Jody Barankin and Craig Johnson about their study to extend rail into Gloucester County.

Attendees were given the "Questions/Comments" sheets to complete. They were told that if they did not wish to fill them out at the PIC, they could mail, fax or email them back to Dewberry. Subsequent to the meeting, Dewberry has received

feedback by mail expressing satisfaction not only with the PIC presentation but also with the recommendation of Alternative D as the Initially Preferred Alternative

We believe the foregoing record to be an accurate summary of the discussion and the progress of the meeting. We would appreciate notification of exceptions or corrections to the Minutes within five (5) working days of receipt. Without notification, we will consider these Minutes to be a record of fact.

Sincerely,
Dewberry

Patricia Saulino
Project Team

June 6, 2007

MEMORANDUM

TO: Project File

FROM: Andrea Burk

DATE: June 19, 2007

RE: I-295/76/42 Direct Connection—Section 106 Consulting Party Meeting

CC: Attendees; Project File, Bruce Hawkinson, Craig Johnson, Jim Heeren, Pat Levins (Bellmawr Park Mutual Housing Corporation)

TIME & PLACE OF MEETING: June 6, 2007, 10 AM at NJDOT

PURPOSE OF MEETING: To hold the first Section 106 Consulting Party Meeting

IN ATTENDANCE:

Jo Ann Asadpour, New Jersey Department of Transportation (NJDOT)
Nick Caiazza, NJDOT
Charles Scott, New Jersey Historic Preservation Office (NJHPO)
Michael Hayduk, US Army Corps of Engineers (USACE)
Jeanette Mar, Federal Highway Administration (FHWA)
Joe Ciano, Borough of Bellmawr
George Coleman, Borough of Bellmawr
Ileana Ivanciu, Dewberry
Andrea Burk, Dewberry

DISCUSSIONS AND DECISIONS:

The following summarizes the discussion in the order that the discussions proceeded:

Jo Ann Asadpour began the meeting by welcoming the attendees and having the group introduce themselves.

Nick Caiazza explained that since the project involves federal funding from FHWA and since a federal wetlands permit application is being processed through the USACE, the project was subject to review under several federal regulations, including Section 106 of

the National Historic Preservation Act (Section 106), the National Environmental Policy Act (NEPA), as well as Section 4(f) of the US Department of Transportation Act. Nick explained that these regulations require the consideration of impacts to historic properties. Nick explained that the NEPA process acts as the umbrella for all the federal regulations that need to be satisfied and the Draft Environmental Impact Statement (DEIS) will summarize the analyses that were conducted.

Nick explained that NEPA and Section 106 are being treated as separate processes and as a result the project will require a Memorandum of Agreement (MOA) in order to resolve adverse effects. The MOA would be signed between the DEIS and Final Environmental Impact Statement (FEIS) and would be included as an attachment to the FEIS.

Jo Ann explained that a pre-DEIS has been prepared and has been reviewed by NJDOT and is now with FHWA for review. FHWA review should be complete in the coming weeks.

Nick and Jo Ann explained that one historic property is located in the project study area for the proposed project—the Bellmawr Park Mutual Housing Historic District. They explained that based on prior consultation with NJHPO, that NJHPO issued an opinion that the district is eligible for listing in the National Register of Historic Places.

Nick explained that compliance with Section 106 has been shown in the DEIS to the extent possible. He also described that this project is the first project where NJDOT's environmental team is using the DEIS as part of the USACE permit process in an effort to streamline the review process.

Mike Hayduk questioned when the Section 106 process was officially started. Nick explained that NJHPO has been closely involved in the project and has been part of agency coordination meetings. In 2005 and 2006 NJHPO provided letters issuing their opinion that the Bellmawr Park Mutual Housing District is eligible for listing in the National Register of Historic Places and that the proposed project would have an adverse effect on this resource. NJHPO was also consulted regarding the list of potential consulting parties. Nick also explained the public involvement process related to Section 106 issues.

Charles Scott told the group that the attorney for the Bellmawr Park Mutual Housing Corporation had contacted him and was asking technical questions regarding the significance of the historic district, why it was eligible, and its character defining features. He said the attorney was inquiring about the distinction between an eligible property and an actually listed property.

Jo Ann proposed having another consulting party meeting after the issuance of the DEIS but before the public hearing. She suggested the meeting take place in the local Bellmawr area and would be an information center meeting specifically for Section 106.

Charles Scott questioned how Section 4(f) was being addressed—Jo Ann explained that the Section 4 (f) analysis is included as a chapter in the DEIS and that it includes the

appropriate alternatives analysis and addresses avoidance and minimization measures.

Nick suggested the group discuss potential mitigations measures. He explained that the Bellmawr Park Mutual Housing Historic District comprises 500 units—this number must remain, so if units are lost as part of the proposed project, they would need to be replaced. The group discussed that when Route 42 was constructed, units were relocated, so this would not be the first time such changes would happen to the community. Nick explained that NJDOT would provide the housing corporation with guidance and advice regarding the construction of new housing, but NJDOT would not actually be constructing the new properties.

Jo Ann explained that NJDOT's right-of-way department is looking into the possibility of relocation assistance.

Charles Scott advised that they should consider relocation of the properties—following the *Secretary of the Interior's Standards for the Treatment of Historic Properties*, relocation of a historic property would be a preferred option compared to demolition. Charles acknowledged that moving the existing properties may not be technically feasible or desirable. He advised that new housing units would need to be compatible with existing units. He also cautioned that new housing would need to be compliant with current building codes and as a result interior floor plans of new units may be different than the floor plans of existing, historic units.

Charles also advised that if compensation is given to Bellmawr Park for this loss of units, that stipulations could be defined that would require the construction of replacement housing in order to ensure that the district remains at the 500-unit number, which is important to its historic significance.

The group agreed that the DEIS should include the analysis related to the alternative of relocating the units within Bellmawr Park. The group also agreed that although Bellmawr Park has been non-responsive, that NJDOT will continue to reach out to them to participate in the Section 106 consulting party process and will send a copy of the meeting minutes to them as well.

I believe the foregoing record to be an accurate summary of the meeting and related decisions. I would appreciate notification of exceptions or corrections to these Minutes with five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully submitted,

Andrea Burk
Dewberry

July 31, 2007

MEMORANDUM

TO: 2652 Meetings

FROM: Patricia Saulino

DATE: August 1, 2007

RE: I-295/I-76/Route 42 Direct Connection–Bellmawr Board of Education

CC: Attendees; Jody Barankin, Bruce Riegel, Craig Johnson, Ileana Ivanciu

TIME & PLACE OF MEETING: July 31, 2007, 2 pm at Bell Oaks School Superintendent's Office

PURPOSE OF MEETING: To discuss the potential of a Section 4(f) - *de minimus* Impact to the Bellmawr Park School Ball Field

IN ATTENDANCE:

Bellmawr Board of Education	
Annette Castiglione - Superintendent	856 931 3620
Jody Mangus – Board Member	856 931 3620
NJDOT	
Bruce Hawkinson	609 530 4272
Patricia Feliciano	609 530 2119
JoAnn Asadpour	609 530 3021
Dewberry-Goodkind, Inc.	
James Heeren	973 739 9400
Andrea Burk	973 739 9400
Patricia Saulino	856 802 0843

DISCUSSIONS, TIMELINES AND ACTION ITEMS:

The following summarizes the discussions and comments that occurred:

1. Introductions were made all around and a brief explanation of the Direct Connection Project was provided including the process of the advancement of Alternative D as the Initially Preferred Alternative (IPA). The group was referred to the Fix I-295 Website to review the entire process including committee and public meetings as well as the Project Schedule, the Project Flow Chart and the Project Milestones.

2. JoAnn provided a thumbnail explanation of the Environmental Impact Statement (EIS) process and Section 4(f). A document from FHWA explaining Section 4(f) *de minimus* determinations was distributed to the group and JoAnn explained the ramifications of *de minimus* in this context.

Meeting Minutes of July 31, 2007

3. Annette Castiglione verified that the ball field under discussion is a public recreation field. JoAnn then explained that NJDOT believes the ball field qualifies for a *de minimus* finding as the proposed property taking would not result in a significant adverse impact to the ball field and that even with the ROW taking, the land can still be used for public recreation purposes.

4. Jim reviewed the draft figures showing two variations of a ball field diamond layout closer to the school and parking area. Both layouts were acceptable to Annette and Jody who will share them with the other Board members at their next meeting on August 2nd. Jim also reviewed photo simulations depicting the school and parking lot areas in their existing condition as well as the proposed future mitigation for the IPA which provides a noise wall. Both Annette and Jody acknowledged the fact that the ball field will be a much-improved public facility.

5. The group questioned the level of activity on this ball field and Annette said this redesigned field could be used to schedule overflow from the other fields (the fields at Bell Oaks School are very busy). However, she said she would like to solicit the board members and school representative's opinions to determine what they would like to do with the ball field as they may prefer a basketball court or other recreational facility to the baseball field. Pat S. pointed out that impacts to the ball field are a ROW issue and would be handled by NJDOT ROW Division at the appropriate time.

6. Jody M. informed the group that there is a drainage problem with the existing ball field near the ROW fence and wondered if it would be corrected. Jim said that area will likely be within the proposed ROW and any drainage issues there will be addressed.

7. JoAnn and Bruce explained that NJDOT would need concurrence executed by the Superintendent (representing the Bellmawr Board of Education) that the proposed property taking would not result in a significant adverse impact to the ball field and that the Board concurs with the *de minimis* finding. Annette requested that JoAnn prepare a letter of concurrence for her signature which states the eligibility of the ball field under Section 4(f) for *de minimus* classification and sets forth that this resource is not being significantly impacted by the Direct Connection Project. JoAnn will forward the concurrence letter to Annette in time for the Board's August 23, 2007 meeting as the concurrence is needed prior to the circulation of the DEIS.

8. Jody M. asked if the group would be willing to attend a meeting with the board and committee members and the group agreed. Annette and Jody were informed that a Public Hearing will be held in February 2008 after the DEIS is distributed for public comment and a Record of Decision is anticipated in the summer of 2008.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within five (5) working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia N. Saulino
Dewberry-Goodkind, Inc.

September 4, 2007

MEMORANDUM

TO: 2652 Meetings

FROM: Patricia Saulino

DATE: September 11, 2007

RE: I-295/I-76/Route 42 Direct Connection

CC: Attendees; Jody Barankin; Bruce Riegel; Craig Johnson

TIME & PLACE OF MEETING: September 4, 2007 - 6 pm
Bellmawr Park Mutual Housing Corporation (BPMHC) Offices
31 Peach Road, Bellmawr, NJ

PURPOSE OF MEETING: BPMHC Board – Section 106 Consultation Meeting

IN ATTENDANCE:

Eric Hoban	BPMHC Acting President	856 931 2352
Patricia Levins	BPMHC Board	856 931 2001
Murray Honig, Esq.	BPMHC Board Attorney	856 770 0990
Chuck Sauter	BPMHC Board	856 933 0073
Steve Nilson	BPMHC Board	856 931 2001
Dave Richards	BPMHC Board	856 931 4340
John Carney	BPMHC Board	856 931 2740
Bruce Hawkinson	NJDOT	609 530 4272
JoAnn Asadpour	NJDOT	609 530 3021
Janet Fittipaldi	NJDOT	609 530 5462
Patricia Feliciano	NJDOT	609 530 2119
Ileana Ivanciu	Dewberry	973 338 9100
Patricia Saulino	Dewberry	856 802 0843

The following summarizes the discussions and comments that occurred:

1. Introductions were made all around and a brief overview of the Direct Connection Project. The group was referred to the NJDOT Project Website to review the entire process including committee and public meetings as well as the Project Schedule, the Project Flow Chart and the Project Milestones.

2. Janet distributed hand-outs explaining the Section 106 Process. If a project is funded by the Federal Government, NJDOT must identify areas of potential effect. Bellmawr Park Mutual Housing Corporation (BPMHC) has been identified as a historic property eligible for listing on

the National Register and reviewed the rationale for eligibility based on the SHPO determination. Janet also discussed the consultation process and the meeting purpose which was to discuss the process and explain the importance of participation by BPMHC.

3. JoAnn said that although invitations regarding the Consulting Party meetings had previously been sent to BPMHC, no reply was received. As a Consulting Party, BPMHC would be entitled to identify concerns regarding historic preservation to the FHWA, attend public meetings, assume a specific role or responsibility in the negotiation of the Memorandum of Agreement (MOA) as well as be entitled to sign the MOA along with other Consulting Parties. Bruce H. explained that it is in the best interest of BPMHC to be a Consulting Party as they have jurisdictional control over the resource. The entities that expressed an interest in becoming consulting parties consist of the following: Federal Highway Administration (FHWA), United States Army Corp of Engineers (USACE), State Historic Preservation Officer (SHPO), and the Borough of Bellmawr. Impact to BPMHC cannot be avoided under any of the short listed alternatives for the Direct Connection Project. As a Consulting Party, BPMHC will have input into how the impacts to this resource are mitigated. If BPMHC does not become a Consulting Party, others will be making these decisions.

4. Murray questioned the dates the Consulting Party letters were sent and to whom they were sent. Ileana will provide copies to BPMHC Board counsel. Jeff Baron, Esq. and Eric Hoban, Acting President, will be copied on future Consulting Party letters sent to Patricia Levins, Secretary of the BPMHC Board. Eric said he appreciated NJDOT's presence and Murray asked if it was too late to become a Consulting Party. Ileana replied that it was not.

5. One of the Board members said he believed that Jeff Baron and Bob Messick had already started the Nomination process for the listing in the National Historic Register. Janet explained that once listed, BPMHC may qualify for various tax exemptions. However, Janet explained to the Board that it is not a foregone conclusion that they will be registered once deemed eligible.

6. Bruce H. pointed out that NJDOT can prepare the Nomination Form or BPMHC can do it themselves. Eric asked the cost of preparation and filing and Janet said approximately $10-12,000.

7. Ileana said that as a Consulting Party, BPMHC will have the right to be present and involved in the decision process of mitigating adverse effects to BPMHC.

8. Pat Levins asked why none of this was suggested by NJDOT back in 1955. Janet and Ileana explained that the National Historic Register did not exist at that time and even if it would have been in place, the resource would not have met at the time the eligibility criteria.

9. Several mitigation possibilities were then brainstormed. Ileana mentioned that an oral history of the BPMHC community transformation over the years could be created; other options may include: creating a website, pamphlets and display boards. Murray suggested a highway sign of "Bellmawr Park – 1942".

10. Murray asked if this offer in any way was related to BPMHC's primary concern of losing the impacted properties. Ileana and JoAnn both answered that Section 106 is not part of the Right of Way process. Murray asked if the cost to file the Nomination Form with the National Registry would be deducted from any money they receive as a result of mitigation in the Right of Way process. Ileana explained again that they are separate processes and completely unrelated to one another.

Eric asked why NJDOT was so interested in helping BPMHC. Bruce said that NJDOT under Federal law is required to meet certain obligations as part of the regulatory process. Ileana agreed and said that NEPA review is another requirement with which NJDOT must comply.

11. JoAnn told the group that NJDOT is trying to get the Consulting Parties together for a late-day/early evening meeting at BPMHC within the next month preferably on the same night as the BPMHC Board's regular meeting. Ileana said it would be a great opportunity for BPMHC to attend and be part of the process. Ileana then reviewed the schedule and indicated that it is anticipated that the negotiation and signing of the MOA will happen in parallel to the circulation and finalization of the DEIS. In response to comments from one of the Board members regarding the recommended alternative, both Bruce and Ileana indicated that there will be more opportunities for review and formal comment regarding that issue when the DEIS is circulated later in the fall and in the Public Hearings that will follow.

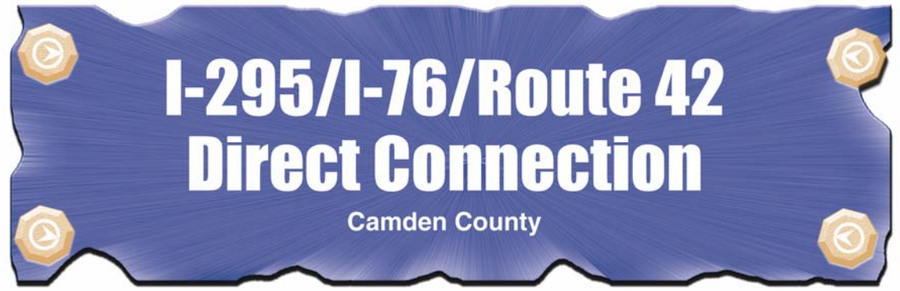
12. In response to a question from the Board regarding this matter, Ileana suggested the Board prepare for the upcoming Consulting Parties meeting by thinking about their history and the events BPMHC would like memorialized.

13. Chuck asked if BPMHC requests that NJDOT complete the application, would NJDOT pay for it and Janet answered yes if agreed that it is part of the Section 106 mitigation process as currently proposed by NJDOT. Not only would NJDOT prepare the application but NJDOT would also continue to support the Board during the nomination form review process. Murray asked again if this action in any way affects the amount of the Right of Way compensation and the NJDOT representatives responded that right of way compensation is different and separate from Section 106 mitigation.

We believe the foregoing record to be an accurate summary of the meeting and related decisions. We would appreciate notification of exceptions or corrections to these Minutes within 5 working days of receipt or at the next scheduled meeting. Without notification, we will consider these Minutes to be a record of fact.

Respectfully Submitted,

Patricia N. Saulino
Dewberry



APPENDIX E
NEWSLETTERS

I-295/I-76/Route 42 Interchange Reconstruction

THE NEW JERSEY STATE DEPARTMENT OF TRANSPORTATION VOLUME I, SPRING 2002
James E. McGreevey, Governor James P. Fox, Commissioner

The New Jersey Department of Transportation (NJDOT) is committed to involving members of affected communities and the traveling public from the earliest planning states of projects.

This is the first of the newsletters to keep the community informed and engaged in discussions during the planning, design and construction phases for improvements to the intersection of Interstate Route 295, Interstate 76, and Route 42 in Camden and Gloucester counties. It will help citizens make informed recommendations to NJDOT during every stage of this project and supplement community meetings.



Aerial view of the I-295/I-76/Route 42 Interchange at "Aljo's Curve" (I-295, Exit 26).

NJDOT
P.O. Box 600
Trenton, NJ 08625

About the Project

The purpose of this project is to improve traffic safety and reduce traffic congestion at the intersection of Interstate 295, Interstate 76 and NJ State Route 42 (the I-295/I-76/Route 42 Interchange). The project will address quality-of-life issues associated with the highway system as it relates to the motorist, residents, and the environment.

NJDOT is currently preparing an Environmental Impact Statement (EIS) for the I-295/I-76/Route 42 Interchange in Bellmawr, Mt. Ephraim, Gloucester City, Camden County and Barrington.

Presently the interchange does not provide a direct connection for the I-295 movements through this interchange. Although contiguous, the existing configuration requires motorists to reduce speed in both the northbound and southbound directions of I-295 to negotiate ramps with posted speeds of 35 MPH. Weaving movements with vehicles from NJ Rt. 42 and from I-76 exacerbate this problem. This location is arguably the busiest in all of Southern New Jersey as it carries large volumes of commuter traffic destined to and from Philadelphia via the Walt Whitman Bridge. It is also a connection via Route 42 and the Atlantic City Expressway to the Shore areas for weekend trips.

These problems, in conjunction with high levels of traffic, produce a high number of vehicle accidents, congestion and travel delays.

Environmental Impact Statement

Project Schedule:

- Develop Alternatives (2001 - 2002)
- Draft Environmental Impact Statement (2002 - 2003)
- Final Environmental Impact Statement (2003)
- Design (2003 - 2006)
- Construction (2006 - 2008)

Public meetings and other opportunities for input will be provided throughout the process.

Background Studies

Aware of the continuing demands on the highway in the 1980s, NJDOT addressed traffic safety and congestion issues in the vicinity of the interchange with the Route 42 Widening project. This effort improved traffic conditions along the Route 42 Corridor, but did not address the interchange.

In the 1990s, NJDOT began engineering studies to identify possible interchange improvements. These studies included conceptual solutions and a Transportation Investment Study (TIS).

A broad-based planning study, the TIS explored the use of intermodal solutions at the interchange including mass transit, HOV lanes and rail to address the interchange's traffic safety and congestion issues. In 1999, the TIS concluded that the preferred course of action is an interchange reconstruction project.

Our task now is to determine the best alternative for the I-295/I-76/Route 42 Interchange Reconstruction. The first step is to conduct the federally required Environmental Impact Statement (EIS) process. NJDOT is committed to the mission of environmental responsibility and community involvement during this process.

Get Involved!

The success of the I-295/I-76/Route 42 Interchange Reconstruction project depends on the participation of the people who live, work and do business in the area. Your input will ensure that the issues of importance to you and your community are given proper consideration in this process. Here's how you can contact us:



Call:
James Stevenson,Community Relations
(609) 530-2117



E-Mail:
fix.295@dot.state.nj.us



Write:
NJDOT - Communications Office
P.O. Box 600, Trenton, NJ 08625



Visit the Web site at:
www.state.nj.us/transportation

COMMUNITY INPUT SHEET
I-295/I-76/Route 42 Interchange Reconstruction Project

Listed below are some of the factors being investigated in the development of this project. Using the form below, please provide input on the following items or any others you feel are important. The form may be folded and mailed using the pre-addressed panel on the other side of the page, or it can be faxed to James Stevenson, NJDOT Communications Office, at (609) 530-2536. You may also return it to any NJDOT Project Team member at the April 24th Public Information Center.

Safety
- Reducing motor-vehicle accidents
- Pedestrian/Bicycle safety

Traffic
- Delays
- I-295 Commuters cutting through local neighborhoods
- Traffic Calming (speed bumps, etc.)

Social
- Economic effects
- Aesthetics
- Property acquisitions
- Neighborhood preservation

Environmental
- Noise/Air
- Archeological resources
- Wetlands
- Wildlife habitats
- Hazardous materials management

Construction
- Delays
- Detours
- Noise/Dust
- Night work
- Duration

COMMENTS: _____

Add me to the I-295/I-76/Route 42 Interchange Reconstruction Project Mailing List Yes____ No____

Name: _____

Organization (if applicable): _____

Address: _____

City: _____ **State:** _____ **Zip:** _____

Telephone: _____ **email:** _____

What is an EIS?

Federal law requires all major transportation projects to be evaluated prior to construction for their effects on the environment and that alternative courses of action be considered. The National Environmental Policy Act of 1969 (NEPA) specifies when an Environmental Impact Statement (EIS) must be prepared. Council for Environmental Quality (CEQ) regulations provide the recommended format and content of Environmental Impact Statements.

An EIS is a document that describes the environmental impacts that a proposed activity might have, such as the filling of wetlands or an improvement in air quality. Environmental issues considered in an EIS include natural characteristics such as land use, water, air, and noise; and social characteristics such as the cultural and economic aspects of the community living in the study area.

Environmental Impacts can be positive or negative or both. An EIS describes impacts of proposed alternatives, as well as plans to mitigate any negative impacts. It discloses the result of the environmental analysis to the public and allows for their input.

fold here *fold here*

tape here

I-295/I-76/Route 42 Interchange Reconstruction

THE NEW JERSEY STATE DEPARTMENT OF TRANSPORTATION VOLUME II, SPRING 2003
James E. McGreevey, Governor Jack F. Lettiere, Commissioner

Project Update

The New Jersey Department of Transportation (NJDOT) is pleased to report that significant preliminary environmental analysis and engineering work to address traffic safety, reduce congestion and improve the quality-of-life for New Jersey residents has been completed on the I-295/I-76/ Route 42 Interchange Reconstruction Project.

At present, the roadway does not provide a direct connection for I-295 travelers through the interchange, thus requiring motorists to utilize a series of ramps to stay on the main I-295 roadway. Added traffic from motorists traveling on I-76 or Route 42 through the interchange exacerbates problems associated with significant weaving movements required for vehicles to advance along the I-295 route or to access Route 42. A new interchange design is expected to significantly reduce vehicle accidents, driver confusion and travel delays.

NJDOT is currently preparing an Environmental Impact Statement (EIS) for this project. It uses an innovative partnering approach to engage local officials, agencies, travelers, residents and other stakeholders within the project area, including the key municipalities of Bellmawr, Mt. Ephraim and Gloucester City. Key concerns of the EIS include impacts on quality-of-life issues such as open space, historic resources, traffic access, mobility and noise.

There are approximately 16 potential initial alternative routes under consideration. Through innovative thinking, NJDOT is reviewing current alternatives so that each route will maximize engineering and environmental strategies resulting from the ongoing project studies. NJDOT is also considering the adaptive re-use of ramps to eliminate the need for some roadway flyovers and is also reviewing the opportunities and constraints for tunneling portions of the road.

Later this summer or fall, revised alternatives will be shortlisted for further study, based on recommendations of local stakeholders and the qualitative review of each alternative with specific evaluation criteria. Evaluation criteria for this project was formulated based on input from project specialists, engineers, environmentalists and local stakeholders.



Aerial view of the I-295/I-76/Route 42 Interchange.

Be Involved!

Public Information Center
Late Spring/Early Summer 2003.

Review the initial alternatives.
Speak to the project team.
Offer comments/suggestions.



Source: NJDEP Bureau of Geographic Information and Analysis, 1995-1997

Study Area

The I-295/I-76/Route 42 Interchange Reconstruction project study area is located within the Boroughs of Bellmawr, and Mount Ephraim and Gloucester City.

The study area includes I-295, beginning in the north at the Pennsylvania-Reading Railroad tracks to the south and ending at Creek Road. On I-76, the western limit of the study area is the Market Street Bridge over I-76. On Route 42, the project's eastern limit is the extension of Heller Road and Leaf Street, east of Windsor Creek Road.

While the proposed project is primarily focused upon the interchange of the three highways, the project study area encompasses a larger area than the interchange itself. This is necessary to ensure that all prudent and feasible alternatives and their potential impacts are examined in the project vicinity.

To learn more about the project and how you can be involved in the planning process, sign-up for future mailings and/or send comments to NJDOT, visit our project Web site at **njdot.nj.gov and click on 'In the Works'.**

Community Questionnaire Feedback

Public responses to the Community Input Sheet, a survey included in the first project newsletter, and downloadable from the project website, has provided NJDOT with insight into local community concerns. Thirty-one people filled out the Community Input Sheet and commented on environmental, community and maintenance issues and also suggested alternatives for further review by the project team.

Health, safety and quality-of-life issues topped the list of concerns. Many respondents commented on the current congested roadway and the difficulty they have had with its effects, such as noise, pollution and high accident rates. Comments also included: "The traffic noise is unbearable", "Al-Jo's curve is a major concern ... too many accidents happen in this area", "Can anything be done about the terrible exhaust fumes during the summer?"

Many respondents expressed a need for improvement in the area. "I must agree one hundred percent that the above interchange needs some kind of overhaul", "I-295 commuters cutting through our neighborhoods", "This is a great idea that will improve quality of life in Bellmawr... 295/42 crossover is treacherous". Others simply requested additional information through future project updates and one respondent added, "Good luck with the project!"



Participants mark up maps during the Public Information Center held on April 24, 2002.

Community Involvement and Outreach



The first Partnering meeting was held December 10 and 11, 2001.

NJDOT believes that comprehensive public involvement is an important element in successful project development and is working to get input from residents and stakeholders within the project area, as well as elected officials, agency representatives and the general traveling public.

Public Information Centers

Public Information Centers (PIC) will be held at key milestones during the project. The initial PIC was held on April 24, 2002 and included displays of information in various formats, short presentations and question and answer sessions. Participants also marked up maps and submitted written comments. The next PIC will be held in late spring/ early summer 2003 and will be similar in nature, in addition to providing opportunities for feedback on current alternatives and making recommendations for possible new alternatives.

The Community Advisory Committee

The Community Advisory Committee (CAC) has been established to gather input from community representatives, help reconcile various community interests and assist in setting priorities, in addition to planning outreach activities.

Three CAC meetings have already been held to approve a draft purpose and need statement and discuss alternatives. It is anticipated that three to four additional CAC meetings will be held, each linked to specific milestones. The CAC may also address other issues and concerns raised by the community and supplement the meeting schedule, as appropriate.

Local Officials Briefing

Local Officials Briefings (LOB) have been conducted as an additional method of gaining input into the project and keeping officials appraised of project progress. Three LOBs have been held to date, and additional meetings will be scheduled. Representatives from the study area have been involved in these briefings, including the Mayors of Bellmawr, Gloucester City and Mt. Ephraim.

Partnering Meetings

Partnering meetings are an important element in streamlining the project process and fostering open communication and trust between the project team and regulatory agencies.

To date, one partnering meeting has been held to update agencies on the project, identify potential project issues/problems, identify possible solutions, gain personal insight into the project environs, reach agreement on mutual expectations and project objectives and adopt a formal commitment to work cooperatively. Participation included representatives from the Federal Highway Administration New Jersey Office, New Jersey Transit, New Jersey Department of Transportation, local planning representatives and local elected officials as well as others.

Agency Meetings

In addition to large group meetings, NJDOT has conducted small group meetings with decision-making bodies, such as the Delaware Valley Regional Planning Commission.

In responding to the needs of the project, NJDOT has made presentations to specific agencies such as the Delaware River Port Authority to update them on the project, in addition to receiving input.

Agency Coordination Meetings

The project team has held a number of Agency Coordination Meetings (ACM) to ensure that all decision-making authorities receive parallel information about the project and also to ensure that any changes to the project scope, timeline or approach are transmitted in a manner that provides sufficient time to respond in a coordinated and proactive manner. To date, five ACMs have been held with representatives from the Army Corps of Engineers, New Jersey Department of Environmental Protection and the United States Environmental Protection Agency among others.

Environmental Streamlining

This project will require several environmental permits. The environmental streamlining process provides a mechanism for the project team to partner with the involved state and federal permitting agencies. This process also ensures that tasks such as data collection and reporting meet the requirements of the multiple agencies. This approach was designed specifically for this project and has already been adapted on other NJDOT projects.

Benefits of the approach include reducing duplicate reports, early identification of program elements that may require more study and a project-focused approach that ensures that there are no surprises among permitting agencies at the end of the planning process.

Environmental Impact Statement

Project Schedule:
- **Develop Alternatives (2002 - 2003)**
- **Draft Environmental Impact Statement (2002 - 2004)**
- **Final Environmental Impact Statement (2005)**
- **Design (2004 - 2008)**
- **Construction (2008 - 2010)**

All schedules are subject to available funding.

Public meetings and other opportunities for input will be provided throughout the process.

Get Involved!

Here's how you can contact us:

Call:
Patricia Feliciano, Community Relations
(609) 530-2110

E-Mail:
fix.295@dot.state.nj.us

Write:
NJDOT - Communications Office
P.O. Box 600, Trenton, NJ 08625

Visit the Web site at:
njdot.nj.gov and click on "In the Works"

NJDOT
Project Planning and Development
P.O. Box 600
Trenton, NJ 08625

I-295/I-76/Route 42 Direct Connection

Camden and Gloucester Counties

www.state.nj.us/transportation/works/studies/rt295

THE NEW JERSEY DEPARTMENT OF TRANSPORTATION Volume III, Fall/Winter 2003/2004
James E. McGreevey, Governor Jack Lettiere, Commissioner

Project Update

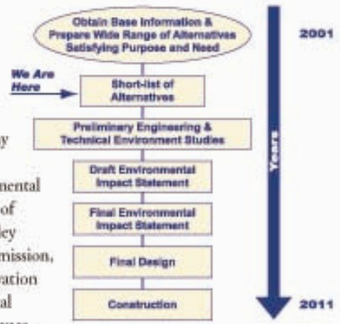
The Process

The New Jersey Department of Transportation (NJDOT) believes it is vitally important for the public to be informed about the project development and alternatives analysis process and to provide input. In subsequent quarterly newsletter issues, we will provide our readers with summary explanations of the process and project status as we move through the various project phases.

On July 24, 2003, the NJDOT conducted a Public Information Center (PIC) to present the 26 initial alignment alternatives that were developed through the scoping phase of the alternatives analysis process. This activity, required in the National Environmental Policy Act for all federally funded projects, represents several months of environmental and engineering analysis of these alternatives. The rationale used in determining the selection of alternatives for further analysis - the short-list - will be to select specific alternatives that have relatively lower impacts to both the built and natural environment.

The short-listing process employs impact criteria to analyze and evaluate each alternative. These same criteria will be used in the Preliminary Engineering and Technical Environmental Studies as each short-listed alternative is studied further. They are:

- Right of way: residential, commercial & community facilities (cemeteries, churches, schools and parks)
- Wetlands: tidal, non-tidal
- Socioeconomics
- Noise
- Air
- Visual/contextual impacts
- Constructibility
- Maintenance and operation
- Comparison of estimated construction cost
- Compliance with design criteria
- Floodplains
- Archaeological resources
- Historic architecture



Since July, the NJDOT has conducted Agency Coordination Meetings with the Federal Highway Administration, NJ Department of Environmental Protection, Army Corps of Engineers, Delaware Valley Regional Planning Commission, NJ State Historic Preservation Office, US Environmental Protection Agency, Delaware River Basin Commission, US Fish and Wildlife Service and the National Marine and Fishery Service to review the alternatives and obtain their recommendations on alternatives for further study. These agencies are an integral part of the funding and permitting process which will allow the project to advance to the design and construction phases.

Workshops were conducted with the NJDOT in-house staff, Agency Coordination Members (ACM) and the Community Advisory Committee (CAC) (the stakeholders.) A consensus was reached on recommendations for alternatives to be carried through the Environmental Impact Statement process.

Continued on page 2.

Mark Your Calendars

Public Information Center

January 28, 2004
3 pm to 8 pm
formal presentations at 4 pm & 7 pm
Bellmawr Ballroom
29 Lewis Avenue
Bellmawr, NJ

Please plan to attend the meeting at a time that is convenient for you. If you have any questions, or if you are physically challenged and require assistance, please contact the Office of Community Relations (see page 4).

Inside

2 The region
3 FAQs
4 How to get involved

Project Update

Continued from page 1

Next Steps

Based upon the input we have received from these groups, we will conduct a Partnering Session with the stakeholders in early January, 2004 to confirm a consensus on the recommended alternatives that will be presented at the PIC on January 28, 2004. Following input from the PIC, NJDOT will be prepared to advance the short-listed alternatives into the Preliminary Engineering and Technical Environmental Studies phase.

Community Involvement and Outreach Activities

The New Jersey Department of Transportation believes that a partnership with the community is critical for a successful outcome of the I-295/I-76/Route 42 project and to the region's mobility. There have been several meetings held over the last six months with the residents, businesses, agencies and public officials providing important feedback and suggestions. They are summarized below.

Public Information Center

On July 24, 2003, NJDOT held a PIC session to brief and solicit input from the residents and stakeholders regarding the 26 alternatives being assessed to determine those that will be considered for further study. The project team explained the federal and state requirements driving the process.

An equally important part of the meeting agenda was to garner resident participation through verbal and written comments about the project. It was important to learn what issues are of greatest concern. Some of the concerns were possible impacts to the following: St. Mary's Cemetery in Bellmawr, portions of the Bellmawr Park Mutual Housing Corporation, Shining Star Park in Mt. Ephraim and possible disruption to communities during construction.

Residents provided information during the PIC. Subsequent input received through the project's website were incorporated into the alternatives. Every effort is being made to minimize and/or avoid impacts to the communities as a whole and especially to individual residents.

The next PIC is planned for January 28, 2004 to discuss the short-list of alternatives.

Local Officials Briefing

On November 5, 2003, local officials were informed about the initial short-listed alternatives. Officials from the study area communities- Bellmawr, Mount Ephraim, Gloucester City, Camden and Gloucester counties participated.

Community Advisory Committee

The CAC was formed to represent the various interests of residents and businesses. In addition to individual residents, members include the Automobile Association of America, Bellmawr Park Mutual Housing Corporation, Korman Interstate Business Park, Senior Citizen Associations from Bellmawr, Mt. Ephraim and Gloucester City and the Diocese of Camden. The alternatives were presented and discussed at the CAC's fourth meeting on November 25, 2003. Valuable comments, suggestions and recommendations on alternatives for further consideration and study were received. The committee also appointed five local residents to participate as the CAC representatives in the upcoming January Partnering Session.

Regional Projects in the Works

Many inquiries have been received about the need for improvements to other highways in the region. We will reserve this section for updates on other projects in the region that will also enhance mobility, help alleviate congestion and improve air quality and safety for the traveling public.

• I-295 "Missing Moves", Bellmawr and Deptford

NJDOT is currently in the final phase of design to provide the missing moves between I-295 and Route 42. The connector ramps cross three abandoned landfills for access to both highways northbound and southbound, south of the main interchange. Construction is anticipated to start 2005.

• Route 168 and Benigno Boulevard, Bellmawr

This project will involve improvements at the intersection of Benigno Boulevard and Route 168 and is currently in the Feasibility Assessment Phase.

All projects are subject to funding availability.

Frequently Asked Questions About the Direct Connection

We are listening! Every issue will provide our readers with responses to questions and comments we have received from you, your neighbors and the motoring public.



Source: NJDEP Bureau of Geographic Information and Analysis, Current aerial of I-295/I-76/Route 42 Interchange

Will the I-295 Direct Connection project solve the lack of connections with Route 42 north and southbound?

Answer: No, that is not the purpose and need of the Direct Connection project. However, the lack of connections will be solved through a separate New Jersey Department of Transportation project called The I-295/Route 42 Missing Moves Project, which is currently moving into the final design phase with construction anticipated 2005.

Is there a transit alternative for this project?

Answer: Transit alternatives were considered during the Transportation Investment Study Phase, which recommended three separate projects: (1) I-295/I-76/Route 42 Interchange Improvements (2) improved transit options (3) a new interchange at the NJ Turnpike and Route 42.

The Delaware River Port Authority is currently undertaking a study called the Route 55 Corridor Study, which is evaluating various rail corridor alternatives to extend the PATCO system. The NJ Turnpike is currently studying the possibility of a new exit on their roadway. It is important to note that the addition of a new NJ Turnpike exit or additional transit options does not negate the need for improvements to the I-295/I-76/Route 42 Interchange.

How can I make my concerns known about the project?

Answer: We welcome and encourage input from all the residents. The contact information can be found on page 4.

What is the project status? When will it be built?

Answer: We are completing the alternatives short-listing, which is narrowing alternatives from the initial 26 to approximately less than 5 alternatives. This process will assess at a preliminary level all the socio-economic and environmental impacts, constructibility and right of way impacts of the project. The next phase is Preliminary Engineering & Technical Environmental Studies and will be completed in approximately 2005. The NJDOT will present the short-list of alternatives at an upcoming Public Information Center, scheduled for January 28, 2004. The construction is planned for 2008-2011.

How are you going to address the traffic on our local streets during construction? It's going to be disruptive to the communities.

Answer: We understand your concern about possible disruptions during the construction phase. Every effort will be made to minimize them and maintain the existing number of through lanes on I-295/I-76/Route 42 during construction. A traffic mitigation plan will be developed for the project to minimize disruption to the local community and local streets may be improved by either temporary or permanent solutions to help alleviate congestion.

Is this project going to help prevent all those accidents at the Al Jo's Curve?

Answer: Yes. Our latest 2002 accident and emergency response data shows that there were 439 incidents responded to by the local communities within the interchange. This is four times the state average, based upon NJDOT's 2001 data, including 60 truck accidents at the Al Jo's Curve.

More than 225,000 motorists pass through this interchange daily. A redesigned interchange will eliminate the need for through traffic to slow down to 35 mph to safely negotiate the ramps and will also eliminate the traffic weaves between the I-295 thru traffic and I-76 and Route 42 traffic. These proposed improvements will significantly reduce congestion and improve highway safety. An additional benefit will be lower emergency response costs to the communities.

Are you going to improve all those merge lane problems? It's very dangerous trying to merge across six lanes of rush hour traffic.

Answer: The I-295 roadway will be provided with a direct connection through the interchange, designed to current freeway standards without the need for I-295 through traffic to merge with other traffic from I-76 and Route 42.

Will a new interchange be built at Route 42 and the NJ Turnpike as part of The Direct Connection Project?

Answer: The NJ Turnpike Authority has recently begun a study to evaluate the feasibility of such an interchange. The purpose and need of our project is to reduce traffic congestion and accidents within the I-295/I-76/Route 42 Interchange. Their study will concentrate on the benefits/impacts of an additional interchange at the Turnpike and Route 42.

NJDOT
Project Planning and Development
P.O. Box 600
Trenton, NJ 08625

PRST STD
U.S. Postage
Paid
Trenton, NJ
Permit No. 21



Source: Dewberry, Existing conditions at I-295/I-76/Route 42 Interchange

I-295/I-76/Route 42 Direct Connection
Camden and Gloucester Counties

www.state.nj.us/transportation/works/studies/rt295

Get Involved!

Here's How You Can Contact Us:

Call
Patricia Feliciano, NJDOT Office of Community Relations
(609) 530-2110

Write
NJDOT- Office of Community Relations
P.O. Box 600, Trenton, NJ 08625

Email
fix.295@dot.state.nj.us

Visit Us on the Web
http://www.state.nj.us/transportation/works/studies/rt295

New Jersey Department of Transportation

James E. McGreevey, Governor — Jack Lettiere, Commissioner

I-295/I-76/Route 42 Direct Connection

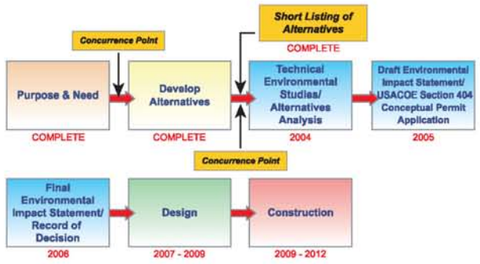
Camden County

www.state.nj.us/transportation/works/studies/rt295

Volume IV, Summer 2004

Project Update

The I-295/I-76/Route 42 Direct Connection newsletter provides readers with information about the project as it progresses through its environmental, design and construction phases. The Technical Environmental Study (TES) phase of the Environmental Impact Statement (EIS) process has just begun. (See the diagram below for an overview of the entire process.)



Technical Environmental Study (TES)

The New Jersey Department of Transportation (NJDOT) has chosen five alternatives to advance for further study. The five alternatives were selected after evaluating 26 alignments in the scoping phase of the Alternatives Analyses.

Demonstrating NJDOT's continued commitment to seeking public input and keeping the public informed about the project's progress, the selections were made following consultation with the Community Advisory Committee, the local elected officials representing the affected communities, and the perspectives articulated by residents at the Public Information Center on January 28, 2004.

Valuable input was also received from the Federal Highway Administration, the US Environmental Protection Agency, US Army Corps of Engineers, Delaware Valley Regional Planning Commission, NJ Department of Environmental Protection and other regulatory agencies.



Source: Dewberry, Public Information Center held on January 28, 2004

The alternatives that will advance into the TES phase are: D, D1, G2, H1 and K. (See pages 2 and 3 for details.) Each alternative was selected for its relatively low impact to the built and natural environment as well as its ability to be constructed. All of the alternatives selected meet the criteria established: to improve safety and reduce congestion for motorists by creating a direct connection on I-295.

The TES is a component of the EIS required by the National Environmental Policy Act. The studies are conducted to explore possible impacts the project may have on aspects of the built and natural environment. They will serve as the technical support documents that will be used as the basis for developing the EIS.

Preliminary engineering will also be conducted for each alternative in order to provide sufficient design data for the analysis of specific environmental impacts.

A TES will be prepared for each of the following environmental disciplines: socioeconomics, land use and environmental justice, wetlands/ecology, air quality, noise, historic architecture, archaeology and hazardous waste.

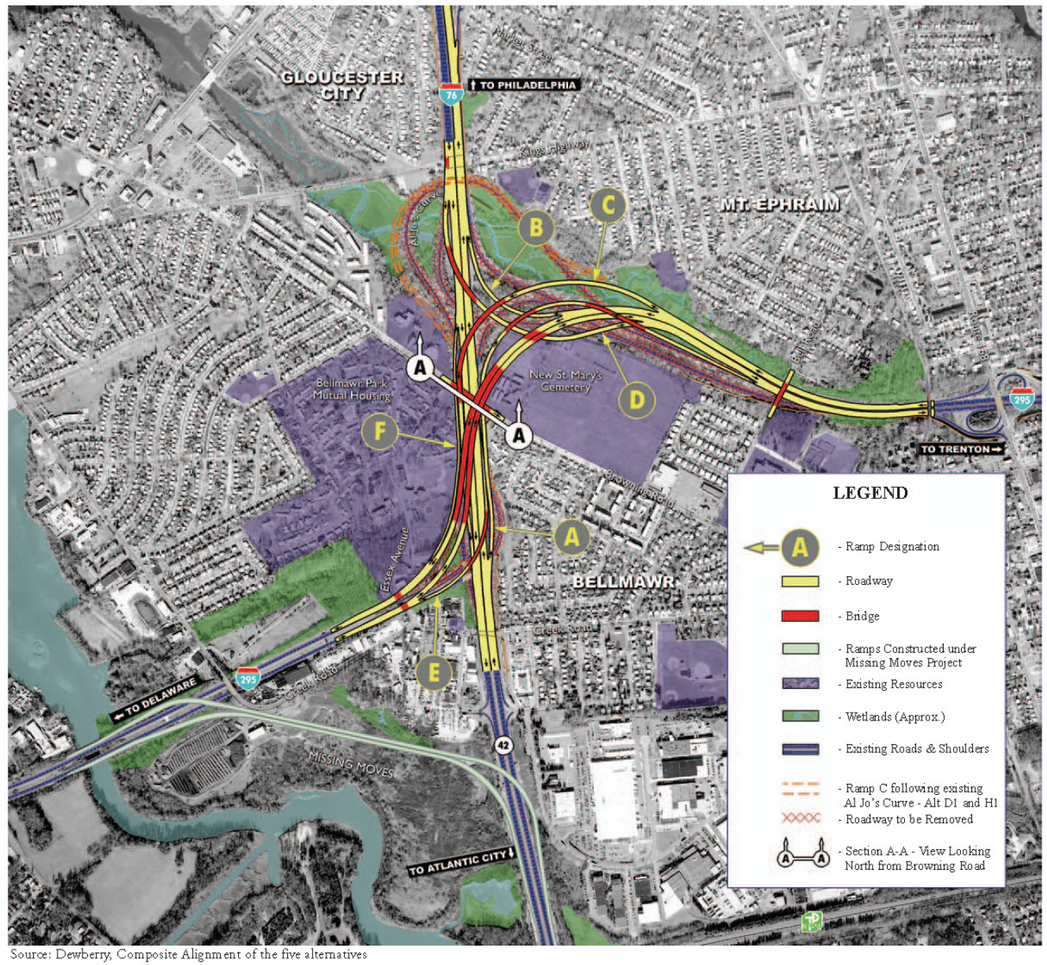
Each TES will describe the existing conditions for these environmental disciplines. An assessment will be made for

Continued on page 4.

Inside

2-3 Short Listed Alternatives

4 How to Get Involved



Source: Dewberry, Composite Alignment of the five alternatives

Short Listed Alternatives

A composite alignment of the five alternatives is illustrated in the photo above. A view looking north at Browning Road (Section A-A) and a more detailed description of each alternative is shown on page 3.

The alternative screening process identified five alternatives for further study that have similar horizontal alignments for I-295 through the interchange. The horizontal alignment of I-295 attempts to balance the impacts to wetlands, the New St. Mary's Cemetery, Bellmawr Park Mutual Housing, the ball fields on Essex Avenue as well as other resources.

The I-76/Route 42 alignment remains essentially unchanged. The major difference between the alternatives is the vertical relationship of I-295 and I-76/Route 42 where they cross in the vicinity of Browning Road.

The overall ramp network is similar for each. However, specific ramp termini may shift slightly due to ramp grades and other design requirements. Features common to all the alternatives are three lanes with left and right shoulders on northbound and southbound I-295, two lane ramps (A, B, C & D), removal of the I-76/Route 42 express/local configuration, I-295 speed limit of 55 mph and a ramp speed limit of 40 mph.

Section A-A

View Looking North at Browning Road

Alternative D

The I-295 mainline crosses over I-76/Route 42 and Browning Road on structure. Ramp C (I-295 SB to Route 42 SB) will be on a flyover ramp over Browning Road. The Ramp C flyover ramp causes I-295 to be raised an additional 15 feet in the vicinity of Browning Road to provide the proper vertical clearances.

Alternative D1

The I-295 mainline crosses over I-76/Route 42 and Browning Road similar to Alternative D. Ramp C will follow the general alignment of existing Al-Joe's curve and then pass under Browning Road as illustrated in orange on the figure on page 2. The Ramp C alignment cannot follow the exact path of Al-Jo's curve since the horizontal curvature needs to be increased to meet today's design standards.

Alternative G2

The I-295 NB roadway is stacked above the SB roadway as it crosses over I-76/Route 42 and Browning Road on structure. Ramp C will be on a flyover ramp over Browning Road. The higher roadway profile due to the stacked roadways causes the limits of work to extend further along I-295.

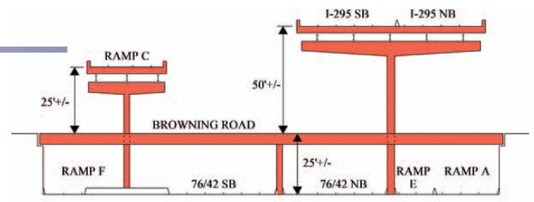
Alternative H1

The I-295 NB roadway is stacked above the SB roadway similar to Alternative G2. Ramp C will follow the general alignment of Al-Jo's curve similar to Alternative D1.

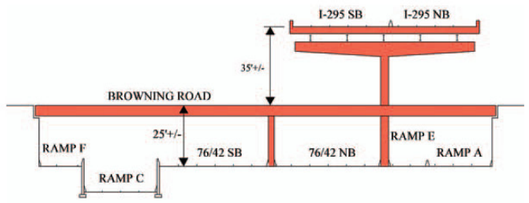
Alternative K

The I-295 mainline crosses under I-76/Route 42 and Browning Road as an underpass. Depending on the length of the underpass, it may be classified as a tunnel requiring other design considerations. With mainline I-295 being lowered so will many of the connecting ramps. Ramp C will be a flyover ramp over Browning Road.

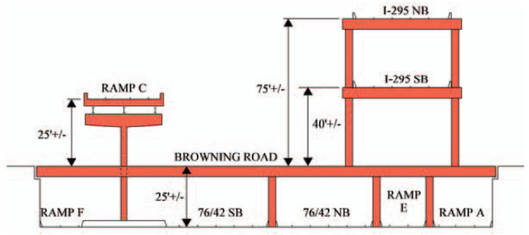
A variation to Alternatives D, G2 and K being evaluated will be to place Ramp C under I-76/Route 42 and Browning Road. This variation reduces the height of I-295 and the connecting ramps thereby reducing the visual impacts of each alternative.



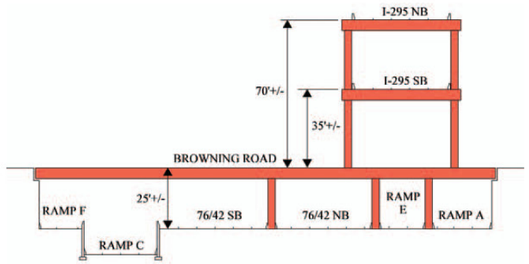
Alternative D



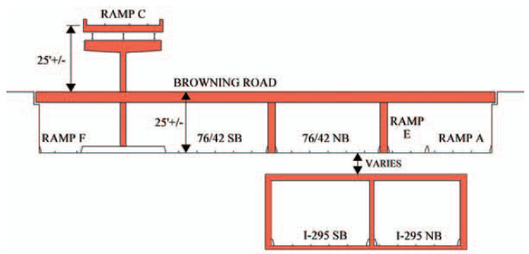
Alternative D1



Alternative G2



Alternative H1



Alternative K

Continued from page 1.

each of the alternatives. The TES will also identify potential mitigation measures to minimize the environmental impacts. Visual impacts to the community will be addressed in the socioeconomic TES. The studies are expected to take approximately one year.

The results of the studies will be collectively evaluated in a document referred to as a Draft Environmental Impact Statement (DEIS) that will summarize the results of the individual studies and compare the overall environmental impact of each alternative. A single preferred alignment will then be recommended to advance into final design and construction.

The DEIS will be released for public and stakeholder comment. These comments will be addressed and incorporated into the Final Environmental Impact Statement.

For more information about the project, please visit our website. Please write or e-mail us with your comments at the addresses on this page.

View the drawings
Large scale drawings of each alternative can be viewed at the Bellmawr, Gloucester City and Mount Ephraim municipal buildings and libraries and the Bellmawr Park Mutual Housing Office.

NJDOT
Project Planning and Development
P.O. Box 600
Trenton, NJ 08625

I-295/I-76/Route 42 Direct Connection
Camden County
www.state.nj.us/transportation/works/studies/rt295

Get Involved!

Here's How You Can Contact Us:

Call
Patricia Feliciano, NJDOT Office of Community Relations
(609) 530-2110

Write
NJDOT- Office of Community Relations
P.O. Box 600, Trenton, NJ 08625

Email
fix.295@dot.state.nj.us

Visit Us on the Web
http://www.state.nj.us/transportation/works/studies/rt295

New Jersey Department of Transportation

I-295/I-76/Route 42 Direct Connection

Camden County

www.state.nj.us/transportation/works/studies/rt295

Jon S. Corzine, Governor VOLUME V, FALL 2006 Kris Kolluri, Esq., Commissioner

PROJECT UPDATE

Over the past several years, this I-295/I-76/Route 42 Direct Connection newsletter has provided readers with information about the project as it has advanced. The project scoping process identified 26 conceptual alignments for consideration. After extensive community involvement and input from regulatory agencies, six alternatives (five build alternatives and a no build alternative) were chosen to advance for further study as part of the Environmental Impact Statement (EIS) process. The six alternatives selected for further analysis were those that would have relatively lower impacts to both the built and natural environment.

Beginning in 2004, these six alternatives were analyzed in Technical Environmental Studies (TES). The TES reports explored the possible impacts that may result from the proposed project and serve as the basis for developing the EIS. The TES reports have rigorously explored and objectively evaluated all of the alternatives that will be carried through the EIS process. All build alternatives are feasible and reasonable alternatives that meet the defined purpose and need for the project. Each of these extensive TES reports has been reviewed by New Jersey Department of Transportation and Federal Highway Administration.

The current phase of the project involves the selection of the Preferred Alternative, that is the alternative that will be recommended for construction. As part of this Alternatives Analysis process, the TES reports have been summarized by discipline and characteristics that are distinguishing factors between the alternatives have been identified. In addition, impact criteria that consider how the alternatives differ in regard to their different types and degrees of effects have been defined.

Meetings with regulatory agencies and the community are being held this fall so that stakeholders can review and discuss the TES findings and the impact criteria as well as the comparison of alternatives. The focus of these meetings is to obtain stakeholder's input and comment regarding the Alternative Comparison Matrix, a table that compares the potential impacts of all six alternatives. The process was goal-oriented in order to come to a consensus among all stakeholders with respect to the Alternatives Analysis process. The goal was to confirm the selection of the Preferred Alternative.

On pages 2 and 3 of this newsletter, the Alternative Comparison Matrix and the Metrics for Distinguishing Characteristics are illustrated. These are two of the documents that were distributed to the Community Advisory Committee and the environmental agencies for their use at the above-mentioned meetings. The remaining documents (Alternative Analysis Process, Impact Criteria, Summary of Engineering Criteria and Summary of TES Findings, Impacts and Benefits) can be found on the I-295 website at www.state.nj.us/transportation/works/studies/rt295. In addition, photo simulations for each of the five alternatives have been updated on the website to illustrate noise walls where they have been proposed in the preliminary noise analysis.

It is anticipated that the Preferred Alternative will be presented to the public in early 2007. Following the selection of the Preferred Alternative, the Draft EIS (DEIS) will be written and will assess potential impacts that may result from the project. The DEIS will provide an overview of all the alternatives that were considered and describe the evaluation and assessment to support the Preferred Alternative selection.

Brief Description of Alternatives *(see matrix on page 2)*

Alternative D	NB and SB I-295 side by side on a bridge over I-76 and Browning Road. Ramp C crosses under I-76 just north of Browning Road.
Alternative D1	NB and SB I-295 side by side on a bridge over I-76 and Browning Road. Ramp C follows similar path to that of Al-Jo's curve.
Alternative G2	NB and SB I-295 in a stacked arrangement on bridges over I-76 and Browning Road. Ramp C crosses under I-76 just north of Browning Road.
Alternative H1	NB and SB I-295 in a stacked arrangement on bridges over I-76 and Browning Road. Ramp C follows similar path to that of Al-Jo's Curve.
Alternative K	NB and SB I-295 side by side in a tunnel section under I-76 and Browning Road. Ramp C crosses over I-76 just north of Browning Road.

INSIDE 2 Alternative Comparison Matrix 3 Metrics for Distinguishing Characteristics 4 How to Get Involved

Alternative Comparison Matrix

CRITERIA	BUILD ALTERNATIVES					NO BUILD ALTERNATIVE
	D	D1	G2	H1	K	
ENGINEERING CRITERIA						
Meets Purpose and Need	Yes	Yes	Yes	Yes	Yes	No
Temporary Construction Impacts	Medium	Medium	High	High	Medium	Low
Maintenance and Protection of Traffic	Medium	High	High	High	High	Low
Security	Medium	Medium	High	High	High	Low
Design Criteria (Substandard Elements)	Low	Low	Low	Low	Low	High
Cost to Build	$608,431,000	$642,191,560	$833,973,280	$893,722,160	$822,618,920	N/A
Construction Duration	64 months	63 months	70 months	73 months	88 months	As Needed
Maintenance and Operations	Medium	Medium	High	High	High	Low
ENVIRONMENTAL CRITERIA						
Noise						
Residential Noise Impact Reduction	109	109	91	91	113	0
Post Mitigation Residential Noise Increase Over Existing Conditions						
Less than 3 dBA (Not Perceivable)	135	125	150	140	133	250
Greater than 3 dBA but less than 7 dBA (Perceivable)	15	26	35	46	7	4
Greater than 7 dBA (Noticeable)	0	0	12	12	0	0
Approved Additional Residential Units (not present under existing conditions)	5	5	18	18	5	15
Natural Ecosystems						
Floodplain	2.28 acres	4.45 acres	.90 acre	4.26 acres	3.04 acres	0
Total Wetland and SOW Permanent Impacts	1.97 acres	3.73 acres	.95 acre	3.15 acres *	2.90 acres	0
On-Site Wetland Mitigation Opportunities	100%	10%	100%	12%	93%	N/A
Total Impervious Coverage	61 acres	65 acres	64 acres	67 acres	67 acres	42 acres**
Waterfront Access	Yes	No	Yes	No	Yes	No
Socioeconomics						
Visual Impacts	Medium	Medium	High	High	Low	None
Residential Acquisitions	13	13	5	5	13	0
Community Property Acquisitions	Medium	Medium	Low	Low	Medium	None
4(f) Property Acquisition (In Acres)	.70 acre	.70 acre	.32 acre	.32 acre	.70 acre	0
Regional Accessibility (Annual)	$39,000,000	$39,000,000	$39,000,000	$39,000,000	$39,000,000	0
Cost Benefit from Reduction in Accidents (Annual)	$11,000,000	$11,000,000	$11,000,000	$11,000,000	$11,000,000	0
Historic Architectural Resources						
Physical Impacts to Historic District	2.11 acres/ 5 bldgs	2.11 acres/ 5 bldgs	1.05 acres/ 1 bldg	1.05 acres/ 1 bldg	2.20 acres/ 5 bldgs	0 acres/ 0 bldgs
Noise Impact Reduction to Historic District	14	14	14	14	18	0
Post Mitigation Residential Noise Increase Over Existing Conditions						
Less than 3 dBA (Not Perceivable)	16	16	18	18	12	23
Greater than 3 dBA but less than 7 dBA (Perceivable)	0	0	1	1	0	0
Greater than 7 dBA (Noticeable)	0	0	0	0	0	0
Impact to Viewshed	Medium	Medium	High	High	Low	None

NOTES: *Air Quality, Hazardous Waste and Archaeology are not distinguishing criteria, since results are virtually equal for each alternative. * Includes channel realignment/relocation. ** Does not provide for stormwater treatment.*

Metrics for Distinguishing Characteristics

CRITERIA	METRIC
Meets Purpose & Need	Yes or No.
Temporary Construction Impacts	**Low:** Impacts caused by routine maintenance and potential upgrades which will result in local noise and dust and inconvenience of short duration (less than a few months).
	Medium: Noise, dust, vibration and/or visual impacts and inconvenience to neighboring properties for several years.
	High: Considerable noise, dust, vibrations, visible impacts, inconvenience to neighboring properties for several years.
Maintenance & Protection of Traffic	**Low:** Minimal traffic is diverted off the mainline due to construction.
	Medium: Traffic diversions off the mainline due to the southbound weave are 12 months or less, and overall construction duration is less than 6 years.
	High: Traffic diversion off the mainline due to the southbound weave is greater than 12 months, and overall construction duration is 6 years or more.
Security	**Low:** Potential breach of security results in minor facility damage with a short recovery time to repair.
	Medium: Potential breach of security results in significant facility damage with an extended duration for repair.
	High: Potential breach in security results in multiple extreme failures of facilities with an extended duration for repair.
Design Criteria (Substandard Elements)	**Low:** Mainline I-295 is accommodated with a direct connection with 55 mph posted speed, and interchange ramps are designed for a 40 mph posted speed. The substandard design elements are primarily limited to existing bridges and/or facilities at the limits of the project (i.e. Market Street, railroad bridge).
	Medium: Some geometric improvements are made to the interchange with some increase in posted speeds, however; there are still a number of design elements or other substandard conditions throughout the project limits.
	High: Mainline I-295 is not accommodated with a direct connection and the northbound weave with Rt 42 and the use of Al-Jo's curve for I-295 southbound still exist. There are no changes in posted speed. Numerous substandard design elements and conditions are present for both the roadway, ramps and bridges within the interchange as well as for bridges or facilities at the limit of the project.
Cost to Build	Estimated cost to build includes construction costs, costs to design, construction inspection costs and right-of-way costs.
Construction Duration	Estimated duration of the project.
Maintenance & Operations	**Low:** Amount of structure has not increased and structure maintenance is routine. Operations of pump stations and tunnel sections are not required.
	Medium: Amount of structure has increased or structure maintenance is significant. Operations of pump stations are required. Operations of tunnel sections are not required.
	High: Amount of structure has increased significantly or structure maintenance is significant. Operations of pump stations and tunnel sections are required.
Noise	
Residential Noise Impact Reduction	The number of receptors presently above the Category B NAC (66 dBA) who will be reduced below the Category B NAC as a result of the project.
Post Mitigation Residential Noise Increase Over Existing Conditions	The number of receptors experiencing an increase over existing conditions in each of three ranges: less than 3 dBA (not perceivable); greater than 3 dBA but less than 7 dBA (perceivable); and greater than 7 dBA (noticeable).
Natural Ecosystems	
Floodplain	The actual acreage of floodplain lost due to construction and fill.
Total Wetland & SOW Permanent Impacts	The actual acreage of permanent wetland and SOW impacts.
On-Site Wetland Mitigation Opportunities	The percentage of acreage available for on-site mitigation.
Total Impervious Coverage	The total impervious coverage in acres.
Waterfront Access	Yes or No.
Socioeconomics	
Visual Impacts	**None:** There will be no change to the viewshed.
	Low: View is open with limited intrusion of concrete infrastructure. Landscape is dominated by vegetation, existing buildings or buildings of a consistent nature.
	Medium: View has changed to include some road infrastructure, but infrastructure is balanced with the rest of the landscape. Although the view has changed, the view is recognizable.
	High: Field of view is dominated by massive intrusive structures, and the resulting view is barely recognizable from existing conditions.
Residential Acquisitions	The actual number of residential acquisitions.
Community Property Acquisitions	**None:** No impact to community facility.
	Low: No loss of use of community facility.
	Medium: Temporary loss of use of community facility.
	High: Permanent loss of use of community facility.
4(f) Property Acquisition	The actual acreage acquired from the 4(f) property.
Regional Accessibility	The annual vehicle cost savings in dollars due to reduced travel time.
Cost Benefits From Reduction in Accidents	The cost savings in dollars on an annual basis.
Historic Architectural Resources	
Physical Impacts to Historic District	The number of actual acres impacted and the number of structures impacted.
Noise Impact Reduction to Historic District	The number of receptors presently above the Category B NAC (66 dBA) that will be reduced below the Category B NAC as a result of the project.
Post Mitigation Residential Noise Increase Over Existing Conditions	The number of contributing buildings within the Bellmawr Park Mutual Housing Historic District that would have an increase in noise levels over existing conditions in each of three ranges: less than 3 dBA (not perceivable); greater than 3 dBA but less than 7 dBA (perceivable); and greater than 7 dBA (noticeable).
Impact to Viewshed	**None:** There will be no change to the viewshed.
	Low: The viewshed would remain relatively unchanged and open with limited intrusion of physical infrastructure.
	Medium: The viewshed would be changed to include some new infrastructure at a relatively close distance to the historic district.
	High: The viewshed would be dominated by intrusive infrastructure at a relatively close distance to the historic district.

NEW JERSEY DEPARTMENT OF TRANSPORTATION
DIVISION OF PROJECT PLANNING AND DEVELOPMENT
PO BOX 600
TRENTON, NJ 08625

I-295/I-76/Route 42 Direct Connection
Camden County

www.state.nj.us/transportation/works/studies/rt295

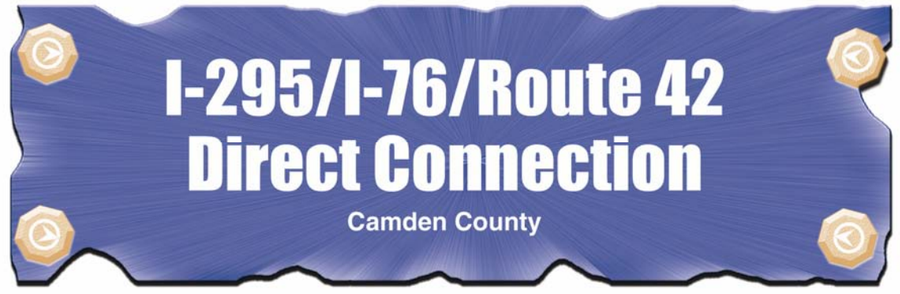
GET INVOLVED! Here's how you can contact us:

CALL
Patricia Feliciano, NJDOT Office of Community Relations @ (609) 530-2110

WRITE
NJDOT Office of Community Relations, PO Box 600, Trenton, NJ 08625

EMAIL
fix.295@dot.state.nj.us

VISIT US ON THE WEB
www.state.nj.us/transportation/works/studies/rt295



APPENDIX F
WEBSITE INFORMATION

In The Works
Our Projects and the Environment
I-295/I-76/Route 42 Overview
Alternative Analysis Process
Study Area
Frequently Asked Questions
Environmental Constraints
Maps
Project Need
Alternatives
Short Listed Maps
Initial Maps
Photo Simulations
EIS Process
Public Involvement
Community Advisory Committee
Meetings/Newsletters
Comments/Mailing List
Contact Us



Public Information Center - February 15, 2007 (pdf 4 mb)

Alternative Analysis Process NEW

Overview

The New Jersey Department of Transportation (NJDOT) is developing the Draft Environmental Impact Statement (DEIS) for the I-295/I-76/Route 42 Interchange in Bellmawr, Mt. Ephraim and Gloucester City in Camden County.



The purpose of this project is to improve safety and reduce traffic congestion at the intersection of I-295, I-76, and Route 42. The project will address quality-of-life issues as they relate to motorists, residents and the environment.

Presently the I-295, I-76 and Route 42 interchange does not provide a direct connection for I-295 through traffic. The existing interchange requires motorists to reduce speed in both directions of I-295 so that they can safely negotiate ramps with 35 mph speed limits.

Exacerbating the problem is the fact that drivers traveling through the interchange on I-295 must also contend with vehicles entering from Route 42 and I-76, necessitating dangerous weaving movements. As a major carrier of Philadelphia commuter traffic via the Walt Whitman Bridge and a connection to the southern New Jersey shore via Route 42 and the Atlantic City Expressway, this interchange is the busiest in the region.

High volumes of traffic, low main line design speed, the complex configuration of the interchange and the weaving movements combine to cause a high incidence of motor vehicle accidents.

Schedule

The following is the latest:

Federal Highway Administration (FHWA) Review of Technical Environmental Study (TES)	2006
Identify Preferred Alternative	Fall 2006
Pre-Draft Environmental Impact Statement (Pre-DEIS) and U.S. Army Corps of Engineers (UCACE) Conceptual Permit	Winter 2007
Agency Review	Spring 2007
Circulation of DEIS	Fall 2007
Public Hearing	Fall 2007
Final Environmental Impact Statement (FEIS)	Spring 2008
Design	2008-2010
Construction	2009– 2015

Actual project status is shown on Project Milestones (pdf 242k).

The file listed above is in Portable Document Format (PDF). You will need Adobe Acrobat Reader to view this file, which is available at our state Adobe Access page.

The Study Area

The I-295, I-76, and Route 42 Interchange is located within areas of the Borough of Bellmawr, Borough of Mount Ephraim and Gloucester City. While the proposed project is primarily focused upon the interchange of the three highways, the project study area encompasses a larger area than the interchange itself. This is necessary to ensure that all prudent and feasible alternatives and potential impacts are examined in the project vicinity. The study area includes I-295, beginning in the north at the Pennsylvania-Reading Railroad tracks (just south of Collett Street, James Avenue and Route 168) to the south ending at Creek Road (County Route 753). On I-76, the western limit of the study area is the Market Street (County Route 634) bridge over I-76. On Route 42, the project's eastern limit is the extension of Heller Road and Leaf Street, east of Windsor Creek Road, which is known as the Leaf Avenue interchange.

Background Studies

Between 1985 and 1987, an investigation into the possibility of creating a direct connection with a design speed of 70 mph was performed. Because it accommodates an optimal design speed, this straightened alignment is preferred from a traffic standpoint, but it would require the taking of a substantial amount of residential properties in the community of Bellmawr. Because of this, NJDOT decided to forego any further detailed data collection and/or analysis of this concept, which has come to be known as the "Unrestricted Alternative".

NJDOT's Bureau of Project Scope Development was then given the assignment to evaluate and develop new conceptual solutions for improving the interchange. Twelve individual concepts emerged that seemed to be workable from strictly a constructibility standpoint. These concepts depict how design speed, while not attaining the desired 70 mph, can be increased up to 60 mph. Even without the benefit of detailed environmental studies and public or outside agency input, it can be observed that each concept would have some impact to at least one known environmentally sensitive resource.

A key objective of the current phase of NJDOT's effort to improve the I-295/I-76/Route 42 interchange is to evaluate all of the potential impacts of these concepts. Coordination and open lines of communication with the surrounding communities and regulatory agencies will be paramount in the consensus building required to make the necessary decisions on this regionally significant project.

Subsequent to the development of the current alternative concepts for the I-295/I-76/Route 42 interchange, the Route 42 widening project provided an additional fourth lane of travel for vehicles on Route 42 into and out of the interchange to the south. The new lane also eliminates the Southbound weaving between I-76 to I-295 and the I-295 to Route 42 movements.

To meet federal transportation regulations, NJDOT in conjunction with Delaware Valley Regional Planning Commission (DVRPC), undertook a Transportation Investment Study (TIS). This study is to provide decision-makers with comprehensive multi-modal alternatives to address identified transportation deficiencies within this area. Included in the TIS is a Congestion Management Study (CMS) that identifies travel demand reduction strategies and operational improvements that complement a potential investment. The initial results of this study confirm a continued need for the direct connection of I-295 movements through the interchange.

Efforts associated with the development of the Environmental Impact Statement (EIS) include:

- Project Partnering
- Screening
- Topographic Survey
- Community Involvement
- Traffic Count Program
- Development of Alternatives
- Environmental Baseline Evaluations and Analysis
- Technical Environmental Studies
- Preparation of an Environmental Impact Statement and a selection of an Initially Preferred Alternative

contact njdot | privacy notice
legal statement | accessibility statement
department: about dot | mvc | nj commuter | in the works | doing business | capital improvements | community programs | engineering | data | links
statewide: njhome | about NJ | business | government | state services A to Z | departments
Copyright © State of New Jersey, 2002-2006
Department of Transportation
P.O. Box 600
Trenton, NJ 08625-0600

Last Updated: February 8, 2007

njhome | about NJ | business | government | services A to Z | departments search
new jersey department of transportation dot
> njdot home > njdot search

In The Works
Our Projects and the Environment
I-295/I-76/Route 42 Overview
Alternative Analysis Process
Study Area
Frequently Asked Questions
Environmental Constraints
Maps
Project Need
Alternatives
Short Listed Maps
Initial Maps
Photo Simulations
EIS Process
Public Involvement
Community Advisory Committee
Meetings/Newsletters
Comments/Mailing List
Contact Us



Alternative Analysis Process

The initial screening process and workshop for the I-295/I-76/Route 42 Direct Connection resulted in the identification of six alternatives for consideration. Five "build" alternatives and the "no-build" alternative have been analyzed in seven Technical Environmental Studies (TES).

The TES have rigorously explored and objectively evaluated all of the alternatives. All alternatives with the exception of the no-build alternative are feasible and reasonable and meet the project's defined purpose and need. They provided state of the art analyses of seven disciplines so that the analysis of alternatives is multidisciplinary and comprehensive. The alternatives analysis process will integrate all considerations.

The alternative analysis process will be based on an informed qualitative decision-making approach that will involve summarizing the results of the TES by discipline, including engineering criteria, and identifying and screening those characteristics that are distinguishing factors among the alternatives.

The summary of consequences considers how the alternatives differ in regard to types and degrees of effects, called impact criteria.

The results of these evaluations are now ready for scrutiny.

The following process will be goal-oriented to come to a consensus among stakeholders. The goal is to confirm the selection of an New Jersey Department of Transportation (NJDOT)/Federal Highway Administration (FHWA) Preferred Alternative for the decision-maker.

A summary of the alternative analysis process is as follows:

- An information packet that includes:
  - Analysis of alternatives approach
  - Executive summaries from TES
  - Summary of TES findings, impacts and benefits
  - Impact criteria
  - Alternative comparison matrix
  - Alternatives description
- The project team will review the Summary of TES findings and benefits, the impact criteria and the alternative comparison matrix.
- Stakeholder meetings will be held to discuss the TES findings, criteria definitions and alternative matrix will follow the team meetings. The focus of these meetings will be to obtain stakeholder's input and comment regarding the alternative comparison matrix.
- Stakeholder meetings include:
  - NJDOT core group
  - Local officials briefing (LOB)
  - Community Advisory Committee (CAC)
  - Agency coordination meeting (ACM)
- The NJDOT core group invitees will include key Subject Matter Experts (SME) familiar with the project and the Environmental Impact Statement (EIS) process and who understand the criteria descriptions and alternative matrix process based on prior participation in core group meetings. An introductory statement will be made by the consultant regarding the meeting purpose and objective, followed by a presentation of the alternative analysis process, a review of all alternatives and a presentation of TES findings and alternative comparison matrix.
- The CAC meeting will follow a similar format, i.e. introduction regarding meeting purpose and objective, presentation by the consultant regarding the alternative analysis process, impact criteria and alternative comparison matrix, followed by open discussion. A briefing for local officials will be held prior to this meeting.
- An ACM will be held to obtain agency concurrence on the Summary of TES findings, impacts and benefits, impact criteria and the alternative comparison matrix.
- Comments/input from each stakeholder group can result in adjusting the impact criteria and the alternative comparison matrix.
- Once consensus is reached, the project team populates the alternative comparison matrix. The project team and core group

meet to review the alternative comparison matrix and to discuss a Preferred Alternative.
- The meeting process resumes again with stakeholders (LOB, CAC, ACM) to allow them to review the alternative comparison matrix and to discuss a Preferred Alternative.
- A Public Information Center will be held to inform the public of the selection process to arrive at a Preferred Alternative.
- The Preliminary Draft Environmental Statement (DEIS) will then be written to identify the NJDOT/FHWA Preferred Alternative.

The following information constitutes the supporting material necessary to review the Alternative Analysis Process leading to the advancement of a Preferred Alternative.

- Impact Criteria (pdf 268k)
  This provides a narrative description of the Engineering and Environmental Criteria as well as the metrics used to rate each of the criteria for this Project. The Criteria were selected based on the distinguishing characteristics between the alternatives (and may either be actual numbers or &ldquo Low, Medium or High" based on the analysis of impacts).
- Metrics for Distinguishing Characteristics (pdf 88k)
  This table illustrates the Impact Criteria used to facilitate the loading of the Alternative Comparison Matrix.
- Summary of Engineering Criteria (pdf 71k)
  This table illustrates Engineering features and impacts contrasted for the Build and No Build Alternatives.
- Summary of Technical Environmental Studies (TES) Findings, Impacts and Benefits (pdf 131k)
  This table summarizes the results of the seven Technical Environmental Studies for the Build and No Build alternatives arranged by discipline.
- Alternative Comparison Matrix (pdf 88k)
  This table provides a side-by-side comparison of Build and No Build Alternatives based on the distinguishing characteristics and metrics established for the Engineering and Environmental Impact Criteria.

contact njdot | privacy notice
legal statement | accessibility statement
department: about dot | mvc | nj commuter | in the works | doing business | capital improvements | community programs | engineering | data | links
statewide: njhome | about NJ | business | government | state services A to Z | departments
Copyright © State of New Jersey, 2002-2006
Department of Transportation
P.O. Box 600
Trenton, NJ 08625-0600

Last Updated: December 20, 2006

njhome | about NJ | business | government | services A to Z | departments
search
new jersey department of transportation
> njdot home > njdot search

In The Works
Our Projects and the Environment
I-295/I-76/Route 42 Overview
Alternative Analysis Process
Study Area
Frequently Asked Questions
Environmental Constraints
Maps
Project Need
Alternatives
Short Listed Maps
Initial Maps
Photo Simulations
EIS Process
Public Involvement
Community Advisory Committee
Meetings/Newsletters
Comments/Mailing List
Contact Us

I-295/I-76/Route 42 Direct Connection
Camden County

Study Area

The files listed below are in Portable Document Format (PDF). You will need Adobe Acrobat Reader to view these files, which is available at our state Adobe Access page.

Use the zoom tool to magnify the map.

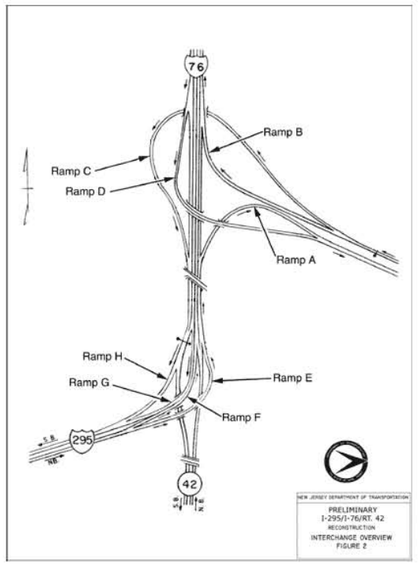
Use the hand tool to click and drag around the map.

Study Area Boundary Map



Detailed PDF file (495k)

Study Area Preliminary Map



contact njdot | privacy notice
legal statement | accessibility statement
department: about dot | mvc | nj commuter | in the works | doing business | capital improvements | community programs | engineering | data | links
statewide: njhome | about NJ | business | government | state services A to Z | departments
Copyright © State of New Jersey, 2002-2006
Department of Transportation
P.O. Box 600
Trenton, NJ 08625-0600

Last Updated: December 13, 2006

In The Works
Our Projects and the Environment
I-295/I-76/Route 42 Overview
Alternative Analysis Process
Study Area
Frequently Asked Questions
Environmental Constraints
Maps
Project Need
Alternatives
Short Listed Maps
Initial Maps
Photo Simulations
EIS Process
Public Involvement
Community Advisory Committee
Meetings/Newsletters
Comments/Mailing List
Contact Us

I-295/I-76/Route 42 Direct Connection

Camden County

Frequently Asked Questions

Q. Why is this work necessary?

A: Presently the I-295, I-76 and Route 42 interchange does not provide a distinct and separate direct connection for I-295 through traffic. The existing configuration of the interchange requires motorists to reduce speed in both the northbound and southbound directions of I-295 so that they can safely negotiate ramps with 35 mph speed limits.

Exacerbating the problem is the fact that drivers traveling through the interchange on I-295 must also contend with vehicles entering from Route 42 and from I-76, necessitating dangerous weaving movements.

As a major carrier of Philadelphia commuter traffic via the Walt Whitman Bridge and a connection to the southern New Jersey shore via Route 42 and the Atlantic City Expressway, this interchange is the busiest in the region.

Q. What is the schedule?

A: The following schedule is planned at this time. Both funding and the alternative selection will influence the construction schedule.

Federal Highway Administration (FHWA) Review of Technical Environmental Study (TES)	2006
Identify Preferred Alternative	Fall 2006
Pre-Draft Environmental Impact Statement(Pre-DEIS) and U.S. Army Corps of Engineers (USACE) Conceptual Permit	Winter 2007
Agency Review	Spring 2007
Circulation of DEIS	Fall 2007
Public Hearing	Fall 2007
Final Environmental Impact Statement (FEIS)	Spring 2008
Design	2008 - 2010
Construction Start	2009/2010
Construction Completion	2015 +/-

Actual project status is shown on Project Milestones (pdf 242k).

The file listed above is in Portable Document Format (PDF). You will need Adobe Acrobat Reader to view this file, which is available at our state Adobe Access page.

Q. Has the project's design been finalized?

A: No. Early in 2007 a preferred alternative should be presented to the public.

Q. How can I participate in the development of this project?

A: NJDOT encourages community members to voice their concerns and contribute suggestions to the Project Team. To provide input attend one of the many project meetings, or:

Contact:
Patricia Feliciano
NJ Department of Transportation
1035 Parkway Avenue
Trenton, NJ 08625
(609) 530-2110
fix.295@dot.state.nj.us

Q. When will construction begin and when will it be completed?

A: Construction is expected to start in 2009 or 2010 and should be completed by 2015 pending availability of funding.

Q. How much will it cost and who will pay for it?

A: Depending upon the alternative chosen, the estimated cost of this project is $600 to $800 million.

Q. Will I-295, I-76 or Route 42 be closed during construction?

A: No. A detailed traffic control plan will be developed to maintain traffic and minimize diversion to local roadways.

Q. How will motorists be notified when work on certain parts of the I-295, I-76 and Route 42 affect their daily commute?

A: NJDOT will use variable message signs, radio, traffic reports and its web site to alert motorists.

Q. What will the area look like when the work is completed?

A: The final configuration is unknown at this time. When an alternative is chosen, it will be publicized.

Q. What could delay this project?

A: Environmental permits or availability of funding may cause delays.

Q. What are the environmental elements?

A: Environmental issues that will influence the design include wetlands, noise and air quality, possible hazardous materials in adjacent land or water, archaeology, historic buildings or structures and socioeconomic considerations. A copy of the draft and final Technical Environmental Studies (TES) will be available for review upon completion.

Q. Will there be increased noise or pollution to the area during construction?

A: The contract documents will require the construction contractor to conform to all federal and state laws and regulations. This includes environmental regulations. Further mitigation measures may be required for construction equipment, because of nearby residences; during the Final Design phase Contract Documents will be developed which will include these mitigation measures.

Q. Will they be working at night?

A: Construction hours will be specified to minimize disruption to the traveling public. However, some night work that conforms to local ordinances may be required to minimize disruption to daily traffic and optimize the construction schedule. There will be additional community input at this stage.

Q. How will local air quality be affected by the proposed improvements?

A: Since the focus of I-295, I-76 and Route 42 improvements is on safety and improved access, traffic flow will be improved. Because traffic flow will improve and the occurrences of vehicles idling in congested traffic will be reduced, the overall effect should be a decrease in air pollution.

Q. Are noise walls or other sound barriers part of the plan?

A: Noise studies have been conducted and preliminary noise wall locations have been identified.

Q. Will any businesses or residences need to be acquired or relocated in order to complete the proposed improvements?

A: Depending upon the alternative selected, 5 to 13 residences will potentially be impacted. Additionally, one business will potentially be impacted under three of the alternatives. Meetings have been held with potentially impacted residents, businesses and public organizations.

Q. How is emergency access being addressed throughout the I-295, I-76 and Route 42 project area?

A: The safety and security of highway users is a paramount goal of NJDOT. This project is based on the need to improve safety conditions. Emergency access will be enhanced throughout much of the project corridor.

Q. Will there be a web cam?

A: The NJDOT provides live coverage at this intersection on its web site with cameras at Route 76 and Route 42.

njdot
contact njdot | privacy notice
legal statement | accessibility statement
department: about dot | mvc | nj commuter | in the works | doing business | capital improvements | community programs | engineering | data | links
statewide: njhome | about NJ | business | government | state services A to Z | departments
Copyright © State of New Jersey, 2002-2006
Department of Transportation
P.O. Box 600
Trenton, NJ 08625-0600

Last Updated: December 14, 2006

In The Works
Our Projects and the Environment
I-295/I-76/Route 42 Overview
Alternative Analysis Process
Study Area
Frequently Asked Questions
Environmental Constraints
Maps
Project Need
Alternatives
Short Listed Maps
Initial Maps
Photo Simulations
EIS Process
Public Involvement
Community Advisory Committee
Meetings/Newsletters
Comments/Mailing List
Contact Us

I-295/I-76/Route 42 Direct Connection
Camden County

Environmental Constraints

This current project task includes preparing an Environmental Impact Statement (EIS) in compliance with the National Environmental Policy Act (NEPA) of 1969.

Environmental Considerations

Land Use - The study area consists of a mix of residential, industrial, commercial, recreational, and public/quasi-public land uses. The project will examine the potential impacts of the various alternatives on these uses.

Socioeconomics - Potential impacts upon the study area's population, particularly low-income and minority populations, will be carefully examined. Related to this area is an analysis of Environmental Justice issues to ensure that impacts are appropriately avoided, addressed and mitigated where possible.

Visual - Any potential visual impacts to the existing natural and built environment from the proposed structures, roadways and other project elements will be thoroughly examined. Particular attention will be given to significant visual landmarks at highly visible locations within the study area.

Ecology - Impacts of the alternatives on water quality and aquatic ecology, threatened and endangered species, wildlife, and upland vegetation will be carefully assessed.

Wetlands - The wetlands to be investigated in the study are associated with two separate watersheds: Big Timber Creek and Little Timber Creek. Both creek systems are tidally influenced but have tidal wetland/marsh areas and fresh water wetlands within the limits of the study area. Big Timber Creek has one sub-watershed located in the study area, an unnamed ephemeral (storm event) stream with restricted flow during dry seasons. This stream flows through fresh water wetlands in the upstream reaches and a tidal wetland/marsh downstream, where it joins Big Timber Creek.

Air - Air quality in the study area currently meets U.S. Environmental Protection Agency air quality levels, including meeting "attainment" standards for carbon monoxide levels. All criteria pollutants will be examined in the environmental studies.

Noise - The Federal Highway Administration (FWHA) has established noise level guidelines and noise analysis procedures. The FHWA Noise Abatement Criteria (NAC) defines noise level guidelines for different land-use activities. The noise sensitive sites within project limits include residences, schools, places of worship, recreational areas and commercial/industrial land use activities. Noise levels will be determined for present and future considerations.

Recreation and Community Resources - The study area includes seven publicly owned recreation facilities. These publicly owned recreation facilities include parks, school playgrounds and ball fields.

Historic Architecture -For historic resources, environmental constraints would include those historic buildings, structures, objects, or districts that have been listed in, determined eligible for listing in, or are potentially eligible for listing in the *National Register of Historic Places* and the *New Jersey Register of Historic Places*.

Archaeology - The potential for archaeological resources within the Route 295/I-76/Route 42 Reconstruction project area may be found within lands on the north and south side of Little Timber Creek and I-295 east of the interchange, land on the north and south side of Little Timber Creek to the west of the I-295 southbound merge to I-76, and lands adjacent to Big Timber Creek and I-295 west of I-76 and Route 42.

Predictive models are used to assess the level of potential for archaeological remains in an area. They utilize information collected from previous excavations to create a pattern of how early peoples lived in the I-295/I-76/Route 42 Reconstruction and EIS project area.

Archaeological finds were displayed at both Annunciation School on Browning Road in Bellmawr and at two Public Information Centers in November 2004 and June 2005.

For both prehistoric Native Americans and Euro-American inhabitants, their tools, food remains, and shelter provide clues to their subsistence practices, social organizations and surrounding land use. By comparing and contrasting the types of artifacts, the location of the finds, and other variables, a temporal and spatial model is created illustrating how prehistoric and historic peoples existed in an area over a period of time.

Selected alternatives for environmental considerations listed will be analyzed for all of the environmental disciplines listed above. In addition, improvements to traffic flow, reduction in accidents, impact to the local traffic network, maintain ability and construction cost will be considered.

Technical Environmental Studies for the environmental areas listed above will be performed using relevant geographically referenced databases, which will be incorporated into a project-specific Geographic Information System (GIS). The GIS will be used for data analysis and interpretation and will be presented at public meetings. The GIS will be developed utilizing ArcView software and will utilize existing NJDEP and commercial data as its base.

Environmental Constraints Maps

- Community Facilities
- Cultural Resources
- Hazardous Waste
- Land Use
- Minority Populations
- Natural Vegetation
- Noise Monitoring Locations
- Noise Receptors
- Poverty Level
- Section 4(f) Recreation
- Wetlands

Copyright © State of New Jersey, 2002-2006

In The Works
Our Projects and the Environment
I-295/I-76/Route 42 Overview
Alternative Analysis Process
Study Area
Frequently Asked Questions
Environmental Constraints
Maps
Project Need
Alternatives
Short Listed Maps
Initial Maps
Photo Simulations
EIS Process
Public Involvement
Community Advisory Committee
Meetings/Newsletters
Comments/Mailing List
Contact Us

I-295/I-76/Route 42 Direct Connection
Camden County

Project Need

Before we can improve the I-295/I-76/Route 42 interchange, we must first identify the project's purpose and need. This will ensure the proposed improvements correctly identify the issues.

The files listed below are in Portable Document Format (PDF). You will need Adobe Acrobat Reader to view these files, which is available at our state Adobe Access page.

Use the zoom tool to zoom into the map and read the details of the map.

Use the hand tool to click and drag around the map.

The following are required for to define the Project Need:

- Presentation of Project Purpose and Need (pdf 504k) as approved by the Federal Highway Administration
- Maps showing substandard bridges (pdf 345k), operational deficiencies (levels of service) (pdf 335k) and geometric deficiencies (pdf 328k) of the interchange
- Map indicating accident rates (pdf 160k) at the interchange vs state wide averages

Copyright © State of New Jersey, 2002-2006



Alternatives

Five Short Listed Alternatives

The New Jersey Department of Transportation (NJDOT) has chosen a short list of alternatives to advance for further study as the Project progresses through the Environmental Impact/Alternatives Analysis process. A short list of five alternatives was selected after evaluating 26 initial alignment alternatives developed by the NJDOT Project Team, through the scoping phase of the Alternatives Analysis process. The alternatives to be advanced to the Technical Environmental Study (TES) Phase of the Environmental Impact Statement (EIS) are: D, D1, G2, H1 and K.

- Alternative D Map
- Alternative D1 Map
- Alternative G2 Map
- Alternative H1 Map
- Alternative K Map

Valuable input was received from the Federal Highway Administration (FHWA), U.S. Environmental Protection Agency (EPA), U.S. Army Corps of Engineers (USACE), the Delaware Valley Regional Planning Commission (DVRPC), NJ Department of Environmental Protection (DEP) and other federal and state permitting agencies, local officials and community representatives. The Public Information Center (PIC) held on January 28, 2004 was a culmination of this collaborative process and assisted the NJDOT and FHWA in arriving at its decision. Each Alternative was selected for its low or minimal impacts to the built and natural environment as well as impact of construction on both the traveling public and local residents. All Alternatives meet the purpose and need criteria set forth in the scoping process of the Project which is to improve congestion and safety for motorists by creating a direct connection for thru traffic utilizing I-295. The results of these investigations will be set forth in an Environmental Impact Statement (EIS), expected to be completed in 2007 with the identification of an Initial Preferred Alternative(IPA). Following the publication and distribution of the EIS, the project will enter the final design stage. Construction is projected to begin in 2009 and continue through 2012. The project will be funded through Federal and State sources. A major carrier of Philadelphia commuter traffic via the Walt Whitman Bridge and a connection to the Southern New Jersey Shore via Route 42 and the Atlantic City Expressway, the I-295/I-76/Route 42 Direct Connection is arguably the busiest in all of Southern New Jersey. However, the interchange does not presently provide a separate and distinct direct connection for I-295 thru traffic. The existing configuration of the interchange requires motorists to reduce speed in both the northbound and southbound directions of I-295 so that they can safely negotiate ramps with the 35 mph speed limits. Exacerbating the problem is the fact that drivers traveling through the interchange on I-295 must also contend with vehicles entering from Route 42 and from I-76, necessitating numerous weaving movements.

Short Listing Status

The five short listed alternatives were evaluated as described in the Technical Memorandum Matrix Criteria - Updated 8/15/2003 (pdf 46k) and the Initial Alternative Short List Screening Matrix Chart - Updated 9/29/2003 (pdf 95k) These were utilized to facilitate the selection of the alternatives with the least overall impacts that meet the Project Purpose and Need (pdf 504k). The Initial Alternative Short List Screening Matrix Chart - Updated 9/29/2003 (pdf 95k) does not, in most cases, evaluate the absolute values, but it identifies the relative impact of the criteria between the twenty-six initial alternatives. For example, the constructibility ratings indicate the relative impact of each alternative for construction related delays and impacts to adjacent local communities. From this completed matrix, the NJDOT project team recommended which alternatives should be advanced for further study. The initial short listing was discussed with the various stakeholders (Community Advisory Committee (CAC), local elected officials, permitting agencies, etc.). It was also be presented at a public information center. A final list of alternatives that were advanced for further study in an Environmental Impact Statement (EIS) has been identified and recommended to the NJDOT Commissioner and the Federal Highway Administration (FHWA) for concurrence.

The files listed above are in Portable Document Format (PDF). You will need Adobe Acrobat Reader to view these files, which is available at our state Adobe Access page.

Factors Considered when Short Listing Alternatives:

- Constructibility
- Maintainability
- Compliance with standard design criteria
- Comparison of Order of Magnitude Construction Cost
- Right-of-Way Acquisition
- Wetlands Preservation
- Traffic Noise
- Air Quality
- Socioeconomic Conditions
- Environmental Justice
- Archeological Resources
- Historic Resources
- Potential Hazardous/Contaminated Sites

Evaluation of Five Short Listed Alternatives

Five of the alternatives have been short listed (D, D1, K, G2, H2) for more detailed and further development for the preparation of the EIS. The following environmental studies and engineering will be performed on the short listed alternatives:

Environmental Studies

- Visual
- Wetland
- Noise
- Air
- Socioeconomics
- Community and Community Resources
- Potential Hazardous Sites
- Archaeological
- Historic Resources
- Ecology

Engineering

- Develop preliminary vertical profiles for state highways and local roadways impacted by the project.
- Develop highway sections.
- Develop cross-sections in critical areas to evaluate impacts.
- Analyze for traffic control and construction staging, prepare preliminary staging plans.
- Perform value engineering studies submitted on the alternative.
- Identify general geotechnical impacts.
- Identify and contact the affected utilities, identify critical potential conflicts.
- Evaluate the selected alternatives with respect to the access code, identify major impacts and recommend waivers.
- Perform preliminary conceptual evaluations for new structures and required modifications to existing structures.
- Evaluate depth of structures and span lengths, possible foundation types, footprints and method of construction/staging (structures anticipated to include bridges, drainage box culverts, noise walls and one tunnel alternative)
- Perform preliminary calculations for vertical and horizontal geometrics to evaluate profiles, clearances, cover, curves, super-elevation, design speed and required identified design exceptions.
- Evaluate Right of Way (ROW) impacts and cost based upon information obtained from tax maps or other existing records.
- Perform constructibility reviews by senior professional(s) with substantial construction experience. Evaluate alternatives for conformance with current construction methods and means. Recommend changes/improvements to the Alternatives.
- Prepare a feasibility assessment report of the conclusions.
- Prepare photo simulations of existing conditions vs. proposed construction for all five alternatives.

I-295/I-76/Route 42 Interchange Facts

- Is the largest and most congested intersection in southern New Jersey
- Carries large volumes of commuter traffic destined to and from Philadelphia via the Walt Whitman Bridge.
- Connection via Route 42 and the Atlantic City Expressway to the shore areas for weekend trips.
- At present there is no direct thru connection between I-295 north and south of the interchange without utilizing low speed ramps.
- The geometric configuration and the weaving movements present in the interchange combine to make this an area of high vehicle accidents.
- The existing configuration requires motorists to reduce speed in both the northbound and southbound directions of I-295 to negotiate mainline ramps with posted speeds of 35 mph. Short weaving movements with vehicles from Route 42 and from I-76 exacerbate this problem.

The following are schematics of the initial alternatives with bulleted descriptions. The alternatives are shown schematically only with exact alignments and bridge/tunnel lengths still to be determined in future phases of the project. For clarity, several of the sub-alternatives, which have only minor changes, are not shown graphically.

- Alternative A Map
- Alternative A1 Map
- Alternative B Map
- Alternative B2 Map
- Alternative C Map
- Alternative C2 Map
- Alternative D Map
- Alternative E Map
- Alternative F Map
- Alternative F2 Map
- Alternative G Map
- Alternative H Map
- Alternative I Map
- Alternative J Map
- Alternative K Map
- Alternative L Map

contact njdot | privacy notice
legal statement | accessibility statement
department: about dot | mvc | nj commuter | in the works | doing business | capital improvements | community programs | engineering | data | links
statewide: njhome | about NJ | business | government | state services A to Z | departments
Copyright © State of New Jersey, 2002-2006
Department of Transportation
P.O. Box 600
Trenton, NJ 08625-0600

Last Updated: December 14, 2006

In The Works
Our Projects and the Environment
I-295/I-76/Route 42 Overview
Alternative Analysis Process
Study Area
Frequently Asked Questions
Environmental Constraints Maps
Project Need
Alternatives Short Listed Maps Initial Maps
Photo Simulations
EIS Process
Public Involvement
Community Advisory Committee
Meetings/Newsletters
Comments/Mailing List
Contact Us

I-295/I-76/Route 42 Direct Connection
Camden County

Photo Simulations

Photo simulations showing potentially impacted areas were developed depicting existing conditions versus proposed construction both with and without noise walls. Resolutions from the community are required to approve noise wall locations and their ultimate construction. The data provided within the Technical Environmental Studies (TES) assumes noise walls will be constructed. The photo simulations are preliminary and the aesthetics, landscaping, and architectural treatment will be further advanced in the design phase to coincide with the location. Areas potentially impacted are as follows:

- Browning Road Looking East From Annunciation Church
- Browning Road Looking West from New St. Mary's Cemetery
- Bell Road from North of Emerson Avenue
- Shining Star Park Looking South Toward I-295 and Little Timber Creek
- Essex Avenue Looking East from Bellmawr Park Ballfields
- Victory Drive Looking South toward Bellmawr Park School
- Flanders Road Looking Northwest toward Ramp E

Copyright © State of New Jersey, 2002-2006

In The Works
Our Projects and the Environment
I-295/I-76/Route 42 Overview
Alternative Analysis Process
Study Area
Frequently Asked Questions
Environmental Constraints Maps
Project Need
Alternatives Short Listed Maps Initial Maps
Photo Simulations
EIS Process
Public Involvement
Community Advisory Committee
Meetings/Newsletters
Comments/Mailing List
Contact Us

I-295/I-76/Route 42 Direct Connection
Camden County

Environmental Impact Statement (EIS) Process

The Project Flow Chart (pdf 307k) shows how the New Jersey Department of Transportation (NJDOT) Project Team will involve the community throughout the development of the I-295/I-76/Route 42 Direct Connection project. Included in the flow chart are Community Action Committee (CAC) meetings, as well as meetings with the local public officials and regulatory agencies.

The file listed above is in Portable Document Format (PDF). You will need Adobe Acrobat Reader to view these files, which is available at our state Adobe Access page.

The following information constitutes the supporting material necessary to review the Alternative Analysis Process leading to the advancement of a Preferred Alternative.

- Impact Criteria (pdf 268k)
  This provides a narrative description of the Engineering and Environmental Criteria as well as the metrics used to rate each of the criteria for this Project. The Criteria were selected based on the distinguishing characteristics between the alternatives (and may either be actual numbers or "Low, Medium or High" based on the analysis of impacts).
- Metrics for Distinguishing Characteristics (pdf 88k)
  This table illustrates the Impact Criteria used to facilitate the loading of the Alternative Comparison Matrix.
- Summary of Engineering Criteria (pdf 71k)
  This table illustrates Engineering features and impacts contrasted for the Build and No Build Alternatives.
- Summary of Technical Environmental Studies (TES) Findings, Impacts and Benefits (pdf 131k)
  This table summarizes the results of the seven Technical Environmental Studies for the Build and No Build alternatives arranged by discipline.
- Alternative Comparison Matrix (pdf 88k)
  This table provides a side-by-side comparison of Build and No Build Alternatives based on the distinguishing characteristics and metrics established for the Engineering and Environmental Impact Criteria.

Copyright © State of New Jersey, 2002-2006

In The Works
Our Projects and the Environment
I-295/I-76/Route 42 Overview
Alternative Analysis Process
Study Area
Frequently Asked Questions
Environmental Constraints Maps
Project Need
Alternatives Short Listed Maps Initial Maps
Photo Simulations
EIS Process
Public Involvement
Community Advisory Committee
Meetings/Newsletters
Comments/Mailing List
Contact Us

I-295/I-76/Route 42 Direct Connection
Camden County

Public Involvement

Public involvement is an important component of all the New Jersey Department of Transportation (NJDOT) projects. We have created a comprehensive Public Involvement Action Plan (PIAP) (pdf 179k) and an outreach program that includes members of the public in the decision-making process in addition to including their comments and concerns throughout the project. These include:

- Web site
- Newsletter
- Newspaper announcements and mailings
- Photo simulations depicting existing conditions vs. proposed construction
- Traffic simulation and animations
- Meetings with Community Advisory Committee and local public officials
- Public Outreach Meetings - Public Information Centers (PIC)

Copyright © State of New Jersey, 2002-2006

njhome | about NJ | business | government | services A to Z | departments search
new jersey department of transportation dot
> njdot home > njdot search

In The Works
Our Projects and the Environment
I-295/I-76/Route 42 Overview
Alternative Analysis Process
Study Area
Frequently Asked Questions
Environmental Constraints
Maps
Project Need
Alternatives
Short Listed Maps
Initial Maps
Photo Simulations
EIS Process
Public Involvement
Community Advisory Committee
Meetings/Newsletters
Comments/Mailing List
Contact Us



Community Advisory Committee

A key component of the New Jersey Department of Transportation's (NJDOT) public participation effort for this project is the I-295/I-76/Route 42 Direct Connection Community Advisory Committee (CAC). The CAC members include community and organizational representatives, such as residents and officials from Bellmawr, Gloucester City and Mt. Ephraim, who are expected to convene eight times over the next several years at key junctures in the project to provide community input. The Project Flow Chart (pdf 307k) shows how the CAC meetings are a part of the project schedule.

This group evolved from a list of over 40 individuals and groups identified as key stakeholders within the community by the Project Team. The team got to know them during earlier phases of the project, at the recent Public Information Center (PIC) and through the mayors, the Delaware Valley Regional Planning Commission and NJDOT.

While the CAC is not a decision-making body in itself, the Committee will provide valuable input on the alternatives selection process for the Environmental Impact Study (EIS). Committee members will serve as a conduit for communication between NJDOT and the constituent groups, and assist the Project Team in responding to community concerns that arise.

The files listed below are in Portable Document Format (PDF). You will need Adobe Acrobat Reader to view these files, which is available at our state Adobe Access page.

- Project overview
- Development of a detailed Public Involvement Action Plan (PIAP) (pdf 179k)
- Discussion of CAC Work Plan (pdf 70k) and role within the project
- Presentation of Project Purpose and Need (pdf 504k) as approved by the Federal Highway Administration
- Presentation of the project Study Area and Environmental Constraints in the area
- Question and answer session
- Next steps

contact njdot | privacy notice
legal statement | accessibility statement
department: about dot | mvc | nj commuter | in the works | doing business | capital improvements | community programs | engineering | data | links
statewide: njhome | about NJ | business | government | state services A to Z | departments
Copyright © State of New Jersey, 2002-2006
Department of Transportation
P.O. Box 600
Trenton, NJ 08625-0600

Last Updated: December 14, 2006

njhome | about NJ | business | government | services A to Z | departments search
new jersey department of transportation dot
> njdot home > njdot search

In The Works
Our Projects and the Environment
I-295/I-76/Route 42 Overview
Alternative Analysis Process
Study Area
Frequently Asked Questions
Environmental Constraints
Maps
Project Need
Alternatives
Short Listed Maps
Initial Maps
Photo Simulations
EIS Process
Public Involvement
Community Advisory Committee
Meetings/Newsletters
Comments/Mailing List
Contact Us



Meetings/Newsletters

The file listed below are in Portable Document Format (PDF). You will need Adobe Acrobat Reader to view these files, which is available at our state Adobe Access page.

*Most of the files listed below are fast loading, however the larger files will take longer to load unless you have a high speed internet connection.

Meetings

Community Advisory Committee | Local Public Officials Briefing
Agency Coordination Meeting | Local Public Officials Meeting
Public Information Center | Partnering Meeting

Community Advisory Committee (CAC)

June 8, 2006	Summary (pdf 189k)	Presentation (pdf 18.7m)*
July 9, 2005	Summary (pdf 34k)	Presentation (pdf 13.5m)*
November 10, 2004	Summary (pdf 65k)	Presentation (pdf 3.2m)*
March 23, 2004	Summary (pdf 40k)	Presentation (pdf 1.1m)*
November 25, 2003	Summary (pdf 33k)	Presentation (pdf 2.9m)*
January 7, 2003	Summary (pdf 18k)	Presentation (pdf 4.2m)*
November 21, 2002	Summary (pdf 21k)	Presentation (pdf 1.8m)*
August 20, 2002	Summary (pdf 32k)	Presentation (pdf 3.4m)*

Agency Coordination Meeting (ACM)

June 13, 2006 Presentation (pdf 35.2m)*

Meeting Summary - Agency Coordination Meeting #9 was held on June 13, 2006. The purpose of the meeting was to review the project status, discuss the Alternative Analysis Process and evaluate the criteria to be developed and the metrics to be used on the Alternatives Comparison matrix to be sure that all relevant criteria have been included. The goal is to have a consensus among the groups (ACM, CAC, NJDOT Core Group) involved in the selection process for the Preferred Alternative (PA). Topics reviewed in the progress of the project since the last meeting in June, 2005 included the completion of the Technical Environmental Studies (TES) which have been reviewed by NJDOT. Five of the seven studies are currently under review by the FHWA. The Draft Environmental Impact Statement (DEIS) will summarize the results of each TES, leading to the selection of a Preferred Alternative (PA). The No Build Alternative is also being considered. Two tables were presented and reviewed; one summarizes the TES findings and the other is a Draft Alternative Comparison Matrix. The criteria for the matrix were discussed and it was noted that if the impacts/issues are similar for each of the alternatives including the No-Build, they were not included in the matrix as they do not distinguish one alternative from another. Another meeting will be scheduled in the fall of 2006 to discuss the ratings proposed by the project team for all criteria used in the Alternative Comparison Matrix and to discuss the selection of a PA. A detailed review of the TES results for the seven environmental disciplines studied was presented. In closing, the ACM members were informed that there is no formula for the Alternative Comparison Matrix; the PA will be selected following the same qualitative, informed decision-making process as was used in the initial alternative screening phase. The team's goal is to have a PA by the end of 2006.

June 7, 2005 Presentation (pdf 19m)*

Meeting Summary - Agency Coordination Meeting #8 was held on June 7, 2005. The purpose of this meeting was to discuss the status of the Technical Environmental Studies disciplines' progress for the five short listed alternatives. It was noted that the alignments had been refined to reduce impacts to Bellmawr Park Housing and ball fields and to reduce wetland impacts along Little Timber Creek. The attendees were informed of the meetings previously held with the impacted property owners (including St. Mary's Cemetery, Annunciation Church, Bellmawr Park Housing, Bellmawr Park Board of Education and Bellmawr baseball) during which the Right of Way (ROW) advance acquisition process was discussed. It was stated by one of the attendees that advance acquisition would require the use of state funds. Noise and air impacts as well as wetland mitigation options were also discussed. A thorough review of the Technical Environmental Studies disciplines was presented. A question arose regarding conflicts with potential PATCO plans for a rail line and it was reported that none of the 5 short listed alternatives would preclude anything that PATCO may want to do in the future and also that the Direct Connection project is roughly five years ahead of any PATCO plans for this area. The upcoming schedule of meetings and document submissions was reviewed.

October 15, 2003 Presentation part 1 (pdf 3m)* Presentation part 2 (pdf 2m)*

Meeting Summary - Agency Coordination Meeting #7 was held on October 15, 2003. The purpose of the meeting was to review the various alternatives and the Initial Alternatives Screening Matrix and to obtain consensus from the agencies regarding the alternatives to be advanced for full assessment in the Draft Environmental Impact Statement (DEIS). The meeting participants were divided into two groups to independently review the alternatives and matrix and decide which alternatives to short list. After deliberating, the participants agreed to recommend advancing Alternatives "D"/"D1" family, "G2"/"H" family and "K". The project team had previously decided on the same short list of alternatives with the exception of "G2" which was to be dropped based on visual impacts, maintenance and constructability.

June 2, 2003

Meeting Summary - Agency Coordination Meeting #6 took place on June 2, 2003. The participants discussed the Purpose and Needs and Independent Utility. An update of the project flowchart and the Alternatives Matrix was discussed which will be used to assist in the shortlisting process. The consultant's project manager explained how each alternative will be analyzed using the following criteria: construction costs, right of way requirements, wetlands criteria, noise impact, socioeconomics and historic resources. Discussion among the attendees followed each presentation of the criteria.

May 13, 2003 Presentation (pdf 3.4m)*

Meeting Summary - Agency Coordination Meeting #5 took place on May 13, 2003. The participants met at the Wyndham Hotel in Mount Laurel, New Jersey and took a bus tour through the 1-295/I-76/Route 42 Interchange. Various environmental resources, existing substandard features and community resources were pointed out. There were two stops on the bus tour where the attendees could leave the bus for a more detailed view; the Browning road overpass and the Shining Star Park where the attendees viewed I-295 and Ramp C as well as the adjacent wetlands along Little Timber Creek. During the tour, the consultant's project manager described various points of concern and interest associated with the planning of the project. The group returned to the hotel where they viewed all of the current planned alternatives for the project and discussed the agency comments on the project to that point. Finally, a design charette wa held where the participants were invited to design new alternatives for the project. Although no new alternatives were created, each team provided suggestions on possible refinements to the alternatives currently under consideration.

Following the charette, the attendees discussed the project Purpose and Need. There was a consensus among the attendees that the projects noted above have Independent Utility and may proceed as individual projects. The EIS for the I-295/I-76/Route 42 Interchange Reconstruction project will include a discussion on the environmental impacts of the Missing Moves project.

March 26, 2003 Presentation (pdf 5m)*

Meeting Summary - Agency Coordination Meeting #4 took place on March 26, 2003. The purpose of this meeting was to provide the participants with a history of the evolution of the I-295/I-76/Route 42 Interchange project. The New Jersey Department of Transportation (NJDOT) provided a power point presentation that showed the alternatives considered for this project since studies began in 1987 and the analysis of the projects as one in the beginning through the point at which they were split into two separate projects up to the point at which the project now stands.
This presentation provided for discussion among the participants as to the separation of the projects and the Purpose and Need statement for the Interchange as it reads right now. The participants were unable to reach a conclusion on this matter and it was agreed that a field visit might aid in this process. The next ACM #5 is currently scheduled for May 13th, will include a field visit for all of the participants.

February 3, 2003 Presentation (pdf 3.4m)*

Meeting Summary - Agency Coordination meeting #3 took place on February 2, 2003. The purpose of this meeting was to present the Alternative Review Criteria. The NJDOT explained that it had modified various alternatives and developed new alternatives, based on input from the community and agency's comments. The NJDOT stated that it would ask for concurrence from the agencies on the short list of alternatives, when it is developed. Some of the participants then expressed concerns regarding the separation of the Interchange and the Missing Moves projects and the combined potential impacts the two

projects might create. The NJDOT stated that from an engineering prospective the two projects are separate and that the two had previously been studied as one project and the conclusion of those studies was that they should be implemented separately. The NJDOT agreed to review the potential Interchange Reconstruction alternatives that include the area of the Missing Moves project to determine if a better alternative exists. The participants did not review the Alternatives Review Criteria as the discussion regarding the separation of the projects continued until the meeting end time.

December 17, 2002 Presentation (pdf 3.1m)*

Meeting Summary - Agency Coordination Meeting #2 took place on December 17, 2002. The purpose of this meeting was to obtain concurrence on the project Purpose and Need so the planning of the project could continue within the Streamlining framework, to present the baseline environmental data and to present the alternatives developed to date. Certain participants expressed reservations about signing the concurrence form but all agreed that the project Purpose and Need was acceptable. The NJDOT presented a summary of the baseline environmental data collected to-date: land use, minority populations, noise, vegetation and wetlands, cultural resources, 4(f) and hazardous waste sites within the project area was summarized based on the maps included in the February 2002 Summary Report. NJDOT's Consultant, Dewberry, presented the nine interchange alternatives developed to date. A tunnel alternative was suggested, it was agreed that several alignments may have to be evaluated for this alternative.

November 14, 2002 Presentation (pdf 3.5m)*

Meeting Summary - Agency Coordination Meeting #1 took place on November 14, 2002. The purpose of this meeting was to introduce the participants to formal process of streamlining and NEPA documentation that will be necessary for approval of this project. Streamlining is intended as a method to reach a progressive consensus between all stakeholders in order to move ahead to the next step in the process. As part of Streamlining, concurrence for the project is sought from the participating agencies at each key milestone in the process to preclude revisiting issues later on unless significant new findings are identified. To begin streamlining this project, New Jersey Department of Transportation asked the agencies to review and comment on the project Purpose and Nee statement.

Public Information Center

February 15, 2007	Flyer (pdf 4mb)	
June 13, 2005	Summary (pdf 28k)	
November 30, 2004	Summary (pdf 29k)	
January 28, 2004	Flyer (pdf 53k)	Presentation (pdf 2.5m)*
July 24, 2003	Summary (pdf 29k)	Presentation (pdf 3.5m)*
		Photos
April 24, 2002	Summary (pdf 34k)	Presentation (pdf 3m)*

Local Public Officials Briefing

May 18, 2005
February 16, 2005
October 26, 2004
April 19, 2004
June 4, 2003

Local Public Officials Meeting

November 12, 2002
April 17, 2002
January 30, 2002

Partnering Meeting

January 7, 2004	Summary (pdf 56k)	Presentation (pdf 3m)*
June 18, 2003	Summary (pdf 23k)	Presentation (pdf 5.9m)*
December 11, 12, 2000		Photos

Newsletters

Fall 2006 edition (pdf 977k)
Summer 2004 edition (pdf 2m)
Fall/Winter 2003/2004 edition (pdf 401k)
Spring 2003 edition (pdf 211k)
Spring 2002 edition (pdf 445k)

contact njdot | privacy notice
legal statement | accessibility statement
department: about dot | mvc | nj commuter | in the works | doing business | capital improvements | community programs | engineering | data | links
statewide: njhome | about NJ | business | government | state services A to Z | departments
Copyright © State of New Jersey, 2002-2006
Department of Transportation
P.O. Box 600
Trenton, NJ 08625-0600

Last Updated: February 8, 2007

njhome | about NJ | business | government | services A to Z | departments search
new jersey department of transportation dot

> njdot home > njdot search

In The Works
Our Projects and the Environment
I-295/I-76/Route 42 Overview
Alternative Analysis Process
Study Area
Frequently Asked Questions
Environmental Constraints
Maps
Project Need
Alternatives
Short Listed Maps
Initial Maps
Photo Simulations
EIS Process
Public Involvement
Community Advisory Committee
Meetings/Newsletters
Comments/Mailing List
Contact Us



I-295 Comments/Mailing List

Your comments are very important to us and we will make every effort to respond as quickly as possible. However, because of the heavy volume of e-mails we receive each day, immediate responses are not always possible.

Name:
Address:
City: **State:**
Zip: **County:**
E-mail Address:*

* (Your e-mail must be added in order for this form to be submitted)

The community you live in:

Bellmawr
Gloucester City
Mt. Ephraim
Other

Do you want to be added to our mailing list for e-mail updates and newsletter?

Yes No

If you are a member of an interest group, such as a civic or environmental group, please provide your organization's name.

Please enter any additional questions or comments here:

SUBMIT Clear Form

contact njdot | privacy notice
legal statement | accessibility statement
department: about dot | mvc | nj commuter | in the works | doing business | capital improvements | community programs | engineering | data | links
statewide: njhome | about NJ | business | government | state services A to Z | departments
Copyright © State of New Jersey, 2002-2006
Department of Transportation
P.O. Box 600
Trenton, NJ 08625-0600

Last Updated: October 5, 2005

njhome | about NJ | business | government | services A to Z | departments search

new jersey department of transportation

> njdot home > njdot search

In The Works

Our Projects and the Environment

I-295/I-76/Route 42 Overview

Alternative Analysis Process

Study Area

Frequently Asked Questions

Environmental Constraints
Maps

Project Need

Alternatives
Short Listed Maps
Initial Maps

Photo Simulations

EIS Process

Public Involvement

Community Advisory Committee

Meetings/Newsletters

Comments/Mailing List

Contact Us

I-295/I-76/Route 42 Direct Connection

Camden County

Contact Us

The New Jersey Department of Transportation (NJDOT) encourages community members to voice their concerns and contribute suggestions to the Project Team. To provide input attend one of the many project meetings, or:

Contact:

Patricia Feliciano
New Jersey Department of Transportation
1035 Parkway Avenue
Trenton, NJ 08625
(609) 530-2110
fix.295@dot.state.nj.us

If you would like to be added to our Mailing List, please fill out the e-mail form and check the appropriate box.

contact njdot | privacy notice
legal statement | accessibility statement

department: about dot | mvc | nj commuter | in the works | doing business | capital improvements | community programs | engineering | data | links
statewide: njhome | about NJ | business | government | state services A to Z | departments

Copyright © State of New Jersey, 2002-2006
Department of Transportation
P.O. Box 600
Trenton, NJ 08625-0600

Last Updated: October 5, 2005

US Department of Transportation
Federal Highway Administration
New Jersey Department of Transportation