



Final Environmental Impact Statement/ Final 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

December 2008



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.

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.

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

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 in 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.

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FY 2006-08 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

New Jersey Department of Transportation Projects

<i>PROJECT NAME</i>	<i>Project ID No.</i>	<i>TIP No.</i>
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 travelling 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




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
August 26, 2008	ACHP



United States Department of the Interior

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 Fax: 609/646 0352
<http://njfieldoffice.fws.gov>



December 19, 2001

FP-01/48

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.*).

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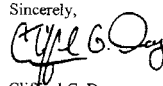
GENERAL COMMENTS

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

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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

PROJECT MANAGEMENT
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JAN 10 2002

File Code: 1514-05 (A), NSP



State of New Jersey
Department of Environmental Protection

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Acting Governor

Robert C. Shinn, Jr.
Commissioner

Office of Coastal Planning & Program Coordination
PO Box 418
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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

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PROJECT MANAGEMENT
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United States Department of the Interior



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FP-01/51

January 8, 2002

Nick Caiazza, Environmental Team Leader
Division of Project Management
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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 Department of Environmental 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

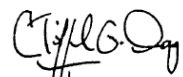
The Service has reviewed the *Notice of Planned Action* and your determination that existing conditions are unsafe to motorists. Due to the information provided regarding the number of accidents and fatalities reported since 1997, the Service generally concurs with the project purpose and need. The Service 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



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*	<i>Acipenser brevirostrum</i>	E
REPTILES	Bog turtle	<i>Clemmys muhlenbergii</i>	T
	Atlantic Ridley turtle*	<i>Lepidochelys kempii</i>	E
	Green turtle*	<i>Chelonia mydas</i>	T
	Hawksbill turtle*	<i>Eretmochelys imbricata</i>	E
	Leatherback turtle*	<i>Dermochelys coriacea</i>	E
	Loggerhead turtle*	<i>Caretta caretta</i>	T
BIRDS	Bald eagle	<i>Haliaeetus leucocephalus</i>	T
	Piping plover	<i>Charadrius melodus</i>	T
	Roseate tern	<i>Sterna dougallii dougallii</i>	E
MAMMALS	Eastern cougar	<i>Felis concolor cougar</i>	E+
	Indiana bat	<i>Myotis sodalis</i>	E
	Gray wolf	<i>Canis lupus</i>	E+
	Delmarva fox squirrel	<i>Sciurus niger cinereus</i>	E+
	Blue whale*	<i>Balaenoptera musculus</i>	E
	Finback whale*	<i>Balaenoptera physalus</i>	E
	Humpback whale*	<i>Megaptera novaeangliae</i>	E
	Right whale*	<i>Balaena glacialis</i>	E
	Sei whale*	<i>Balaenoptera borealis</i>	E
	Sperm whale*	<i>Physeter macrocephalus</i>	E

	COMMON NAME	SCIENTIFIC NAME	STATUS
INVERTEBRATES	Dwarf wedgemussel	<i>Alasmidonta heterodon</i>	E
	Northeastern beach tiger beetle	<i>Cicindela dorsalis dorsalis</i>	T
	Mitchell saytr butterfly	<i>Neonympha m. mitchellii</i>	E+
	American burying beetle	<i>Nicrophorus americanus</i>	E+
PLANTS	Small whorled pogonia	<i>Isotria medeoloides</i>	T
	Swamp pink	<i>Helonias bullata</i>	T
	Knieskern's beaked-rush	<i>Rhynchospora knieskernii</i>	T
	American chaffseed	<i>Schwalbea americana</i>	E
	Sensitive joint-vetch	<i>Aeschynomene virginica</i>	T
	Seabeach amaranth	<i>Amaranthus pumilus</i>	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



**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	<i>Narthecium americanum</i>
Hirst's panic grass	<i>Panicum hirstii</i>

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

25 State Police Drive
PO Box 7360
West Trenton, New Jersey
08628-1360
Phone: (609) 883-9500 Fax: (609) 883-0577
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

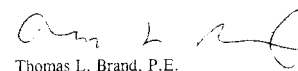
Dear Mr. Caiazza:

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



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
PHILADELPHIA DISTRICT, CORPS OF ENGINEERS
WANAMAKER BUILDING, 100 PENN SQUARE EAST
PHILADELPHIA, PENNSYLVANIA 19107-3390

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.

- 2 -

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

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 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

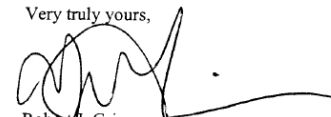
RE: Routes I-295/I-76/NJ 42 Interchange Reconstruction and
 Environmental Impact Statement
 Federal Project No. Q0102952098

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

Website Address <http://www.state.nj.us/turnpike>



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 Belmawr 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.

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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

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.

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

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.

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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.

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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
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:

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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
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IN REPLY REFER TO:
HPO-NJ

I-295/I-76/Rt. 42 Interchange
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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.

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Sincerely yours,

Lourdes Castaneda

Lourdes Castaneda
Area Engineer

Enclosures

cc: N. Caiazza w/o encl.



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

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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:

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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
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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
 REPORT
 OCT 23 2002

Dear Ms. Musumeci:

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 Area Engineer

Enclosures

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 FEDERAL HIGHWAY ADMINISTRATION

New Jersey Division Office
 840 Bear Tavern Road, Suite 310
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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: I:\Env\NJDOT Projects\2652-Interstate 295\NEPA Documentation\interagency invitation.doc
10/21/02 4:39:33 PM



State of New Jersey
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

James E. McGreevey
Governor

Bradley M. Campbell
Commissioner

ENVIRONMENTAL IMPACT STATEMENT
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

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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>

FP-02/56

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
 Clifford G. Day
 Supervisor

Enclosures

DEC 16 2002



**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	<i>Narthecium americanum</i>
Hirst's panic grass	<i>Panicum hirstii</i>

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*	<i>Acipenser brevirostrum</i>	E
REPTILES	Bog turtle	<i>Clemmys muhlenbergii</i>	T
	Atlantic Ridley turtle*	<i>Lepidochelys kempi</i>	E
	Green turtle*	<i>Chelonia mydas</i>	T
	Hawksbill turtle*	<i>Eretmochelys imbricata</i>	E
	Leatherback turtle*	<i>Dermodochelys coriacea</i>	E
	Loggerhead turtle*	<i>Caretta caretta</i>	T
BIRDS	Bald eagle	<i>Haliaeetus leucocephalus</i>	T
	Piping plover	<i>Charadrius melodus</i>	T
	Roseate tern	<i>Sterna dougallii dougallii</i>	E
MAMMALS	Eastern cougar	<i>Felis concolor couguar</i>	E+
	Indiana bat	<i>Myotis sodalis</i>	E
	Gray wolf	<i>Canis lupus</i>	E+
	Delmarva fox squirrel	<i>Sciurus niger cinereus</i>	E+
	Blue whale*	<i>Balaenoptera musculus</i>	E
	Finback whale*	<i>Balaenoptera physalus</i>	E
	Humpback whale*	<i>Megaptera novaeangliae</i>	E
	Right whale*	<i>Balaena glacialis</i>	E
	Sei whale*	<i>Balaenoptera borealis</i>	E
	Sperm whale*	<i>Physeter macrocephalus</i>	E

	COMMON NAME	SCIENTIFIC NAME	STATUS
INVERTEBRATES	Dwarf wedgemussel	<i>Alasmidonta heterodon</i>	E
	Northeastern beach tiger beetle	<i>Cicindela dorsalis dorsalis</i>	T
	Mitchell sawy butterfly	<i>Neonympha m. mitchellii</i>	E+
	American burying beetle	<i>Nicrophorus americanus</i>	E+
PLANTS	Small whorled pogonia	<i>Isotria medeoloides</i>	T
	Swamp pink	<i>Helonias bullata</i>	T
	Knieskern's beaked rush	<i>Rhynchospora knieskernii</i>	T
	American chaffseed	<i>Schwalbea americana</i>	E
	Sensitive joint-vetch	<i>Aeschynomene virginica</i>	T
	Seabeach amaranth	<i>Amaranthus pumilus</i>	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



In Reply Refer to:
 FP-02/49

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



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

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/RL42 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
 Clifford G. Day
 Supervisor



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 statutes 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, NIDOT
 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, Commissioner
 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



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>



MAR 25 2003

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,

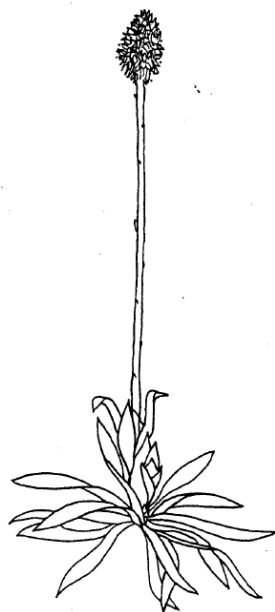
John C. Staples
 Assistant Supervisor

Enclosures

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 (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, sphagnum 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	<i>Acipenser brevirostrum</i>	E
REPTILES	Bog turtle	<i>Clemmys muhlenbergii</i>	T
	Atlantic Ridley turtle	<i>Lepidochelys kempi</i>	E
	Green turtle	<i>Chelonia mydas</i>	T
	Hawksbill turtle	<i>Eretmochelys imbricata</i>	E
	Leatherback turtle	<i>Dermochelys coriacea</i>	E
	Loggerhead turtle	<i>Caretta caretta</i>	T
BIRDS	Bald eagle	<i>Haliaeetus leucocephalus</i>	T
	Piping plover	<i>Charadrius melodus</i>	T
	Roseate spoonbill	<i>Sterna dougallii dougallii</i>	E
MAMMALS	Eastern cougar	<i>Felis concolor couguar</i>	E+
	Indriana bat	<i>Myotis sodalis</i>	E
	Gray wolf	<i>Canis lupus</i>	E+
	Delmarva fox squirrel	<i>Sciurus niger cinereus</i>	E+
	Blue whale	<i>Balaenoptera musculus</i>	E
	Finback whale	<i>Balaenoptera physalus</i>	E
	Humpback whale	<i>Megaptera novaeangliae</i>	E
	Right whale	<i>Balaena glacialis</i>	E
	Sperm whale	<i>Balaenoptera borealis</i>	E
	Spotted whale	<i>Physeter macrocephalus</i>	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	<i>Narthecium americanum</i>
Hirst's panic grass	<i>Panicum hirstii</i>

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 19107-3380

MAY 29 2003

Regulatory Branch
 Application Section II

SUBJECT: CENAP-OP-R-199802102-35
 I-295/42/76 Interchange Reconstruction

PROJECT MANAGEMENT
 REFERENCE
 MAY 29 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.

- 2 -

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 Cubberty, NJDEP

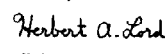

State of New Jersey
 Department of Environmental Protection
 Division of Parks and Forestry
 Office of Natural Lands Management
 Natural Heritage Program
 P.O. Box 494
 Trenton, NJ 08625-0494
 Tel. #609-984-1339
 Fax. #609-984-1427

Victor Furmanec
 Director Robin
 371 Warren Street
 Jersey City, NJ 07302-3035
 Re: 1-295-1-76/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	Rank	Strand
herpetic 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/dsp/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'
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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
 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


NAME	COMMON NAME	FEDERAL STATUS	STATE STATUS	REGIONAL STATUS	RANK	STRAND
ALCEA HERCYNAS	GRANT BLUE HERON		S/S		05	02A, 51H
CLAMPUS MONTANENSIS	WOOD TURTLE		E		03	52
ORCHALIS HORREUS	TINNY NUTTLEBARK	LT	E		03	03A
FALCO PERRILLONII	PURPLE FACON		E		04	01A, 51H
PTILA INDIENSIS	RED WINGED BLACKBIRD		E		04	05
MELANERPES BYTHOPEPALLUS	NORTHERN PINE SHROUB		T/T		05	02A, 02B
MELANERPES			T		04A	01
CONATAL BLAIR INTERMEDITERRANEAN	VERNAL POND				07	02B
FRESHWATER TIDAL MASH	FRESHWATER TIDAL MASH CORPSE				04	07
WITCH PINE LOWLAND FOREST	WITCH PINE LOWLAND FOREST				03	01
ANNA LINDSEY	CONET DAWNS				05	02B
CALLOPHYX IRIS	FROSTED SLUFT				03	02A
CELITHRIS MARTIA	MARTIN'S PUMPKIN		T		04	01A
ENALLAHIA PALTUM	SCARLET BLUET				03	03
SPITRICA SPINOSA	PINE BARREN HURST				04	01
OPHIRIA MANTILLAS	ROUNT WINDMILL				04	01
OPHIRIA MANTILLAS	MUTTLED GURRY WING				04	01A
OPHIRIA MANTILLAS	BARNES CLINTALL				04	01
OPHIRIA MANTILLAS	SMOOTH COLL				04	01
OPHIRIA MANTILLAS	DOTTED BELIEVER				04	01
OPHIRIA MANTILLAS	NORTHERN LARKSPUR				04	01
OPHIRIA MANTILLAS	TIGERWATER WICKET				04	01

CAMDEN COUNTY
RARE SPECIES AND NATURAL COMMUNITIES PRESERVE RECORDED IN
THE NEW JERSEY NATURAL HERITAGE DATABASE


NAME	COMMON NAME	FEDERAL STATUS	STATE STATUS	REGIONAL STATUS	GRANK	SRANK
SMILAX	SILVER APOHEMUM		K		01	S1
SCHIZOCLEA PALMISTIS	ARROW GRASS		B		02D	S1
SCHIZOCLEA PEGILLIA	CURLY GRASS PERN			LP	01	S1
SCHIZOCLEA AMERICANA	CHIFFINIBED		E	LP	02	S1
SCIRPUS LAROLI	LONG'S BOWGRASS	LE	K	LP	03	S1
SCIRPUS MARTINUS	SANDWICH BOWGRASS				04	S1
SPIRANTHUS CORYMBOSUS	FRAGRANT LADIES' TRESSIES				05	S1
STELLARIA PUBERA	SPR CHICKENHEAD				06	S1
THALICTRUM MARITIMUM	RAINY JOINT MEADOW PARSNIP				07	S1
VERNONIA SIMPLEX	ARROW LEAF VERVAIN				08	S1
VULPIA SILLICATA	SOFTLEAF-TALL SIX-NING GRASS				09	S1
XERIS PUMPIANA	FRINGED YELLOW-STEM GRASS				10	S1

17 RECORDS RECORDED

10-09-2003 13:25 USFWS NJFO - 12012179607 140.352 001



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://nj.fieldoffice.fws.gov



IN REPLY REFER TO:
ES-03/5

OCT 9 2003

Victor Farnaco, Senior Project Manager
Dredner 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 Millpawr, 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: *[Signature]*
Authorizing Supervisor: *[Signature]*

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.

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10-09-2003 13:25 USFWS NJFO - 12012179607 140.352 002



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	Brook stickleback	<i>Acipenser brevirostrum</i>	E
REPTILES	Spiny-tailed lizard	<i>Clemmys muhlenbergii</i>	T
	Spotted salamander	<i>Lepidochelys kempi</i>	E
	Green turtle	<i>Chelonia mydas</i>	T
	Spiny-tailed lizard	<i>Eretmochelys imbricata</i>	E
	Spiny-tailed lizard	<i>Dermochelys coriacea</i>	E
BIRDS	Loggerhead turtle	<i>Caretta caretta</i>	T
	Least tern	<i>Melanerpes formicivorus</i>	T
	Pipit	<i>Charadrius melodus</i>	T
MAMMALS	Roseate spoonbill	<i>Sterna dougalli dougalli</i>	E
	Eastern cougar	<i>Felis concolor couguar</i>	E+
	Florida panther	<i>Myotis sodalis</i>	E
	Gray wolf	<i>Canis lupus</i>	E+
	Delmarva fox squirrel	<i>Sciurus niger cinereus</i>	E+
	Blue whale	<i>Balaenoptera musculus</i>	B
	Finback whale	<i>Balaenoptera physalus</i>	B
	Humpback whale	<i>Megaptera novaeangliae</i>	E
	Right whale	<i>Balaena glacialis</i>	E
Sei whale	<i>Balaenoptera borealis</i>	E	
Sperm whale	<i>Physeter macrocephalus</i>	E	

10-09-2003 13:25 USFWS NFD - 12012179607 10.352 283

	COMMON NAME	SCIENTIFIC NAME	STATUS
INVERTEBRATES		<i>Alasmidonta heterodon</i>	E
		<i>Cicindela dorsalis dorsalis</i>	T
		<i>Neomympha m. mitchellii</i>	E+
		<i>Nicrophorus americanus</i>	E+
PLANTS		<i>Isotria medeoloides</i>	T
		<i>Helenium bullata</i>	T
		<i>Rhynchospora knieskernii</i>	T
		<i>Schwalbea americana</i>	E
		<i>Aeschynomene virginica</i>	T
	<i>Amaranthus punilus</i>	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

10-09-2003 13:25 USFWS NFD - 12012179607 10.352 004



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
Big bluestem	<i>Andropogon furcatus</i>
Wild yellow rattle	<i>Panicum hirtu</i>

Note: For complete listings of taxa under review as candidate species, refer to *Federal Register* Vol. 64, No. 205, October 23, 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

10-09-2003 13:25 USFWS NFD - 12012179607 10.352 285

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

10-107-2003 1-1-02 PERMITS NFD - 12012178007 10-107-2003 1-1-02

PERMIT REQUIREMENTS FOR ACTIVITIES IN WETLANDS

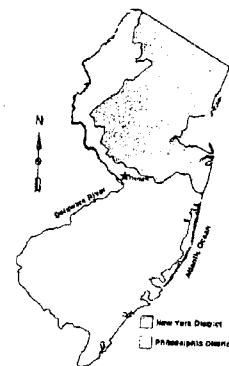
A review of the Service's National Wetland Inventory maps indicates that wetlands occur within the project area. Wetlands provide habitats for a variety of migratory and resident species of fish and wildlife. Thus, the Service discourages activities in and affecting the Nation's wetlands that would unnecessarily 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
COMMISSION
State of New Jersey
2004 MAR 17 A 10:46
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.

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Page 2 of 3
I-295/I-76/Rte 42 Direct Connection
Short-listing Concurrence Letter

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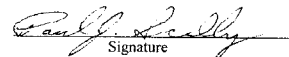
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Sincerely,

 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 LETTHERE
 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.

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 Short-listing Concurrence Letter

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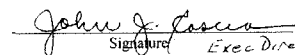
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Sincerely,

 Nick Caiazza
 Environmental Team Leader
 Bureau of Environmental Project Support

CONCURRED


 Signature Exec Director

3-18-04
 Date


 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.

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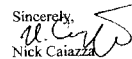
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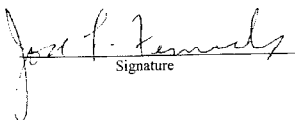
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Sincerely,

 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.

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 Nick Caiarza
 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.

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 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.

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Sincerely,

 Nick Caiazza
 Environmental Team Leader
 Bureau of Environmental Project Support

CONCURRED

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State of New Jersey

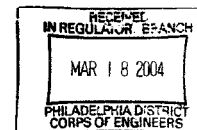
DEPARTMENT OF TRANSPORTATION
 P.O. Box 600
 Trenton, New Jersey 08625-0600

JAMES E. MCGREEVEY
 Governor

JACK LETTIERE
 Commissioner

March 12, 2004

Mr. 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.

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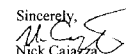
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Sincerely,

Nick Calizza
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.

Page 2 of 3
I-295/I-76/Rte 42 Direct Connection
Short-listing Concurrence Letter

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

Page 3 of 3
 I-295/I-76/Rte 42 Direct Connection
 Short-listing Concurrence Letter

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

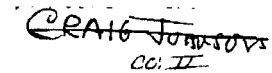
CONCURRED

Signature

Date



DELAWARE RIVER PORT AUTHORITY
 of Pennsylvania & New Jersey
PATCO
 Port Authority Transit Corporation


 John J. Mathewssen
 Chief Executive Officer - Delaware River Port Authority
 President - Port Authority Transit Corporation

May 3, 2004

Jack Lettiere, Commissioner
 New Jersey Department of Transportation
 1035 Parkway Avenue
 P.O. Box 600
 Trenton, NJ 08625-0600

RECEIVED

MAY 10 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.

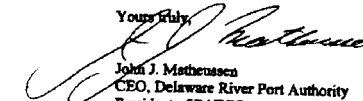
Thank you for your review of this material and your consideration of the request to keep this option open as the plans on this project proceed. I would appreciate a meeting

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: jmathewssen@drpa.org
 215.218.3750

with you at your earliest convenience to discuss this issue further. I will look forward to your comments.

Yours faithfully,


 John J. Mathewssen
 CEO, Delaware River Port Authority
 President of PATCO

Enclosure
 JJM:ad

Cc: Vice Chair and Camden County Freholder Director Jeff Nash
 Senator and Gloucester County Freholder 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 Nilda 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.

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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.

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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

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PROJ. MANAGEMENT Fax:609-530-5387 Mar 8 2005 15:40 P.02


State of New Jersey
 Department of Environmental Protection
 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

Richard J. Codey
governor

Bradley M. Campbell
Commissioner

NJ Department of Transportation
1035 Parkway Avenue
P.O. Box 800
Trenton, NJ 08625-0800

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

FEB 09 2005

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 JSACOE 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 1/28/05, 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.

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I-295 / I-76 / Route 42 Direct Connection Page 2
File No.: 0400-04-0002.1 LOI 040001

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

PROJ. MANAGEMENT Fax:609-530-5387 Mar 8 2005 15:42 P.04

I-295 / I-76 / Route 42 Direct Connection Page 3
File No.: 0400-04-0002.1 LOI 040001

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 HW	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).

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 properties 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. Cumberley
 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.

- 2 -

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 Ephraim, 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
U.S. Army Corps of Engineers Revised 8/13/04

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.
 (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 adjacent² 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 contiguous/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 tributaries 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 contiguous/bordering (adjacent) to the tidal waterway.

2

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 JURISDICTIONAL 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 Ephraim
 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:

3

Site visit/determination conducted on:
 Applicable/supporting case law:
 Other information (please specify): Extensive experience and first hand knowledge of the region.

¹Wetlands 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).
²The 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.



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.



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

HPO-G2005-079 PROD
Log # 03-0254-03

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.

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Ms. Nick Caiazza
 1-295/1-76/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
 1-295/1-76/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

Dorothy P. Guzzo
 Deputy State Historic
 Preservation Officer

DPC/seh
 HPO-G2005-079 PROD rt295rt42176 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

260123 201-217-9607

Lawrence Smith
 Dreschner Robin

Date: 7/18/05 NJDOT
 Subject: I 295/I 76/RE 42

UNITED STATES DEPARTMENT OF COMMERCE
 National Oceanic and Atmospheric Administration
 NATIONAL MARINE FISHERIES SERVICE
 Habitat Conservation Division
 James J. Howard Marlin
 Science Laboratory
 74 Magruder Rd.
 Highlands, NJ 07732

Anita Riportella (revising biologist) - revised from 5/27/05
 - new information provided 7/15/05 data 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

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 - always blueback herring striped bass, American shad*
Little Timber Creek - no resources of concern

DEPENDENT UPON THE PROJECT DETAILS, RECOMMENDATIONS MAY INCLUDE:
Big Timber Creek: 715-6130 for in-water work
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 other information regarding EFH, please go to our website: www.nmfs.gov/nw/efh/efhintro.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 (213) 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 District

Received 01-25-2006 01:59pm From: To: DRESCHNER ROBIN Page 001



State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
Natural and Historic Resources, Historic Preservation Office
PO Box 404, Trenton, NJ 08623
TEL: (609) 292-3023 FAX: (609) 984-0578
www.state.nj.us/dep/hpo

HPO-H2006-111 PROD
Log # 03-0254-04

JON S. CORZINE
Governor

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.

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Mr. Nick Caiazza, NJDOT
I-295/I-76/Route 42 Direct Connect
Boroughs of Bellmawr and Mount Ephraim, and Gloucester City
Camden County
Log # 03-0254-04, HPO-H2006 111 PROD
August 16, 2006
Page 2 of 3

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

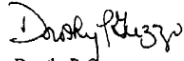
The HPO would like to commend the staff of A. D. Marble and NJDOT, and especially recognize Dewberry for their dedication to the NEPA process. HPO staff have been very

Mr. Nick Caiazza, NJDOT
I-295/I-76/Route 42 Direct Connect
Boroughs of Bellmawr and Mount Ephraim, and Gloucester City
Camden County
Log # 03-0254-04, HPO-H2006 111 PROD
August 16, 2006
Page 3 of 3

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 r295r42176
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, NUDEP 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

Page Two
 December 13, 2006
 CAC Members

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 than 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

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.

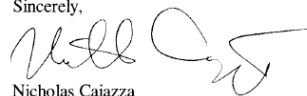
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Please feel free to contact me if you have any questions.

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.

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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

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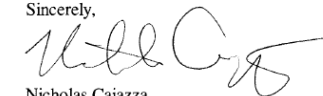
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Please feel free to contact me if you have any questions.


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.

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January 16, 2007

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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.

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January 16, 2007

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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.

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January 16, 2007

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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.

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January 16, 2007

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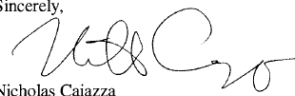
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Nicholas Caiazza
Environmental Project Manager
Bureau of Environmental Project Support

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:

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January 16, 2007

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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:

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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.

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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.

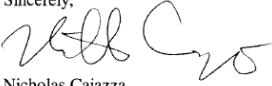
As initial planning for the I-295/I-76/Route 42 Direct Connection project continues, five alternatives have been selected to be advanced for detailed analysis in an Environmental Impact Statement (EIS). These five alternatives as well as a "No Build" alternative (which examines future conditions assuming 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

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.

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January 16, 2007

Page 2

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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.

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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.

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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.

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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

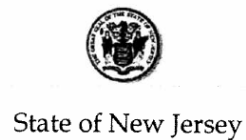
Gloucester County Cultural & Heritage Commission
Route 45 and Budd Boulevard
P.O. Box 337
Woodbury, NJ 08096

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



DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-1600

JON S. CORZINE
Governor

January 10, 2007

Dorothy Guzzo
New Jersey Department of Environmental Protection
Historic Preservation Office
PO Box 404
Trenton, NJ 08625-0404

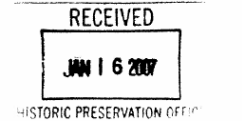
Attn: Charles Scott - Transportation and Planning Group

Re: I-295/I-76/Route 42 Direct Connection Project
Camden County
Federal Project Number IM-2952(098)
HPO Log # 03-0243

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



03-0254-503

HPO-C2007-198
March 29, 2007

KRIS KOLLURI, Esq.
Commissioner

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 3/29/07
DOROTHY P. GUZZO DATE
DEPUTY STATE HISTORIC PRESERVATION OFFICER

HPO-C2007-198
Log # 03-0254-5
March 29, 2007



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,

Bruce Hawkinson
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.

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Please feel free to contact me if you have any questions.

Sincerely,

Bruce Hawkinson
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.

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Please feel free to contact me if you have any questions.

Sincerely,

Bruce Hawkinson
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.

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Sincerely,

Bruce Hawkinson
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.

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Sincerely,

Bruce Hawkinson
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.

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Sincerely,

Bruce Hawkinson
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.

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Please feel free to contact me if you have any questions.

Sincerely,

John Asakpan 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:

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Sincerely,

John Asakpan 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.


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Please feel free to contact me if you have any questions.

Sincerely,

John Asakpan 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,

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.

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DEPARTMENT OF TRANSPORTATION
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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.

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Route 295 & 42/ I-76 Direct Connection
De Minimis Determination
page 7

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

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Route 295 & 42/ I-76 Direct Connection
De Minimis Determination
page 3

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
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.



9-4-07
Date

Annette Castiglione
Superintendent of Schools
Bellmawr, New Jersey

C: J. Mar, FHWA
D: Mott, FHWA
B: Riegele, NJDOT
I: Ivancliu, Dewberry

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August 26, 2008

Roger Lall
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

Ref: Proposed Reconstruction of I-295/I-76 Route 42 Interchange
Camden County, New Jersey

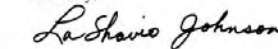
Dear Mr. Lall:

On August 15, 2008, the Advisory Council on Historic Preservation (ACHP) received your notification regarding the adverse effects of the referenced undertaking. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Memorandum of Agreement (MOA), developed in consultation with the New Jersey SHPO, Indian tribes, and other consulting parties, and related documentation at the conclusion of the consultation process. The filing of the MOA with the ACHP and fulfillment of its stipulations are required to complete your compliance responsibilities under Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Carol Legard at 202 606-8522 or clegard@achp.gov.

Sincerely,



LaShavio Johnson
Historic Preservation Technician
Federal Permitting, Licensing and Assistance Section
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION
1100 Pennsylvania Avenue NW, Suite 803 • Washington, DC 20004
Phone: 202-606-8503 • Fax: 202-606-8647 • achp@achp.gov • www.achp.gov



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 6, 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

Date	Meeting
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
November 20, 2007	BPMHC
May 6, 2008	Section 106 Consulting Party Meeting
June 17, 2008	Green Acres Coordination
June 26, 2008	Section 106 Consulting Parties Meeting
August 4, 2008	Section 106 Consulting Parties Meeting

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

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 Tpk 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

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- 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”
 - o No shoulders
 - o 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

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- (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

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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 pluses 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

<i>Hurt</i>		<i>Prevent</i>	
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?

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- 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

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Action Item: Sam will get guidance on Streamlined NEPA Process from Jackie Winkler, 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 meeting, 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)

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- 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

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- 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

January 30, 2002

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- 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

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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

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-4 th 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

Meeting Minutes of January 31, 2001

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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.

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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

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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.

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February 6, 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

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;

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.

April 17, 2002

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 permissible.
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.

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, standard 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.

April 24, 2002

Meeting Minutes of April 17, 2002

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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

**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:

- o Traffic and congestion
- o Roadway issues
- o Property issues
- o Public information
- o 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 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

August 20, 2002

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.

**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., Diocesan 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 Beimgno 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's 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 finding 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:

- | | |
|--------------------------------|----------------|
| <u>NJDOT</u> | |
| Bill Beans (part time visitor) | (609)-530-2471 |
| Nick Caiazza | (609)-520-2991 |
| JoAnn Szczech | (609)-530-3021 |
| <u>NJDEP - LURP</u> | |
| Bob Cubberley | (609)-633-6755 |
| Bill McLaughlin | (609)-984-0195 |
| <u>USACOE</u> | |
| Sam Reynolds | (215)-656-5715 |
| Mike Hayduk | (215)-656-5822 |
| <u>Dresdner-Robin</u> | |
| Victor Furmanec | (201)-217-9200 |
| Steve Wheeler | (201)-217-9200 |
| <u>Dewberry-Goodkind, Inc.</u> | |
| Ms. Ileana Ivanciu | (973)-428-4909 |
| Mr. Charles Meidhof | (856)-802-0843 |
| Mr. Brian Sayre | (973)-428-4909 |

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Meeting Minutes of October 9, 2002

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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.

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Meeting Minutes of October 9, 2002

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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. Ileana 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. Ileana 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

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November 12, 2002

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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.

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Meeting Minutes of October 9, 2002

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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.
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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:

<u>New Jersey Department of Transportation (NJDOT)</u>		
<u>Name:</u>	<u>Representing:</u>	<u>Phone:</u>
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
 <u>Camden County</u>		
Mr. Bob Kelly	County Engineer	(856)-783-0043
 <u>DVRPC</u>		
Mr. John Ward		(215)-592-9125
 <u>Gloucester City</u>		
Mr. Eric Fetteriff		(856)-456-7105
Mr. Bob Gorman	Mayor	(856)-456-0205

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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.

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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 DiMaurizio 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.

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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

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:

- | | |
|---------------------|----------------|
| <u>NJDOT</u> | |
| 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 |
| <u>FHWA</u> | |
| Lourdes Castaneda | (609)-637-4237 |
| Jeanette Mar | (609)-637-4203 |
| Mike La Pietra | (609)-637-4208 |
| <u>NJDEP - LURP</u> | |
| Bob Cubberley | (609)-633-6755 |
| Bill McLaughlin | (609)-633-6755 |
| <u>NJDEP - HPO</u> | |
| Steven Hardegen | (609)-984-0141 |
| <u>NJDEP - OPC</u> | |
| Ken Koschek | (609)-292-2662 |
| <u>USACOE</u> | |
| Mike Hayduk | (215)-656-5822 |
| <u>USF&WS</u> | |
| Carlo Popolizio | (609)-383-3938 |
| <u>DRBC</u> | |
| Tom Brand | (609)-883-9500 |

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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:

- 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.
- 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;
- 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

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- 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.

- 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.

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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

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- 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

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- 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
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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 rationale 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 not oriented 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.

December 17, 2002

- 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".

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.

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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.

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January 7, 2003

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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
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**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

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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 constructibility 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 DiGiambattista, 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.

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:

<u>New Jersey Department of Transportation (NJDOT)</u>		
<u>Name:</u>	<u>Representing:</u>	<u>Phone:</u>
Mr. Michael Russo	BPSD	(609)-530-3026
Mr. Steven Maslow	Environmental Coordinator- Project Management	(609)-530-2832
Ms. Patricia Feliciano	OCR	(609)-530-2110
<u>Camden County</u>		
Mr. Bob Kelly	County Engineer	(856)-783-0043
<u>Gloucester City</u>		
Mr. Eric Fetteriff		(856)-456-7105
<u>Borough of Bellmawr</u>		
Mr. George Coleman		(856)-933-1313
Mr. Frank Filipek	Mayor	(856)-933-1313
Mr. Joe Ciano		(856)-931-1111

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<u>Assemblyman Joe Roberts, District 5</u> Mr. Jason Gonzalez	(856)-742-7600
<u>Assemblywoman Nilsa Cruz-Perez</u> Ms. Marion Rink	(856)-541-1251
<u>Mt. Ephraim</u> Mr. Joe Wolk Mr. Beppel	Mayor Capt. P.D. (856)-931-1546 (856)-931-2225
<u>Dewberry-Goodkind, Inc.</u> Mr. Charles Meidhof Mr. Joseph Alai	(856)-802-0843 (856)-802-0843
<u>Howard Stein Hudson</u> 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.

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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

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:

<u>NJDOT</u>	
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
<u>FHWA</u>	
Lourdes Castaneda	(609)-637-4237
Mike LaPietra	(609)-637-4208
<u>NJDEP - LURP</u>	
Bob Cubberley	(609)-633-6755
Bill McLaughlin	(609)-984-0195
<u>NJDEP - OPA</u>	
Ken Koschek	(609)-292-2662
<u>NJDEP - DFW</u>	
Andy Didun	(609)-984-2413
<u>NJDEP - HPO</u>	
Steven Hardegen	(609)-984-0141
<u>USEPA</u>	
David Carlson	(212)-637-3502
<u>USACOE</u>	
Sam Reynolds	(215)-656-5715

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Mike Hayduk	(215)-656-5822
Jacqueline Winkler	(215)-656-5833
<u>USFWS</u>	
Carlo Popolizio	(609)-383-3938 x32
Chivia Horton	
<u>Dewberry</u>	
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

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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?
 - 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.

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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.

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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

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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.
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 Dewberry, Inc.

MEMORANDUM

TO: Record
FROM: Charles P. Meidhof, P.E. *[Signature]*
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. Jodylyn 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.

February 6, 2003

**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

<u>NAME</u>	<u>COMPANY</u>
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

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. Mayor 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

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USEFWS
 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

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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 I-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

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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

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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

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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.

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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.

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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 matter 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

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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:

<u>ITEM</u>	<u>ACTION</u>	<u>RESPONSIBLE PARTY</u>	<u>DATE</u>
• 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

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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

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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

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NJDEP - DFW
Andrew Didun (609)-984-2413

USEPA - WPS
Robert Montgomerie (212)-637-3813

USACOE
Michael Hayduk (215)-656-5822

USEWS - NJFO
Carlo Popolizio (609)-383-3938 x32

DRBC
Paul Scally (609)-883-9500

DVRPC
John Ward (215)-238-2899
Charles Dougherty (215)-238-2863

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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

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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.

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8. Charles Meidhof brought up the issue of the transport of hazardous materials and that these materials would likely not be allowed through 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 (William 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 charrette. 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.

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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

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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:

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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

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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.

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- 26. Mike Russo and Lourdes Castaneda 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.

Dewberry

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LIST OF ACTION ITEMS AGREED TO IN THIS MEETING:

<u>ITEM</u>	<u>ACTION</u>	<u>RESPONSIBLE PARTY</u>	<u>DATE</u>
• 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

Dewberry

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

Dewberry

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<u>NJDEP – DFW</u> Andrew Didun	(609)-984-2413
<u>USEPA</u> David Carlson (via telephone)	(212)-637-3813
<u>USACOE</u> Michael Hayduk	(215)-656-5822
<u>USFWS - NJFO</u> Carlo Popolizio	(609)-383-3938 x32
<u>DRBC</u> Paul Scally	(609)-883-9500
<u>DVRPC</u> Charles Dougherty	(215)-238-2863
<u>Dewberry</u> Lou Robbins Ileana Ivanciu Charles Meidhof Brian Sayre	(201)-438-6166 (973)-428-4909 (856)-802-0843 (973)-428-4909
<u>Meeting Facilitator</u> 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

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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

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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.

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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.
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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 socioeconomic 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.
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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.
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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.

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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.

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LIST OF ACTION ITEMS AGREED TO IN THIS MEETING:

<u>ITEM</u>	<u>ACTION</u>	<u>RESPONSIBLE PARTY</u>	<u>DATE</u>
• 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)

<u>Name:</u>	<u>Representing:</u>	<u>Phone:</u>
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
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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
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Mt. Ephraim

Mr. Mike Reader	Mayor	(856)-933-3670
Ms. Suzanne Gaglianone	Commissioner	(609)-206-0939
Mr. Anthony Chambers	Commissioner	(215)-778-6203

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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

DRAFT

- **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.

DRAFT

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.

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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-entered. 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

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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.

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.

June 26, 2003

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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.

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.

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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:

<u>NJDEP - LURP</u>	
Bob Cubberley	(609)-633-6755
Dennis Contois	(609)-292-2296
<u>USACOE</u>	
Sam Reynolds	(215)-656-5715
<u>Dewberry-Goodkind, Inc.</u>	
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.

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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 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.

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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 (AIJos 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.

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July 24, 2003

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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

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**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:

- o Traffic and congestion
- o Roadway issues
- o Alternatives
- o Property issues
- o Construction
- o Other
- o 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.

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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).

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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.

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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?

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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 Willson 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.

October 15, 2003

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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 meeting 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.

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)

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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:

- Bub Kovacs began the meeting with a brief introduction, proposed schedule, and purpose for the meeting.
- 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
- 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.
- 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
- 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.
- 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.

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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

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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 AIJo's Curve is currently owned by the NJDOT. Alternative "D1" keeps AIJo'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 AIJo's curve. Alternatives "G/H" eliminate weaving issues.

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- Alternative "I" - through the cemetery, eliminates AIJo'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 AIJo's curve does not meet Purpose and Need and would have local opposition. Lou Robbins explained that AIJo's curve is now part of mainline I-295. In Alternative "D1", AIJo's curve would be a ramp and therefore the design speed can be lower than on the mainline. Chick Dougherty stated all of the "I" alternatives were dismissed by his group because of AIJo'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

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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 than 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.

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**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)

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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 AI 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 AI 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 AI 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.

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December 2, 2003

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.

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:

Harry Moore BPMH
Marianne Rink BPMH
John Carney BPMH
Robert Bangs BPMH
Chuck Sauter BPMH
Jeffrey Baron BPMH Counsel
Frank Filipek Mayor of Bellmawr
Michael Russo NJDOT
Patricia Feliciano NJDOT
Louis Robbins Dewberry
Jeffrey Hewitson Dewberry

RESIDENTS:

Linda M. Hoban
JoAnn E. Snow
Donna Carullo
Marlene Medding
Henry Latter
Deb and Rich Mayor
Richard Maynard
Glen Schailey
Diane and Edward Shannon
Donnamarie Schailey

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.

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MEMORANDUM OF RECORD - CONTINUED

MEETING DATE: DECEMBER 2, 2003

LOCATION: BELLEMAWR PARK MUTUAL HOUSING (BPMH)
CORPORATION COMMUNITY CENTER

RE: BELLEMAWR 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

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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
BELLEMAWR 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.

Dewberry

Partnering Meeting Minutes—January 7, 2004

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- 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 Kovacs 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 Kovacs 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,

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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 AIJo’s curve – allows for wetland mitigation area
- **ALTERNATIVE “D1” - KEEP**
 - Keeps AIJo’s (accidents)
 - More wetland impacts
 - More (better) weave distance
 - Less visual impact from ramp
- **ALTERNATIVE “H1” - DISMISS**
 - 40’ high, keeps AIJo’s curve (why keep 2 “#1” alternatives)
- **ALTERNATIVE “G2” - DISMISS**
 - 40’ high, removes AIJo’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)

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• 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 AIJo’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 AIJo’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

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Pros:

- Lower cost (less than Alternative “D”)

Cons:

- Maintain AIJo’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 AIJo’s curve

ALTERNATIVE “H1” – DISMISS

- Reluctantly dismissed – similar to Alternative “G2” as a double-stacked highway but included AIJo’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

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alternative in (which keeps AIJo’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 ---AIJo’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.

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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

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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

Dewberry

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 Coleman	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	Dewberry

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:

January 28, 2004

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.

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:

- o Personal disruption – Loss of home – "How many" and "Who" will be affected?
- o Property value issues – increase/decrease of resale value
- o Property value issues – reimbursement process
- o Community disruption (traffic) during construction
- o Businesses/Residences impacted
- o Lack of knowledge and public information as to members of the Community Advisory Committee (CAC)
- o Other

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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 "tweaked" 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

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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 Henslow'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 Caraluzzo 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

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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 be 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.

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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.

February 20, 2004

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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

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".

**Page Two – Memorandum of Record –
 I-295/I-76/Route 42 Direct Connection
 St. Mary's Cemetery - ROW Preliminary Issues/
 "Advance Acquisition" Process**

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:

<u>NAME</u>	<u>REPRESENTING</u>
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 1 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)

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.

March 31, 2004

- 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 April 13th 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.

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

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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

 Dewberry

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

 Dewberry

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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 Socio-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

 Dewberry

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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.

Dewberry

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

Dewberry

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 Fillepek (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

Dewberry

July 15, 2004

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 to 18 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.

Dewberry

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- built 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

Dewberry

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/D application and stormwater quantity and quality treatment options and requirements

IN ATTENDANCE:

<u>NJDOT-E Team</u>	
Nick Caiazza	(609) 530-2991
Steven Maslow	(609) 530-2832
<u>NJDOT-DPPD</u>	
Michael Russo	(609) 530-3026
<u>NIDEP-LURP</u>	
Robert Cubberley	(609) 633-6755
William McLaughlin	(609) 984-0195
Dennis Contois	(609) 777-0456
<u>USACOE</u>	
Michael Hayduk	(215) 656-5822
<u>Dewberry</u>	
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 AJo'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 Fillepek, 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 Fillepek 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.

Dewberry

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

Dewberry

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:

- 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

February 23, 2005

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.

Dewberry

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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

Dewberry

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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.

Dewberry

1

March 23, 2005

Meeting Minutes of February 23, 2005 - 2 -

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.

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Meeting Minutes of February 23, 2005 - 3 -

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

Dewberry

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:	<u>Diocese of Camden</u>	<u>NJDOT</u>
	Bill Murray Larry Reader Ken McIlvaine Art Basciano Bob Guerrieri Rev. Peter Joyce Charles Barth Frank Monari Martin McKernan	Jody Barankin Nick Caiazza Pat Feliciano David Kook <u>FHWA</u> Linda Beyer <u>Dewberry-Goodkind</u> 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

Dewberry

May 10, 2005

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
Craig Johnson

Dewberry

ATTENDANCE LIST

DATE 3/23/05 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 x 5410	
LINDA Beyer FHWA	609-637-4208	
BILL MURPHY	856-756-7900	
Patricia Feliciano	NJDOT-OCR 609-530-2110	
Craig Johnson	973-338-9100	
Jody Barankin	609 530 3520	
HARRY READER	856-342-4125	
ANT BASSANO D.O.C.	856-756-7900 ext 5279	
CHARLES P. BARTH	856 609-561-3313	
Nick Caiarza NJDOT	609-530-2991	
Frank Monari	(856) 964-7759	
Ken MATHIAS	856 756 7900 ext. 5257	
MARTIN WICKERMAN	856-964-7759	
Rev. Alan Joyce	856-756-7900 x 5204	

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 Levens, 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

Dewberry

May 18, 2005

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.

Dewberry

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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

Dewberry

- 3 -

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.

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- 1 -

May 23, 2005

2. 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.
3. Craig explained that the cost of the five alternatives is yet to be determined.
4. George Coleman asked if there would be any impact to Dewey Road and Craig responded there would not be.
5. 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.
6. 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.
7. Tralonne Shorter asked if Bellmawr Park is 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).
8. 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.
9. 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.
10. 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

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.

May 23, 2005

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

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 Stelmec, 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 greater 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:

- Mr. and Mrs. Mark Fisher
- Ms. Colleen Bisaga
- Mr. and Mrs. William Orchard
- Ms. Vivian Walsh
- Mr. and Mrs. William Seas
- Mr. Joseph Murphy, Sr.
- Mr. Joseph Murphy, Jr.

Project Team

- Jody Barankin, NJDOT
- Nick Caiazza, NJDOT
- Denise Peck, NJDOT ROW
- James Finnerty, NJDOT ROW
- John Berrevoets, NJDOT ROW
- Craig Johnson, Dewberry
- 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.

June 7, 2005

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,

Fisher - House damaged by truck hitting utility pole. Horse damage by errant truck. Wind issue. Settlement

Patricia Saulino
Dewberry-Goodkind



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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.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

Lourdes Castaneda (609) 637-4237 lourdes.castaneda@fhwa.dot.gov
 Jeanette Mar (609) 637-4203 jeanette.mar@fhwa.dot.gov

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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

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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

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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

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- 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

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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

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also stated that we believe the Bellmawr Park School and ballfields are not 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

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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**

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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.

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- 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

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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

Dewberry

June 9, 2005

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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

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 (DredsnrRobin)

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.

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❖ 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.

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June 13, 2005

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 existing 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. Heana 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 Heana 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.

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

August 17, 2005

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

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~~ *Cg per Nick 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.

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- 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

Dewberry

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/cafeateria 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

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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

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- **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

Dewberry

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.

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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 are 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:
 - o 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.
 - o 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.
 - o 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.
 - o The "baby" section of the cemetery will not be impacted.
 - o Iron pins will be installed to delineate all angle points in the proposed ROW line. This should happen within the next couple of weeks.

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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

Dewberry

June 8, 2006

Johnson, Craig

From: Denise Peck [denise.peck@dot.state.nj.us]
Sent: Wednesday, November 23, 2005 8:49 AM
To: rguerieri@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/>>

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.

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- ❖ 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.

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:



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- 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.



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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



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

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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

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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

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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

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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.

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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

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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.

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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 ALJo'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 ALJo's Curve. Ms. Ivanciu said that we tried to avoid having too many rows in the

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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

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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.

October 19, 2006

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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.

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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

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.

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- ❖ 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.

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:



A Dewberry Company

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:



A Dewberry Company

October 24, 2006

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 to 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



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 ivanciu@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

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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

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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,

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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 AI-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

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concurrency.

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

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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 Concurrency 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.

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June 6, 2007

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

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

July 31, 2007

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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

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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

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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:

<u>Bellmawr Board of Education</u>	
Annette Castiglione - Superintendent	856 931 3620
Jody Mangus – Board Member	856 931 3620
<u>NJDOT</u>	
Bruce Hawkinson	609 530 4272
Patricia Feliciano	609 530 2119
JoAnn Asadpour	609 530 3021
<u>Dewberry-Goodkind, Inc.</u>	
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.



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September 4, 2007

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.



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Section4(f)-de minimus Impact to Bellmawr Park school Ball field

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

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Meeting Minutes of September 4, 2007 - 2 -

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.

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November 20, 2007

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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.

- 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.
- 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.
- 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

Dewberry

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MEMORANDUM

TO: 2652 Meetings
FROM: Patricia Saulino
DATE: November 30, 2007
RE: I-295/I-76/Route 42 Direct Connection-Section 106 Consulting Party Meeting
CC: Attendees: J. Barankin, B. Riegel, B. Hawkinson, M. Hayduk, J. Mar, D. Mott, Bellmawr Borough, C. Johnson, I. Ivanciu, J. Heeren

TIME & PLACE OF MEETING: November 20, 2007, 6 pm at BPMHC Offices

PURPOSE OF MEETING: Section 106 Consulting Party Meeting

IN ATTENDANCE:

Bellmawr Park Mutual Housing Corporation

Eric Hoban	856 931 2352
David Richards	856 931 4340
John Carney	856 931 2743
Patricia Levins	856 931 2001
Steve Nilsen	856 931 2001

NJDEP-HPO

Charles Scott	609 633 2396
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NJDOT

JoAnn Asadpour	609 530 3021
Patricia Feliciano	609 530 2110

Dewberry-Goodkind, Inc.

Andrea Burk	973 739 9400
Patricia Saulino	856 802 0843

DISCUSSIONS, TIMELINES AND ACTION ITEMS:

The following summarizes the discussions and comments that occurred:

- Pat S. welcomed the group who introduced themselves. Pat gave a project status update regarding the DEIS distribution which is expected to begin the first week in December. She told the group that the DEIS hard copy can be reviewed at the Bellmawr, Mt. Ephraim and Gloucester City municipal

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Meeting Minutes of November 20, 2007

buildings, the Bellmawr and Gloucester City Public libraries as well as at Bellmawr Park Mutual Housing Corporation's offices. The DEIS documents will also be posted on the NJDOT website approximately in mid December. Pat explained the purpose of the Public Hearing meeting to be held on January 30, 2008 (snow date of February 6, 2008) and advised that oral or written comments made either at the meeting or before February 15, 2008 will be included in the formal record contained in the Final Environmental Impact Statement (FEIS). The flyer announcing the Public Hearing will be mailed to approximately 7,500 residents in the project area and will be advertised in the Public Notices section of the Camden Courier Post, Philadelphia Inquirer and the Gloucester City News.

- Eric asked about the timeline for the SHPO 106 Process and Jo Ann responded that it is expected for late summer/early fall of 2008. A copy of the mitigation measures that were discussed is attached to these minutes; the group agreed that proposed mitigation measures 1-5 should be grouped together as they represent preparation work for the National Register nomination application.
- The Board was interested in developing a website and as a result this item will remain on the list of proposed mitigation measures. The group discussed that the mitigation would involve the initial creation of a website, but BPMHC would be responsible to maintain and update the website.
- Regarding completing a National Register nomination application for BPMHC, Pat L. asked if BPMHC housing units would be precluded from eligibility as they are not what they once were. Charles said it depends upon the degree and magnitude of the changes. Many times, changes are defensible and still meet the criteria for the application, such as changing a paint color, adding new siding, etc. Other changes, such as altering the street layout or changing building footprints would diminish the significance of the historic district and could have an impact on its eligibility. Charles went on to say that this submission is predicated more on the "character" of BPMHC; the unique way in which it functions; and the district's significance. JoAnn reminded the group that BPMHC had already been evaluated in the first cut and that the New Jersey Historic Preservation Office had determined the district eligible for listing in the National Register of Historic Places.
- It was the feeling of the group that the impacted units would probably not withstand relocation elsewhere within BPMHC due not only to the question of the structural integrity but also the asbestos siding that was originally installed. Pat S. and Pat L. recalled the areas within the BPMHC boundaries that had previously been suggested for new housing units.
- Charles offered that the test of retaining the significance and integrity of BPMHC is maintaining the original footprint. Eric said that 97% of the housing units remain in the original footprint. Charles continued that a listing on the New Jersey Register would protect BPMHC from actions taken at the local and county level.
- Charles explained that preparation of BPMHC's National Register nomination is part of the 106 Process and that he will provide JoAnn with a copy of the form as well as a comparable sample nomination form (e.g., Audubon Park, NJ). Eric asked if any of the samples will have information on exactly what type of mitigation was performed and Charles said probably not. Eric will bring the form before the entire board and their attorney at their January meeting together with the minutes from this meeting.
- The group discussed the mitigation measures of photographic documentation and detailed architectural descriptions of buildings slated for demolition as well as including changes that have occurred over time and changes that would result from the proposed project. Pat L. said that she had many sets of original blueprints (she believes she has the impacted units' blueprints) that show the dimensions and construction design. Andrea said that organization/conservation of these blueprints

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May 6, 2008

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for future generations would be a benefit of the application process and that recommendations for a Conservation Plan could be added to the list of proposed mitigation. David said he had also seen aerial photos before and after BPMHC construction. Eric asked who would provide the funding for this work; JoAnn said that NJDOT could include this work within the budget for the design phase of the project.

- Other mitigation measures were discussed such as conducting interviews with long-term residents, producing a brochure, launching a website, preparing a narrative video, preparing display boards as well as developing strategies to ensure the cohesiveness and stability of BPMHC. Charles said these actions would ensure the future legacy of BPMHC. However, Andrea explained that these measures would not be part of the National Register nomination but could be considered as additional mitigation measures.
- JoAnn asked the board members present if they were interested in presenting this to the rest of the BPMHC Board members and Eric responded he could see no reason not to do so. Charles and JoAnn said it was definitely in the best interest of BPMHC to proceed with the National Register nomination process and the members present agreed.

The meeting adjourned at approximately 8:30 pm.

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. Without notification, we will consider these Minutes to be a record of fact.

Respectfully submitted,

Patricia Saulino
Dewberry



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MEMORANDUM

TO: 2652 Meetings
FROM: Patricia Saulino
DATE: May 7, 2008
RE: I-295/I-76/Route 42 Direct Connection--Section 106 Consulting Party Meeting
CC: Attendees: J. Barankin, B. Riegel, B. Hawkinson, C. Johnson, I. Ivanciu, J. Heeren
Copy for Project Team Meeting only

TIME & PLACE OF MEETING: May 6, 2008, 6:30 pm at BPMHC Board Offices

PURPOSE OF MEETING: Section 106 Consulting Party Meeting

IN ATTENDANCE:

Bellmawr Park Mutual Housing Corporation (BPMHC)
Eric Hoban 856 931 2352
David Richards 856 931 4340
John Carney 856 931 2743
Patricia Levins 856 931 2001
Steve Nilsen 856 931 2001
Charles Sauter 856 933 1313

Counsel for Bellmawr Park Mutual Housing Corporation
Sven Pfahlert 856 770 0990
Jeff Brennan 856 627 6000

NJDEP-HPO
Charles Scott 609 633 2396

NJDOT
JoAnn Asadpour 609 530 3021
Patricia Feliciano 609 530 2110

FHWA
Jeanette Mar 609 637 4239

Dewberry-Goodkind, Inc.
Andrea Burk 973 739 9400
Patricia Saulino 856 802 0843

DISCUSSIONS, TIMELINES AND ACTION ITEMS:

The following summarizes the discussions and comments that occurred:



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Meeting Minutes of May 6, 2008

- Introductions were made all around. JoAnn provided a brief overview of the Section 106 Process as it relates to BPMHC's eligibility for the National Historic Registry. JoAnn asked if everyone had an opportunity to review the Draft MOA document. Most had; however, both attorneys present had not. Jeff Brennan said he had only received the document within the last hour as he came in place of Jeff Baron who is in the hospital.
- Before the group had a chance to discuss any questions they might have regarding potential impacts to BPMHC Historic District, Jeff stated that it was his understanding that BPMHC had previously been told that construction of the new units for the impacted residences would be done by the state. A group discussion then ensued regarding remarks which had been made at a few of the earlier meetings both with the impacted homeowners and at a PIC early in the project to the effect that the impacted units would be replaced "in kind". JoAnn reminded the group that this meeting was to address the 106 Process and that issues regarding the impacted properties would be handled by NJDOT ROW. The issue of replacement "in kind" was not addressed again.
- JoAnn further explained that "Historic Mitigation" would be the nomenclature used going forward in the Section 106 Process for BPMHC's historic designation as it directly refers to non-commercial, private properties whereas "Functional Replacement" directly refers to commercial, public properties; i.e., a church or a school.
- JoAnn explained that NJDOT will provide funding through the FHWA to the BPMHC Board to qualify for the "Historic Mitigation" designation. NJDOT would monitor the BPMHC Board regarding method of replacement.

Charles added that methods of replacement must meet the SHPO standards to qualify for maintaining the integrity of historic designation; i.e., exterior facades and elevations among other requirements which will be memorialized in the MOA document to insure the replacement work meets the habitation standards of SHPO.

Several of the BPMHC members asked about the construction sequence and stated that relocation housing would have to be in place prior to the demolition of the old units. The Board also expressed an interest in modular housing and asked Charles about the possibility of using modular housing as a replacement. Charles said it would have to hold up to the standards called for in historic mitigation and it is important that guidance is provided by SHPO to insure that appropriate professionals are hired in this effort. The Board queried about the possibility of moving the impacted buildings to a relocation site and they were reminded that in previous meetings with NJDOT and the Board members it was mutually agreed by both that this was not a viable option due to the age and condition of the residences.
- The group discussed the "Stipulations" sections of the Draft MOA and Charles suggested that the appropriate, responsible party should be identified for each activity/discipline; i.e., NJDOT, FHWA, SHPO, BPMHC Board, etc. Everyone agreed that the document would be revised accordingly.
- The BPMHC Board asked who will provide the funds and what process will be used? Jeanette of FHWA suggested that perhaps another document could be tied into the ROW process to better define the financial aspects. Charles agreed that the Board should know exactly what funding is available as everything must be approved before the Board proceeds with the planning and design of relocation sites that are historically compatible with the SHPO requirements.



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June 17, 2008

Meeting Minutes of May 6, 2008

7. The potential relocation sites within Bellmawr Park that were identified by Board members at a BPMHC meeting in May, 2005 were visited on a field trip in August, 2005 with Pat Levins and Harry Moore representing the BPMHC Board; Jody Barankin the Project Manager from NJDOT; and Craig Johnson and Pat Saulino from Dewberry. Approximately six areas for potential relocation sites were visited and a schematic of possible relocation placement for the quad and duplexes was identified to BPMHC Board.
8. Regarding Section III of the "Stipulations" document, Jeff said the potential relocation sites that were previously identified would have to be tested for soil compatibility, wetlands, access, infrastructure capability, parking, etc. Jeff went on to ask if the FEIS document's language identifies a location for the replacement housing. JoAnn said that it should be within the scope of Bellmawr Park and must meet the SHPO standards of housing replacement.
9. Charles said that a feasibility assessment study should be conducted to see what areas are available and if they would work and suggested a "Pre-Condition" clause be inserted into the Draft MOA as the areas of relocation must be identified and proven to work. Pat F. asked Jeff if he would like to see language that would accomplish this and Jeff said there has to be a "Pre-Condition" clause. JoAnn will check with Bruce Riegel, the Project Manager to get his opinion.
10. Charles then explained to the group the depth and detail of the Nomination for Historic Designation and gave the Board members samples from the archives of various housing programs from both World Wars I and II.
11. Dave Richards of the Board asked if we were planning on any more meetings either with the public or the impacted BPMHC residents. We responded that if necessary, we would plan meetings in the future.
12. Eric asked for an updated timeline for the project. Pat S. said the Record of Decision was expected by the end of 2008. With that approval, the project enters into Final Design which is projected to be completed by late 2011, early 2012 assuming all funding is in place and all ROW issues have been satisfied.
13. Pat S. to forward the DEIS CD and the Executive Summary to both attorneys, Sven and Jeff.
14. Our next Consulting Parties meeting is scheduled for Wednesday, June 11th at 6:30. We asked Jeff to have his written comments to the Draft MOA document back to NJDOT a week prior to the meeting. Jeff said he would try but could not promise. We discussed the importance of seeking National Historic Designation and that the process needs to keep moving.

The meeting was adjourned at approximately 8 pm.

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. Without notification, we will consider these Minutes to be a record of fact.

Respectfully submitted,

Patricia Saulino
Dewberry-Goodkind, Inc.



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MEMORANDUM

TO: 2652 Meetings
FROM: Jim Heeren
DATE: June 23, 2008
RE: I-295/I-76/Route 42 Direct Connection-Green Acres
CC: Attendees; B. Hawkinson, J. Barankin, I. Ivanciu

TIME & PLACE OF MEETING: June 17, 2008, 10:00 am at NJDEP Offices

PURPOSE OF MEETING: Green Acres Coordination

IN ATTENDANCE:

<u>NJDEP</u>	
Robert Rodriguez	609 341 2056
<u>NJDOT</u>	
JoAnn Asadpour	609 530 3021
Bruce Riegel	609 530 4232
<u>Dewberry-Goodkind, Inc.</u>	
Craig Johnson	973 338 9100
Jim Heeren	973 739 9400

DISCUSSIONS, TIMELINES AND ACTION ITEMS:

The following summarizes the discussions and comments that occurred:

1. Craig Johnson gave an overview of the I-295/I-76/Route 42 Direct Connection project and Robert Rodriguez indicated that he reviewed the DEIS and gathered information for the sites in Bellmawr. There are no municipal acquisitions Gloucester City. Mount Ephraim has never received Green Acres funding, thus there is no Green Acres coordination. Green Acres has jurisdiction over municipally-owned properties used for recreation at the time of the most recent Green Acres grant to the municipality. Bellmawr received Green Acres funding in 1972 and 2001.
2. A table of municipally owned parcels to be impacted by the I-295/I-76/Route 42 Direct Connection project was reviewed along with maps of the project. Robert indicated that he did not believe that the Bellmawr Park Mutual Housing Corporation (BPMHC) parcel (Block 49, Lot 1) should be Green Acres encumbered, even though it is listed on the Recreation and Open Space Inventory (ROSI) prepared by the Borough of Bellmawr.
3. Robert indicated that the Bellmawr Baseball League parcel (Block 49, Lot 1.02), which was originally part of BPMHC, would most likely be encumbered.
4. Robert said that the remnant lots adjacent to I-295 and the Bellmawr Baseball League parcel (Block 56, Lots 4 & 5; Block 63, Lots 6 & 7) may be encumbered if used as part of the ballfields. Jim Heeren indicated that they are presently zoned as "Light Industrial".



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Meeting Minutes of June 17, 2008

5. Robert indicated that the Bellmawr Park School parcel (Block 49, Lot 1.02) should not be encumbered, as Green Acres does encumber Board of Education property unless the municipality has a lease for recreational use of the property.
6. Robert noted that the parcels along Little Timber Creek (Block 5.05, Lots 1.01 & 3) may be encumbered based on when they were acquired and for what purpose. Jim indicated that these lots are currently zoned as "Floodplain".
7. Robert said that several remnant lots near Windsor Drive (Block 51.11, Lots 2.01, 3.01, & 4.01, 6, & 15) may be encumbered depending upon their use; however, these lots are presently not impacted by the project. Craig indicated that as the design advances, utility easements impact Lot 6.
8. Dewberry will consult with the Borough of Bellmawr to determine the ownership history and use of the municipally owned lots impacted by or near the project. If they are not encumbered, it is possible that they may be considered for the Green Acres diversion. Diversions are required at 2:1. Diversions in fee are also possible by improvement to existing parkland.
9. Robert indicated that the project would be considered a major diversion since more than 0.5 acres of Green Acres encumbered land will be impacted. A major diversion requires a scoping hearing prior to the application and public hearing after the application.
10. Wetland mitigation, required pursuant to a permit, cannot occur on Green Acres encumbered land without diversion. Restoration activities not required by a permit, within Green Acres encumbered land, would be considered a park improvement and not require diversion. Wetland mitigation areas and Green Acres diversion areas can be adjacent to each other.
11. Although NJDOT will prepare the Green Acres application, the Borough of Bellmawr will need to submit it. The application will require a tree inventory certified by a forester from the state list. The application process takes about 1.5 years, but the final ROW impact and diversion is needed. Robert provided copies of the Green Acres Application Process Schematic, Bellmawr ROSI from 2001 application, Pre-Application forms, Guidance Document for Public Hearing Signs, Survey Review Checklist, Surveyor's Certification and Summary Form, Scope of Work for Surveying, and the Green Acres Program Rules (NJAC 7:36).
12. An Onsite Pre-Application Meeting with Green Acres, Borough of Bellmawr, and NJDOT will be scheduled for the fall.

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,

James D. Heeren, P.E.
Dewberry-Goodkind, Inc.



June 26, 2008

MEMORANDUM

TO: 2652 Meetings
FROM: Patricia Saulino
DATE: July 1, 2008
RE: I-295/I-76/Route 42 Direct Connection-Section 106 Consulting Party Meeting
CC: Attendees; J. Barankin, B. Riegel, B. Hawkinson, C. Johnson, I. Ivanciu, J.Heeren

TIME & PLACE OF MEETING: June 26, 2008, 6:30 pm at BPMHC Board Offices
PURPOSE OF MEETING: Section 106 Consulting Party Meeting – Revised Draft MOA

IN ATTENDANCE:

- Bellmawr Park Mutual Housing Corporation (BPMHC)
- Eric Hoban 856 931 2352
- David Richards 856 931 4340
- John Carney 856 931 2743
- Patricia Levins 856 931 2001
- Terry Sweeney 856 931 2001
- Steve Nilsen 856 931 2001
- Michael Bowman 856 931 2001
- Counsel for Bellmawr Park Mutual Housing Corporation
- Sven Pfahlert 856 770 0990
- Jeff Baron 856 627 6000
- NJDEP-HPO
- Charles Scott 609 633 2396
- NJDOT
- Bruce Riegel 609 530 4232
- JoAnn Asadpour 609 530 3021
- Patricia Feliciano 609 530 2110
- John Mikusa 856 486 6622
- FHWA
- Jeanette Mar 609 637 4239
- Dewberry-Goodkind, Inc.
- Craig Johnson 973 338 9100
- Jay Kruse 856 802 0843
- Patricia Saulino 856 802 0843

DISCUSSIONS, TIMELINES AND ACTION ITEMS:



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Consulting Party Meeting Minutes - June 26, 2008

The following summarizes the discussions and comments that occurred:

1. Introductions were made all around. Jo Ann provided a brief overview of the Section 106 Process as it relates to BPMHC's eligibility for the National Historic Registry. Jo Ann said the revised Draft MOA addressed the BPMHC Board's concerns which had been discussed at the previous meeting on May 6, 2008.
2. Copies of a Feasibility Assessment Report of potential relocations sites were distributed. Craig explained to the group that a May 28th field trip with Pat L., Jay (Dewberry-Land Development), Matt Schlitzer (Dewberry-Environmental), Pat S. and Craig to the seven potential relocation sites previously identified by Pat L. and Harry Moore was the first step in the Feasibility Assessment. In the afternoon, Craig, Jay and Pat S. met with Bellmawr Borough officials to discuss utility capacity and the approval process. George Coleman, Superintendent of Sewer who had previously provided utility plans to Dewberry said they believed the locations selected would have suitable utility capacity. The Borough engineer from Remington & Vernick stated the sites would need to meet Residential Site Improvement Standards (RSIS) standards.

The Feasibility Assessment Report (FAR) was distributed to the group. Jeff asked Craig if this was the site(s) assessment document agreed upon and Craig said it was. Craig then explained the location and viability of each of the seven sites using plans illustrating the potential relocation sites. An average of 2,000 sq. ft. per rear yard was used in this analysis. Off-roadway parking will be provided; roadways will be 28' in width to allow access for emergency vehicles and cul-de-sacs will be designed with a 40' radius. It was determined that Sites 1 and 4 provide the best case opportunities for relocation of the 12 living units; Site 5 would work but would impact existing residences as the fence lines would have to be adjusted; Sites 2, 3, 6 and 7 were concluded to be unsuitable and would not be considered going forward. Jeff inquired whether the same number of existing living units would be provided in the relocation living units and Craig said the number would be the same.

John Carney asked if there would be problem with drainage on Site 1. Jay said at the May 28th meeting with NJDOT and Bellmawr Borough, Dewberry learned there are some existing drainage issues in the proximity of Site 1; however, the addition of storm water management facilities could help with the existing drainage problems.

Jeff Baron asked if there would be gravity sewers and if any borings had been done. NJDOT said that sewer investigations and soil borings would be performed.

3. The group reviewed the revised Draft MOA and the comments/revisions discussed by the group at the meeting will be incorporated into the Draft MOA which will be sent to Jeff and the BPMHC Board for review by July 14th. Jeff said there were certain issues he wants set forth in the MOA; Nonee requested a list in order to prepare a pro forma document to accommodate BPMHC Board's counsel's request. At Jeff's request, Nonee will also prepare "force majeure" language for inclusion in the MOA where applicable. Charles Scott said he needed to check on the regulations regarding timing reviews. As soon as the Draft MOA is revised, a pdf copy will be sent to Jeff and the BPMHC Board for their review.
4. Jeff indicated that he would like to hire Dewberry to work on the site design for the BPMHC Board. Nonee will check to see if there is a conflict with working simultaneously for NJDOT.



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Consulting Party Meeting Minutes - June 26, 2008

5. Regarding the next Consulting Parties Meeting, Jeff will call Pat L. with a date within the first two weeks of August to review the revised Draft MOA.
6. The meeting was adjourned at approximately 8:30 pm.

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. Without notification, we will consider these Minutes to be a record of fact.

Respectfully submitted,

Patricia Saulino
 Dewberry-Goodkind, Inc.



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August 4, 2008

MEMORANDUM

TO: 2652 Meetings
FROM: Patricia Saulino
DATE: August 5, 2008
RE: I-295/I-76/Route 42 Direct Connection-Section 106 Consulting Party Meeting
CC: Attendees, J. Barankin, B. Hawkinson, R. Lall, C. Johnson, J. Heeren

TIME & PLACE OF MEETING: August 4, 2008, 6:30 pm at BPMHC Board Offices
PURPOSE OF MEETING: Section 106 Consulting Party Meeting – Revised Draft MOA-Feasibility Assessment for Relocation Sites
IN ATTENDANCE:

<u>Bellmawr Park Mutual Housing Corporation (BPMHC)</u>	
Eric Hoban	856 931 2352
David Richards	856 931 4340
John Carney	856 931 2743
Patricia Levins	856 931 2001
Terry Sweeney	856 931 2001
Charles Sauter	856 933 1313
Steve Nilsen	856 931 2001
Michael Bowman	856 931 2001
Michael Mercantini	856 931 2001
<u>Counsel for Bellmawr Park Mutual Housing Corporation</u>	
Jeff Baron	856 627 6000
Sven Pfahlert	856 770 0990
<u>NJDEP-HPO</u>	
Andrea Tingey	609 984 0539
<u>NJDOT</u>	
Bruce Riegel	609 530 4232
JoAnn Asadpour	609 530 3021
Patricia Feliciano	609 530 2110
John Mikusa	856 486 6622
Nonee Lee Wagner	609 984 2912
<u>FHWA</u>	
Jeanette Mar	609 637 4239
<u>Dewberry-Goodkind, Inc.</u>	
Ileana Ivanciu	973 739 9400
Andrea Burk	973 739 9400
Jay Kruse	856 802 0843
Patricia Saulino	856 802 0843



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Consulting Party Meeting Minutes – August 4, 2008

DISCUSSIONS, TIMELINES AND ACTION ITEMS:

The following summarizes the discussions and comments that occurred:

1. Jeff Baron started the meeting by informing the group of the BPMHC Board's site relocation preferences. Sites 1 and 4 are preferred with Site 3 as a backup; Site 2 is too small; complications due to the necessity of providing additional parking spaces eliminate Site 5; Sites 6 & 7 were rejected.
2. Jeff asked Bruce if the timing of the demolition of the existing residences and construction of the new residences was still planned for spring, 2011 and Bruce said yes.
3. Jeff informed the group that the BPMHC Board had reviewed the Draft MOA document provided by NJDOT and they are in agreement to execute a final document as soon as it is prepared. Nonee will provide Jeff and the BPMHC Board with a Pro Forma Escrow Agreement. Nonee and Jeff agreed to discuss particulars for that document after the meeting; Jeff said that the preparation of the Pro Forma Escrow document would not impede the execution of the MOA.

Bruce asked who would sign the Pro Forma Escrow Agreement and Nonee said she and Victor Akpu Director of ROW as well as the individual who will have fiduciary duty named within the document. Prior to the Pro Forma Escrow being signed, Bruce said ROW funding has to be in place. Bruce reminded the group that no funding is available until the ROD is executed which in turn requires the fully executed MOA.
4. Andrea Tingey, the Principal Historic Preservation Specialist for SHPO attending her first Consulting Parties meeting with the BPMHC Board said she will review the Draft MOA and will have comments back to Jo Ann within a few days. The goal is to have the final MOA document signed within 30 days. Revisions requested by Jeff and approved by the group will be reflected in Andrea T.'s comments; specifically, the rewording of Section III, Paragraph I and an additional paragraph under Section II.
5. Jeff asked if there were specific guidelines from NJDOT/SHPO prior to the beginning of the architectural design process. Nonee said certain things can be done and she would supply information as well as a timeline to SHPO within two weeks. Andrea T. will provide a list of "approved architects" to both Nonee and Jeff.
6. Jeff said the BPMHC Board was strongly considering "modular construction" and that the Board would like to mirror the existing units as closely as possible.
7. Ileana explained that the Final Environmental Impact Statement (FEIS) is in the final stages. The MOA is the last document necessary to complete the FEIS and to obtain a Record of Decision (ROD). As soon as the ROD is issued, the BPMHC Board will be able to start the design process and receive FHWA funding for the retention of consultants and contractors. Ileana stressed that the sooner it is completed, the better for all parties involved.

Jeff asked Nonee if NJDOT could confirm that the escrow account would be maintained by the BPMHC Board and she said that was correct. Nonee said the funding of the process would commence after the escrow agreement is executed. Funding will occur in stages and will be replenished as invoices are submitted by the BPMHC Board's custodian. Jeff and Nonee will discuss who will act as liaison with NJDOT. Jeff emphasized to the BPMHC Board that they will not be eligible to receive funding until the FEIS is approved.



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Consulting Party Meeting Minutes – August 4, 2008

- The issue was raised as to the selection of the BPMHC Board custodian/liaison for the maintenance of the escrow account as board members do change. Jeff and Nonee agree that a BPMHC resident outside the Board could be designated by the Board.
8. Jeff asked if NJDOT/SHPO would consider a different grouping of the residential replacement units; i.e., a triplex; it was decided this would not be desirable as there are no existing triplexes among the 500 units and the replacement units will need to be compatible yet distinguishable (so that it is perceivable that they are replacement units and not original to the district). Ileana pointed out that the MOA can be executed without the specifics of design and construction.
 9. Jeff asked if the residential replacement units would be outfitted with like existing fixtures. Nonee said only external fixtures are covered by the MOA and will be installed according to current building codes. The rule of thumb is that NJDOT will be replacing "in kind".
 10. Jeff told the group that it would take at least 3 months to develop a site plan design; depending on the level of approvals (borough/state), an additional 9 months for preliminary site plan approval; and another 6 to 9 months for construction depending upon the time of year.
 11. As everyone involved was in attendance, Bruce said any recommended comments to the MOA should be discussed so the document could be prepared for execution by all signatories as soon as possible.
 12. Andrea T. explained that she had not yet fully reviewed the MOA, but upon an initial look she suggested that the MOA could include a provision for the installation of signage advising the public of BPMHC's historic significance. Andrea T. also suggested that the MOA should identify who will be presenting the National Register nomination to the New Jersey State Review Board for Historic Sites. She advised that either the BPMHC or the cultural resources consultant (Dewberry) present the nomination with demonstrated support from FHWA and NJDOT. Andrea T. also advised that the HABS documentation may not need to be prepared based on Level II standards as this would require copies to be submitted to the Library of Congress and their holding space is limited. She also advised that the MOA may want to identify who will be hosting the BPMHC website. Andrea T. advised the group that she would more fully address these comments and any additional comments in her formal response.
 13. Jeff said he was very familiar with Dewberry's work product and their ability to work through the design and approval process. Jeff asked Nonee if she had a decision on whether or not Dewberry could represent the BPMHC Board as their Professional Engineer. Nonee said they were in the process of issuing a letter of decision regarding his request.
 14. Andrea T. advised that BPMHC should select the construction contractor (who would be handling the demolition and new construction) prior to the submission of the National Register nomination to the State Review Board. By doing this, it would avoid having to submit an application for Project Authorization under the New Jersey Register of Historic Places Act once the district is listed in the State and National Registers.
 15. Jay presented the feasibility assessment results of the soil borings and gravity sanitary sewer for Sites 1, 4 and 5 and answered the Board's questions. Jay said that additional permitting from the NJDEP will be necessary for any sanitary sewer main extensions.



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Consulting Party Meeting Minutes – August 4, 2008

16. Jeff and Pat L. asked about the competitive bid process for procuring the consultants BPMHC will need to hire. Nonee said it should be a fair and equitable process but adherence to public bidding laws was not required and no specific number of bids is necessary. Jeff said they would request bids from 3 construction contractors.
17. Should there be a need for another Consulting Parties Meeting, Pat S. will coordinate the next meeting date with all interested parties. The MOA can be signed as soon as it is prepared and presented; it will not be necessary to wait for the meeting.
18. The meeting was adjourned at approximately 9:00 pm.

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. Without notification, we will consider these Minutes to be a record of fact.

Respectfully submitted,

Patricia Saulino
Dewberry-Goodkind, Inc.



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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 stages 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.

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

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.

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?

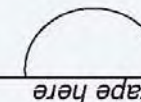
Federal law requires all major transportation projects to be evaluated prior to construction for their effects on the environment and that alternative courses of action be considered. The National Environmental Policy Act of 1969 (NEPA) specifies when an Environmental Impact Statement (EIS) must be prepared. 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

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I-295/I-76/Route 42 Interchange Reconstruction

THE NEW JERSEY STATE DEPARTMENT OF TRANSPORTATION
James E. McGreevey, Governor

VOLUME II, SPRING 2003
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.

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 apprised 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.

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.

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.

**NJDOT
Project Planning and Development
P.O. Box 600
Trenton, NJ 08625**

Get Involved!

Here's how you can contact us:



Call:
Patricia Feliciano, Community Relations
(609) 530-2110



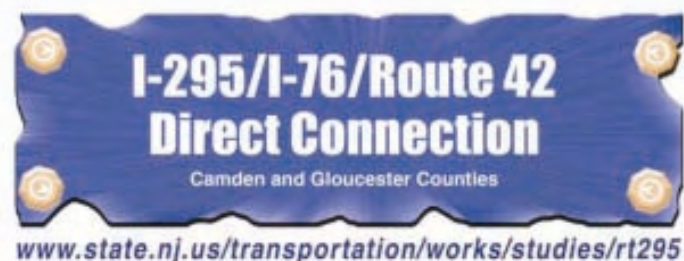
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THE NEW JERSEY DEPARTMENT OF TRANSPORTATION
James E. McGreevey, Governor

Volume III, Fall/Winter 2003/2004
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).

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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.

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.

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.



Source: NJDEP Bureau of Geographic Information and Analysis, Current aerial of I-295/I-76/Route 42 Interchange

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Source: Dewberry, Existing conditions at I-295/I-76/Route 42 Interchange

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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.

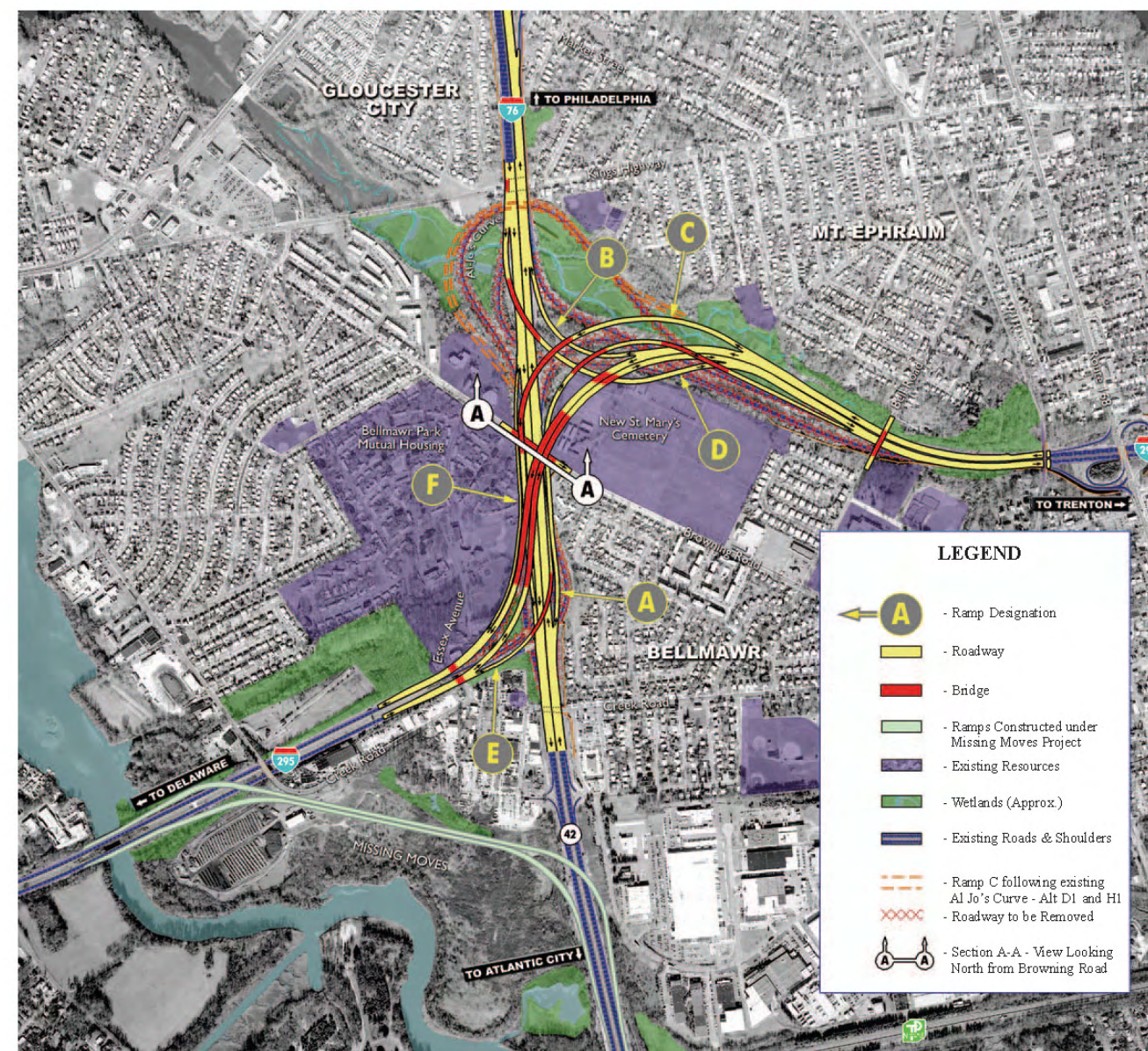
Preliminary engineering will also be conducted for each alternative in order to provide sufficient design data for the analysis of specific environmental impacts.

A TES will be prepared for each of the following environmental disciplines: socioeconomic, 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.

I-295/I-76/Route 42 Direct Connection — 2



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.

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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.

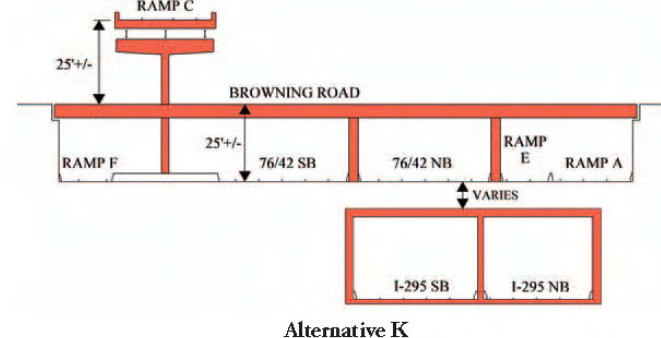
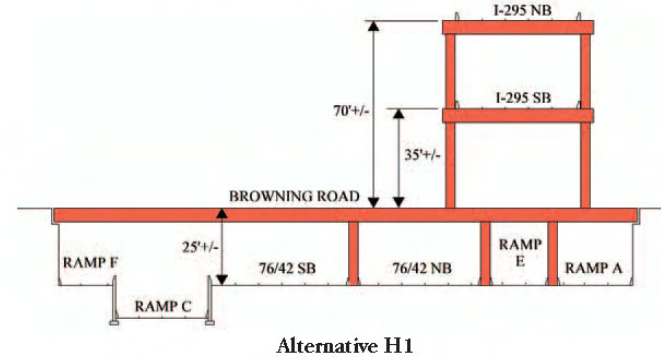
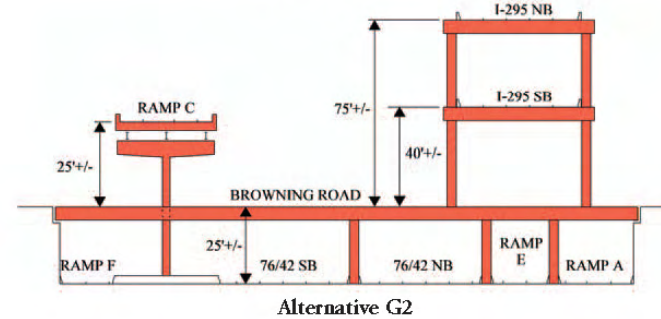
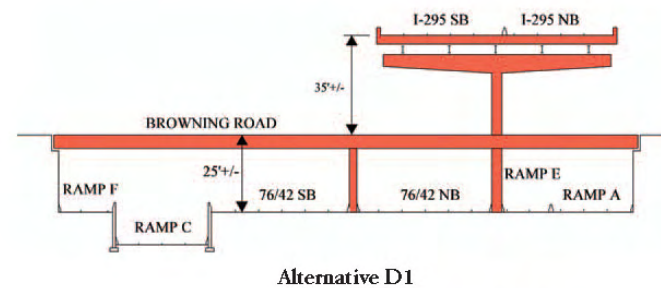
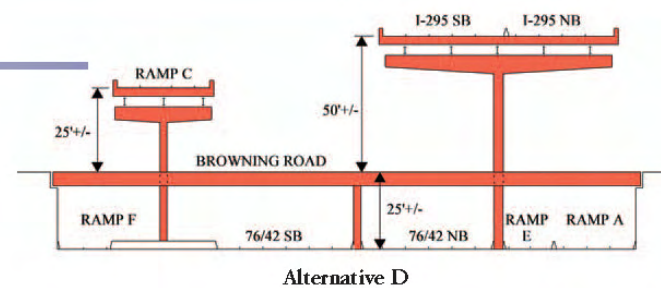
Alternative H1

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.



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.

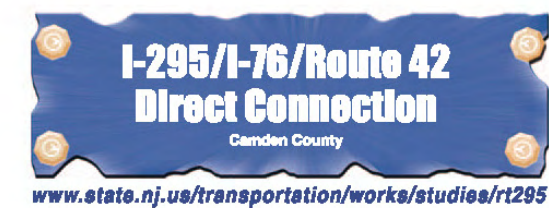
The results of the studies will be collectively evaluated in a document referred to as a Draft Environmental Impact Statement (DEIS) that will summarize the results of the individual studies and compare the overall environmental impact of each alternative. A single preferred alignment will then be recommended 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
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Get Involved!

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Jon S. Corzine, Governor

VOLUME V, FALL 2006

Kris Kolluri, Esq., Commissioner

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.



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.

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.

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.

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.

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.

2 I-295/I-76/ROUTE 42 DIRECT CONNECTION

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 Element)	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 A-I-Lo'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.
Residential Acquisitions	High: Field of view is dominated by massive intrusive structures, and the resulting view is barely recognizable from existing conditions.
	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.
4(f) Property Acquisition	High: Permanent loss of use of community facility.
	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 Bellmar 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.

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 DIVISION OF PROJECT PLANNING AND DEVELOPMENT
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 TRENTON, NJ 08625



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Patricia Feliciano, NJDOT Office of Community Relations @ (609) 530-2110



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NJDOT Office of Community Relations, PO Box 600, Trenton, NJ 08625



EMAIL

fix.295@dot.state.nj.us



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APPENDIX F

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I-295/I-76/Route 42 Direct Connection
 Camden County

NEW
NJDOT announces distribution of the Draft Environmental Impact Statement (DEIS)
 January 30, 2008 Public Hearing in Bellmawr, NJ (pdf 38k)

Overview

The New Jersey Department of Transportation (NJDOT) has developed 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	Early 2008
Final Environmental Impact Statement (FEIS)	Spring 2008
Design	2008-2011
Construction	2011 - 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

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I-295/I-76/Route 42 Direct Connection
 Camden County

Initially Preferred Alternative

The New Jersey Department of Transportation (NJDOT) has identified Alternative D as the Initially Preferred Alternative for the Direct Connection Project.

Alternative D which passes I-295 over I-76/Route 42 and Browning Road and eliminates Al-Jo's curve was preferred by the stakeholders (ACM, CAC, LOB and NJDOT Core Group) and the agencies who identified it as the best alternative for the project. This will be summarized in the [Draft Environmental Impact Statement \(DEIS\)](#) which is scheduled for release in Fall 2007.

It is currently planned that construction will begin in 2011 with completion currently planned for 2015+/-.

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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 a 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 "Low, Medium or High" based on the analysis of impacts).
- Metrics for Distinguishing Characteristics** (pdf 68k)
 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.

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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](#).

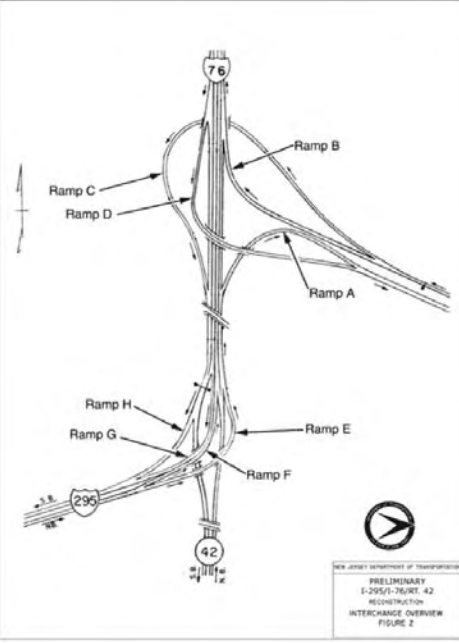
- Use the zoom tool to magnify the map.
- Use the hand tool to click and drag around the map.

Study Area Boundary Map



Detailed PDF file (485k)

Study Area Preliminary Map



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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	Early 2008
Final Environmental Impact Statement (FEIS)	Spring 2008
Design	2008 - 2011
Construction	2011 - 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: 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:

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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 2011 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](#).

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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 (FHWA) 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

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- [Land Use](#)
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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

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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 2011 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 40k) 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 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
- Archeological
- 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](#)

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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](#)

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Environmental Impact Statement

The New Jersey Department of Transportation (NJDOT) has developed 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. A **Public Hearing** has been scheduled to provide an opportunity present views, opinions and information regarding the DEIS.

The 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:

- Traffic
- Noise
- Air Quality
- Socioeconomics, Land Use, and Environmental Justice
- Natural Ecosystems
- Phase I/II Archaeological Investigation;
- Historic Architectural Resources
- Hazardous Waste Screening.

Printed copies of the DEIS can be viewed at the Bellmawr, Mt. Ephraim and Gloucester City Borough Municipal Buildings as well as the libraries in both Bellmawr and Gloucester City. The DEIS has been distributed to the elected officials that represent the project area as well as other interested parties.

Many of the [DEIS files](#) are available for downloading, however, some of these files are extremely large. Therefore, a CD-ROM version of the DEIS or a printed copy of the Executive Summary can be obtained by making a request in writing to:

New Jersey Department of Transportation
 Environmental Project Manager
 P.O. Box 600
 1035 Parkway Avenue
 Trenton, NJ 08625
 Attn: Bruce Hawkinson

Public Hearing

Date: January 30, 2008
Time: 3 - 7 pm
Place: Bellmawr Ballroom, 29 Lewis Avenue, Bellmawr, NJ
Snow date: February 6, 2008
 (In case of inclement weather, contact Patricia Feliciano, NJDOT Office of Community Relations at 609.530.2110)

A joint NJDOT/Federal Highway Administration/U.S. Army Corps of Engineers (USACE) Public Hearing will be held to provide interested individuals with the opportunity to testify about the effects of the project, including its social, economic and environmental effects. The NJDOT, in cooperation with the USACE, has identified Waters of the U.S. within the project study area, including wetlands, which are regulated by the USACE. This hearing provides the opportunity to present views, opinions and information that will be considered by the USACE in evaluating the permit application for the proposed project.

At the Public Hearing, testimony may be given by the following means:

- Oral testimony transcribed by a stenographer, or
- Written testimony submitted at the Public Hearing or before February 15, 2008, to Bruce Hawkinson of NJDOT at the address listed in the DEIS announcement.

Interested parties may attend the Public Hearing session but will be permitted to testify only once. Additional written comments in support of oral testimony may also be submitted.

Registration is required to give oral testimony. You may register upon arrival at the Public Hearing location on the day of the hearing. Oral testimony, whether delivered in the public or private setting, will be limited to three minutes or less, to ensure everyone has an opportunity to speak. A stenographer will record the entire oral testimony proceedings and produce a verbatim hearing transcript for the public record.

Comments received in the mail prior to February 15, 2008 will be included in the formal public record.

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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 359k) 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)**

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**I-295/I-76/Route 42
 Direct Connection**
 Camden County

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 39k)
- Discussion of [CAC Work Plan](#) (pdf 70k) and role within the project
- Presentation of [Project Purpose and Need](#) (pdf 604k) 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

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**I-295/I-76/Route 42
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Meetings/Newsletters

January 30, 2008 Public Hearing in Bellmawr, NJ
 (pdf 38k)

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)

October 19, 2006	Summary (pdf 30k)	Presentation (pdf 5.83m)*
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)

October 24, 2006	Presentation (pdf 5.83m)*
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Meeting Summary - Agency Coordination Meeting #10 was held on October 24, 2006. The purpose of the meeting was to discuss the Alternatives Analysis and to achieve concurrence for advancing an Initially Preferred Alternative. The Alternative Comparison Matrix review conducted at the June, 2006 meeting produced the loaded matrix presented at this meeting. The loaded Alternative Comparison Matrix, the Impact Criteria and the Summary of Engineering Criteria chart were thoroughly reviewed with commentary by the group. The agency's representatives posed many questions which were thoroughly discussed and evaluated.

The No-Build Alternative was eliminated since it did not meet the purpose and need of the project. Various aspects of all five alternatives were reviewed including cost to build, duration of construction and environmental impacts. After narrowing down the various facets of the five alternatives, the group agreed to compare Alternative D (which eliminates Al Jo's curve and scored better in most categories in a direct comparison to Alternative D1) to Alternative K, the tunnel alternative. Out of the nine categories used for the comparison, six favored Alternative D with a seventh category only slightly favoring Alternative K. The comparison yielded Alternative D as the Initially Preferred Alternative subject to other stakeholder's concurrence. While all five alternatives are discussed in the Draft Environmental Impact Statement (DEIS), the Initially Preferred Alternative will be identified. The group was then asked if they agreed on advancing Alternative D as the Initially Preferred Alternative and they responded in the affirmative.

The next steps for the process were reviewed as follows:

- Funding for the Draft Environmental Impact Statement (DEIS) approved 9/18/06
- Prepare pre-DEIS and DEIS
- Prepare Conceptual Army Corps of Engineers Permit
- Prepare Section 4(f) Documentation for Bellmawr Park Mutual Housing
- Construction currently planned to commence in 2011
- Construction completion currently planned for 2015 +/-

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, socioeconomic 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 I-295/I-76/Route 42 Interchange. Various environmental resources, existing standard 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 charrette was 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 charrette, 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 Need statement.

Public Information Center		
February 15, 2007	Flyer (pdf 4mb)	Summary (pdf 34k)
June 13, 2005	Summary (pdf 28k)	
November 30, 2004	Summary (pdf 29k)	
January 28, 2004	Flyer (pdf 63k)	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	
November 7, 2007	
October 19, 2006	
June 8, 2006	
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)	

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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

Comments to the Draft Environmental Impact Statement (DEIS)/Draft Section 4(f) Evaluation should be directed to [Bruce Hawkinson](#) of the NJDOT.

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APPENDIX G
NOTICE OF AVAILABILITY AND
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[Federal Register: December 7, 2007 (Volume 72, Number 235)]
 [Notices]
 [Page 69216]
 From the Federal Register Online via GPO Access [wais.access.gpo.gov]
 [DOCID:fr07de07-56]

ENVIRONMENTAL PROTECTION AGENCY

[ER-FRL-6693-7]

Environmental Impact Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General
 Information (202) 564-7167 or <http://frwebgate.access.gpo.gov/cgi-bin/leaving.cgi?from=leavingFR.html&log=linklog&to=http://www.epa.gov/compliance/nepa/>.

Weekly receipt of Environmental Impact Statements
 Filed 11/26/2007 Through 11/30/2007
 Pursuant to 40 CFR 1506.9.

EIS No. 20070506, Final EIS, AFS, CA, Phoenix Project, Proposes to Use a Combination of Contract and Forest Service Crew to Treat Poor Forest Health and High Fire Hazard Conditions, Develop a Network Defensible Fuel Profile Zones (DFPZs), Sierraville Ranger District, Tahoe National Forest, Sierra and Nevada Counties, CA, Wait Period Ends: 01/07/2008, Contact: Jeff Leach 530-994-3401 Ext 6680.

EIS No. 20070507, Final EIS, BLM, CA, Eastern San Diego County Resource Management Plan, Implementation, El Centro Field Office, San Diego County, CA, Wait Period Ends: 01/07/2008, Contact: Erin Dreyfuss 760-337-4436.

EIS No. 20070508, Draft EIS, AFS, 00, Wild and Scenic River Suitability Study for National Forest System Lands on the Ashley, Dixie, Fishlake, Manti-La Sal, Uinta and Wasatch-Cache National Forests in UT and Portion of National Forests extend into Colorado and Wyoming, several counties, UT, Montrose County, CO and Uinta County, WY, Comment Period Ends: 01/22/2008, Contact: Catherine Kahlow 435-783-4338.

EIS No. 20070509, Final EIS, FHW, SC, Interstate 73 Southern Project, Construction from I-95 to the Myrtle Beach Region, Funding, NPDES Permit, U.S. Coast Guard Permit, U.S. Army COE Section 404 Permit, Dillon, Horry and Marion Counties, SC, Wait Period Ends: 01/07/2008, Contact: Patrick Tyndall 803-765-5460.

EIS No. 20070510, Draft EIS, FHW, NJ, I-295/I76/Route 42 Direct Connection Project, To Improve Traffic Safety and Reduce Traffic Congestion, Funding and U.S. Army COE Section 10 and 404 Permits, Borough of Bellmawr, Borough of Mount Ephraim and Gloucester City, Camden County, NJ, Comment Period Ends: 02/15/2008, Contact: Lawrence Cullari 609-637-4200.

Amended Notices

EIS No. 20070332, Draft EIS, BLM, OR, Western Oregon Bureau of Land Management Districts of Salem, Eugene, Roseburg, Coos Bay, and Medford Districts, and the Klamath Falls Resource Area of the Lakeview District, Revision of the Resource Management Plans, Implementation, OR, Comment Period Ends: 01/11/2008, Contact: Dick Prather 503-808-6627
 Revision of FR Notice Published 08/10/2007: Extending Comment Period from 12/10/2007 to 01/11/2008.

Dated: December 4, 2007.

Robert W. Hargrove,
 Director, NEPA Compliance Division, Office of Federal Activities.
 [FR Doc. E7-23820 Filed 12-6-07; 8:45 am]
 BILLING CODE 6560-50-P

DEIS Distribution List

Agencies

- NJ Department of Agriculture
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- U.S. Department of Housing & Urban Development - Region II
- U.S. Department of the Interior - Office of Environmental Policy & Compliance
- General Services Administration
- Secretary of Defense - Installations & Environment
- Federal Emergency Management Agency - Region II
- National Marine Fisheries Service - Northeast Region
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- U.S. Department of Agriculture - Ecological Sciences Division
- 5th Coast Guard District
- U.S. Department of the Interior - United States Fish & Wildlife Service
- U.S. Department of Interior - National Parks Service North East Region
- U.S. Army Corps of Engineers - Application Section II, Regulatory Branch
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- New Jersey Transit
- Delaware River Basin Commission
- Delaware River & Bay Authority - Delaware Memorial Bridge
- Delaware River Port Authority
- Delaware Valley Regional Planning Commission
- Commonwealth of Pennsylvania - Governor's Office of the Budget
- State Agriculture Development Committee
- New Jersey Turnpike Authority
- Department of Commerce - National Oceanic and Atmospheric Administration - NEPA Policy & Compliance
- South Jersey Transportation Planning Organization
- Burlington County Engineer's Office
- County of Camden - Department of Public Works
- Gloucester County Engineer's Office
- Mercer County Engineer's Office
- Sierra Club New Jersey Chapter
- PlanSmart New Jersey
- New Jersey State Museum
- New Jersey Board of Public Utilities
- Department of Homeland Security - Environmental Protection Specialist
- New Jersey Department of Environmental Protection - Natural and Historic Resources - Historic Preservation Office
- New Jersey Department of Environmental Protection - Division of Parks and Forestry
- New Jersey Department of Environmental Protection - Fish and Wildlife Department
- New Jersey Department of Environmental Protection - Land Use Regulation Program
- U.S. Department of Agriculture - Wetland Team NRCS

Municipalities/Libraries

- Bellmawr Borough - Borough Clerk
- Mount Ephraim Borough - Borough Clerk
- Gloucester City Borough Municipal Building - Administrator/City Clerk
- Gloucester City Library
- Camden County Library System - Anthony P. Infanti Bellmawr Branch

Interested Parties

- Port Authority Transit Corporation
- Bellmawr Park Mutual Housing Corporation
- Bellmawr Board of Education
- Diocese of Camden - Department of Real Estate

Local Officials

- Mayor Frank Filipek - Bellmawr Borough
- Mayor Joseph Wolk - Mt. Ephraim Borough
- Mayor William P. James - Gloucester City
- Congressman Robert Andrews
- Senator Robert Menendez
- Senator Frank Lautenberg
- Senator Stephen M. Sweeney
- Assemblyman John J. Burzichelli
- Assemblyman Douglas H. Fisher
- Senator Fred Madden
- Assemblyman David Mayer
- Assemblyman Paul Moriarty
- Senator Wayne R. Bryant
- Assemblyman Joseph J. Roberts
- Assemblywoman Nilsa Cruz-Perez
- Mr. Louis Cappelli, Jr. - Freeholder Director - Camden County
- Senator John Adler
- Assemblyman Louis Greenwald
- Assemblywoman Pamela Lampitt
- Ms. Janice Fuller - Governor's Office
- Assemblywoman Sandra Love
- Senator Dana Redd



U.S. Department
of Transportation
**Federal Highway
Administration**

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

New Jersey Division Office
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628-1019

November 28, 2007

IN REPLY REFER TO:
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US Environmental Protection Agency
Office of Federal Activities
EIS Filing Section
Ariel Rios Building (South Oval Lobby)
Room 7220
1200 Pennsylvania Avenue, NW
Washington, DC 20004

Subject: I-295/I-76/Rt 42 Direct Connection
Camden County, New Jersey
Draft Environmental Impact Statement/Section 4(f) Evaluation (DEIS/4(f))

To Whom It May Concern:

The Draft Environmental Impact Statement/Section 4(f) Evaluation (FHWA-NJ-IM-295-2(115)) for the I-295/I-76/Rt 42 Direct Connection Project was approved for public distribution by the Federal Highway Administration (FHWA) on November 1, 2007. We are forwarding five (5) copies of the document and all the supporting Technical Environmental Studies to your office, in accordance with the filing requirements of 40 CFR 1506.9. It is our understanding that you will have the Notice of Availability (NOA) of this DEIS/4(f) published in the Federal Register on the Friday of the week following your receipt of this submittal.

The DEIS/4(f) has been prepared in accordance with 42 U.S.C. 4321 et. Seq., National Environmental Policy Act of 1969, as amended, related Statutes and Orders, and the Procedural Provisions of 40 CFR 1502. The FHWA has also chosen to coordinate the Section 106 consultation process with the NEPA process in accordance with 36 CFR Part 800.8. Accordingly copies of the DEIS are being circulated to all consulting parties (including the Advisory Council) and comments pertinent to the Section 106 consultation process are being sought as part of the current review process.



Concurrent with this filing of the DEIS/4(f) with your office, we have also distributed copies to all Federal, State and local government agencies that are expected to have jurisdiction, responsibility, interest, or expertise in the proposed project, as identified in Chapter 11 of the DEIS/4(f). Copies of the document will also be available in the libraries and other places in the municipalities of Bellmawr, Gloucester City and Mount Ephraim, New Jersey.

A permit application has been submitted to the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344) to construct one of the build alternatives identified in the DEIS. A joint public hearing will be held to provide interested individuals with the opportunity to testify about the effects of the project, including its social, economic and environmental effects.

The public hearing has been scheduled for January 30, 2008 and comments on the DEIS/4(f) have been requested by February 15, 2008 (Notice enclosed). This is in compliance with the requirements of 40 CFR 1506.10 that allows a 45-day minimum review period beginning with the publication of the NOA in the Federal Register.

Copies or summaries of all substantive comments on the DEIS/4(f) and documentation of appropriate responses will be incorporated in the Final EIS/4(f).

The person within the New Jersey Department of Transportation who is responsible for the distribution and contents of the DEIS/4(f) is Bruce Hawkinson who can be reached at (609) 530-4272. The FHWA contact person is Lawrence Cullari who can be reached at (609) 637-4200.

Sincerely,

Dennis Merida
Division Administrator

Enclosures:
Draft Environmental Impact Statement/Section 4(f) Evaluation (5)
Technical Environmental Studies (5)
Public Notice



APPENDIX H

SUMMARY OF COMMENTS AND RESPONSES

DRAFT SUMMARY OF COMMENTS AND RESPONSES
I-295 / I-76 / Route 42 – Direct Connection
Camden County

Letter: John Filippelli, USEPA, Region 2, 2/15/08

COMMENT: The DEIS provides an excellent description of each of the alternatives that was considered as well as the underlying rationale for selection of the final five build alternatives (D, DI, G2, HI and K). All of the alternatives follow a similar alignment which crosses the northwestern corner of New Saint Mary's Cemetery and involve construction of new ramps. The alternatives differ with respect to whether they also involve construction of a double-decker highway (G2, HI), a mainline I-295 tunnel under I-76/Route 42 (K), and whether the alternative creates new waterfront access to the public by eliminating AI Jo's Curve (D, G2, K). The preferred alternative (D) would potentially impact 2.28 acres of freshwater tidal, and freshwater non-tidal wetlands; 1.97 acres of open water associated with Big Timber Creek and Little Timber Creek; 5 historic architectural resources covering an area of 2.11 acres; and would create 61 acres of impervious surface area.

All of the build alternatives will result in wetlands impacts to a greater or lesser degree as a consequence of road construction, pile driving and filling of embankments. Alternative D1 will result in the largest permanent wetland impacts at 3.732 acres, while Alternative G2 will result in the smallest impacts at 0.952 acre. To compensate for the unavoidable wetlands impacts, the project proponent has developed a Conceptual Mitigation Plan which provides for onsite and offsite wetlands replacement on a 2:1 basis. Two of the onsite locations are adjacent to Little Timber Creek near AI Jo's Curve on I-295 southbound. The creek is currently a degraded wetland which does not provide a diverse aquatic habitat. The offsite wetlands mitigation location on the Green Vest property appears to be of high quality in terms of wetlands function and value, and can accommodate the balance of any replacement requirement which is unmet by onsite mitigation.

The preferred alternative presents the opportunity for 100% on-site and in-kind wetlands mitigation through the removal of a traffic ramp associated with AI Jo's Curve. In addition to the restoration of wetlands at the site, removal of the above traffic ramp would also connect wetlands which are currently isolated within the traffic median at this location to other wetlands contiguous to the project area. After review of the materials, EPA concurs that Alternative D represents the least damaging alternative to the aquatic environment. Due to the minimization of the proposed impacts and the mitigation proposed to offset all unavoidable impacts to the aquatic environment, we believe the project, as currently described, is consistent with the Clean Water Act Section 404(b)(1) Guidelines.

RESPONSE: Thank you for your comment.

COMMENT: EPA notes that the preferred alternative, as well as alternatives G2 and K, involves restoration of the Little Timber Creek channel, where two existing culverts would be "daylighted" as a result of removing AI Jo's Curve. In addition, the DEIS indicates NJDOT has consulted with the New Jersey Department of Environmental Protection (NJDEP) regarding the possibility of conducting additional stream

restoration along the creek, beyond the USACE mitigation requirement. EPA commends NJDOT for this proactive measure.

RESPONSE: Thank you for your comment.

COMMENT: The DEIS indicates that the plan was reviewed and approved by NJDEP and the Army Corps of Engineers (ACOE). However, the wetlands monitoring component was not addressed in the DEIS. Given the high failure rate for replicated wetlands, the FEIS should describe the frequency of monitoring, procedures for wetlands replanting, and the measures which will be undertaken to ensure the long-term success of the mitigation sites.

RESPONSE: A monitoring plan will be provided as part of the mitigation plan in the Individual Freshwater Wetlands Permit Application to be submitted during final design. The details of the plan will include a wetlands proposal with monitoring frequency and planting design pursuant to USEPA and NJDEP regulations.

See Section 5.5.3.3

COMMENT: The FEIS should update the status of the NJDOT Missing Moves project, which is located south of the project currently under review, and consists of a highway connection between I-295 and Route 42. According to the DEIS, the Missing Moves will permanently impact a maximum total of 5.660 acres (1.931 acres of wetlands for the Missing Moves preferred alternative and 3.729 acres for alternative D1). If the Missing Moves is anticipated to move forward, the FEIS should address the cumulative environmental impacts of both projects, with particular attention to wetlands, floodplains, surface water, groundwater and air quality.

RESPONSE: The NJDOT Missing Moves project is not included in the STIP for FY 2009, but it does have projected funding for FY 2011 through FY 2016 based upon the NJDOT's Draft 2009-2018 Program. Since the latest design for the Missing Moves project was evaluated in the DEIS, there are no additional details for analysis.

See Section 6.1.

COMMENT: The document, *Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process*, dated March 2007 and prepared by ICF International as part of National Cooperative Highway Research Program (NCHRP) Project 25-25, Task 21, would help in providing perspective on the value of further analyzing the potential mobile source air toxics (MSAT) impacts of this project. Figure 39 on page 120 of that document is a flow chart for deciding the level of analysis to perform for a particular transportation project. Note that annual average daily traffic (AADT) is needed to use the flow chart. Please provide the AADT for the alternatives being considered, and use the flow chart to guide further analysis or support a decision that no further analysis is warranted for this project. In consideration of health concerns for near-roadway populations, we suggest that NJDOT include a map in the MSAT section of the Air Quality Technical Environmental Study overlaying a 300-meter buffer around each build alternative and the no-build alternative to identify populations and sensitive receptors potentially affected by the various alternatives. Any potential impacts from the build alternatives should be compared to the no-build impacts.

RESPONSE: The referenced document indicates that highway projects which add or create new capacity above the 125,000 Annual Average Daily Traffic for interstates qualify for further quantitative analysis. The I-295/I-76/Route 42 Direct Connection project does not add or create new capacity; therefore, no further analysis is warranted. In addition, California's South Coast Air Quality Management District *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile-Source Diesel Idling Emission for CEQA Air Quality Analysis* (SCAQMD, 2003) document suggests a minimum buffer zone of 300 meters between truck traffic and sensitive receptors to mitigate impacted areas. "Impacted areas" are those for which project-related risks are greater than one in a million near special case projects of idling diesel engines. The I-295/I-76/Route 42 Direct Connection project proposes physically separating I-295 from I-76/Route 42 throughout the interchange and thus, improving freeway operations. A better flowing interchange will reduce truck idle time. Since there are no specific truck idling locations throughout the interchange, a graphic detailing a 300-meter buffer zone would be an unnecessary representation that might confuse the reader.

See Section 5.3.3.3.

COMMENT: Stated goals of the project are to improve air quality by reducing traffic congestion along the interchange and local arterials and streets, and to enhance opportunities for other modes of transportation, including bicycle and pedestrian, within the project area. In our January 23, 2002 comment letter on the amended Notice of Planned Action for the proposed project, EPA encouraged FHWA and NJDOT to incorporate Travel Demand Management (TDM) measures and operational improvements in the alternatives. Towards this end, the FEIS should describe feasible TDM opportunities which the proponent is exploring to enhance intermodal and alternative transportation, including high occupancy vehicle (HOV) lanes within the roadway and bicycle/pedestrian travel enhancements along local arterials.

RESPONSE: The 1999 Transportation Investment Study (TIS) referenced in the DEIS did evaluate the feasibility of Travel Demand Management (TDM) measures among a host of other alternatives. The list of TDM-type alternatives or strategies that were evaluated in the TIS process included High Occupancy Vehicle (HOV) Lanes, Express Bus/Park and Ride and Rail Transit. None of these TDM-type alternatives were proven to sufficiently meet the project's Purpose and Need, therefore the TIS recommended that the full build alternative, represented by this project for which the DEIS was prepared, be advanced.

The same TIS process recommended that the project incorporate elements of the Supporting Measures/Strategies Alternative with the full build alternative that is being advanced. Table 7 in the TIS document lists these strategies which include Park and Ride Lots/Express Lanes, Intelligent Transportation Systems (ITS), Feasibility and Concept Development of Southern New Jersey Ferry Service, Pilot Commuter-based Carpool Program and EZPass Implementation at the Walt Whitman Bridge Toll Plaza. Some of these strategies have already been implemented, while others will be evaluated in the design phase.

EPA's interest in reducing traffic congestion in the area roadways and enhancing conditions for bicycle/pedestrian travel will be achieved by the current project. Section 5.1, "Traffic," of the DEIS describes the

improvements in traffic flow (i.e., congestion relief/reduction) that will be realized by separating I-295 users from I-76/Route 42 users from one another. The congestion reduction realized in the regional highways (I-295, I-76 and Route 42) from the project will reap traffic benefits for local arterials because regional traffic that now use local arterials will be encouraged to remain on the regional road as shown in Figures 5.1-3 and 5.1-4 in the DEIS. The resulting traffic reductions on local arterials will invite greater use by both pedestrians and bicyclists alike, fostered by the compact design, mixed land uses and maturity of the communities surrounding the interchange area.

See Section 5.1.3.3.

COMMENT: The DEIS states that it is anticipated that the contractor will implement measures to minimize adverse air quality impacts stemming from MSAT and equipment exhaust emissions during construction. Potential mitigation strategies to reduce particulate matter and NO_x include reducing construction equipment activity and shift times. Other mitigation measures such as use of ultra-low sulfur fuel in equipment, deployment of clean diesel equipment through engine retrofits, rebuilds, or repowering may be employed. EPA is encouraged to see such a discussion on mitigating the impacts that construction equipment will have on air quality.

Given the long construction time frame, which may range from 63 to 88 months depending upon the selected build alternative, NJDOT should utilize all feasible construction and operational mitigation measures to minimize community exposures. Additional measures which should be considered include utilization of non-road diesel engines that conform to EPA's stringent Tier 3 or Tier 4 emission standards (as applicable), an idling minimization policy, and either electrification of the project site or staging of diesel generators to avoid adverse impacts to the surrounding community. NJDOT can enforce these measures through the use of clean diesel specifications in the project's construction contracts. We suggest that NJDOT develop a complete set of committed measures to be included in the FEIS.

RESPONSE: NJDOT will evaluate these measures and incorporate those that may be appropriate into the project plans and specifications. Given the timeframe from the completion of the FEIS to the eventual construction of the project, regulations, policy and technologies may change and commitment to the measures in the FEIS may not be appropriate.

See Section 8.2.

COMMENT: As the site is located within the New Jersey Coastal Plain Sole Source Aquifer System, EPA has reviewed the project in accordance with Section 1424(e) of the 1974 Safe Drinking Water Act, PL 93-523. Based on our review of the information provided, we do not anticipate that this project will result in significant adverse impacts to groundwater quality. Accordingly, the project satisfies the requirements of Section 1424(e) of the Safe Drinking Water Act.

RESPONSE: Thank you for your comment.

COMMENT: The proponent has committed to a stormwater management system which includes bioretention basins, outlet control structures and pumping stations where necessary. The system will be designed in accordance with the NJDOT's drainage design criteria to accommodate

flows from the 50- and 100-year tidal flood events. The FEIS should provide a description of the maintenance program that will be implemented to ensure the proper operation of the system. During the construction phase, the water quality impacts of the project will be mitigated through implementation of a soil erosion and sedimentation control plan which includes silt fences, hay bales, seeding, topsoil stabilization matting and turbidity barriers.

RESPONSE: A maintenance plan will be prepared for stormwater management basins as required by the New Jersey Stormwater Management Rules. Other drainage facilities (i.e. roadway drainage systems) will be maintained in accordance with NJDOT procedures. The stormwater pumping station(s) will include operation and maintenance features in accordance with regulatory requirements. A soil erosion and sediment control plan which includes riprap, inlet protection, silt fence, haybales, seeding, topsoil, and turbidity barriers will be prepared according to Standards for Soil Erosion and Sediment Control in New Jersey during the final design. Mitigation and monitoring including Best Management Practices (BMPs) will be conducted in accordance with the standards.

See Section 5.5.3.3 and 5.5.3.4.

COMMENT: In Section 5.8.2, the document states that there are three areas of concern for potential soil and/or groundwater contamination. These areas include the area of Ramp C at I-295 due to an historic release of diesel fuel, the New Saint Mary's Cemetery due to the presence of an underground storage tank and an aboveground storage tank, and an automotive towing facility which may contain chemicals and petroleum. In addition, buildings in both of the latter locations would be demolished under several of the alternatives for the proposed project. Based on the dates of construction, these buildings may contain asbestos and lead-based paint. The DEIS indicates that further sampling of these areas has been recommended. The results of this investigation should be included in the FEIS as well as any proposed mitigation measures that would be implemented to minimize the hazardous materials impacts of the project.

RESPONSE: The investigations for potential soil and/or groundwater contamination and asbestos and lead-based paint will be conducted during final design in accordance with NJDEP regulations. These investigations would be essentially the same for all build alternatives, and as such would not have impacted the alternatives analysis included in the DEIS.

See Section 5.8.2.

Letter: Willie Taylor, US Department of the Interior, 2/8/08

COMMENT: The Department generally concurs with the project's Purpose and Need, which is to improve traffic safety, reduce traffic congestion, and meet driver expectations by providing the direct connection of Interstate 295. New Jersey Field Office Fish and Wildlife Service (FWS) biologists have participated in numerous interagency meetings with the New Jersey and United States Departments of Transportation and provided comments for the protection of federally-listed species pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and for identification of a short list of alternatives. The short list includes (1) the No-build Alternative, (2) Alternative D, (3) Alternative D1, (4) Alternative G2, (5) Alternative H1, and (6) Alternative K. The subject alternatives are

variations of a general pattern aimed at balancing environmental, cultural resource, social, and economic impacts. The project proponents have identified Alternative D as the preferred alternative.

RESPONSE: Thank you for your comment.

COMMENT: No federally-listed or proposed threatened or endangered flora or fauna are known to occur in the immediate vicinity of the project site. If additional information on federally listed endangered or threatened species becomes available, this determination may be reconsidered.

RESPONSE: Thank you for your comment.

COMMENT: The Department has no objection to selecting Alternative D as the Preferred Alternative. Alternative D minimizes adverse impacts to wetlands and open waters, has low maintenance needs, has a short construction duration, minimizes visual intrusion on the community, has the least social impacts providing the lowest acreage of impervious coverage, and minimizes the project's impact on the Bell Mawr [sic] Park Mutual Housing Historic District.

RESPONSE: Thank you for your comment.

COMMENT: The Department concurs that there is no prudent and feasible alternative to the proposed use of Section 4(f) lands consisting of portions of the Bell Mawr [sic] Park Mutual Housing Historic District, through the construction of preferred Alternative D. The Department concurs with the proposed mitigation measures proposed in the draft Section 4(f) Evaluation and agrees that the Federal Highway Administration should undertake these measures to minimize harm to this Historic District. These mitigative actions may also be consistent with the Memorandum of Agreement to be developed with the New Jersey State Historic Preservation Office and the Federal Highway Administration for compliance with Section 106 of the National Historic Preservation Act. We recommend that a signed copy of that agreement documenting compliance with Section 106 be included in the final documentation for this project to reflect the procedures for protecting cultural resources determined in consultation with the New Jersey State Historic Preservation Officer.

RESPONSE: An MOA is being prepared for the I-295/I-76/Route 42 Direct Connection project pursuant to Section 106 of the National Historic Preservation Act. A copy of the MOA will be appended to the Final Environmental Impact Statement.

See Sections 5.7.3.4 and 10.7.

Letter: Stanley W. Gorski, NOAA/NMFS, 1/15/08

COMMENT: The National Marine Fisheries Service (NMFS), Northeast Region, Habitat Conservation Division has reviewed the Draft Environmental Impact Statement/Section 4(f) Evaluation (DEIS), document number FHWA-NJ-IM-295-2(115) for the I-295/I-76/Route 42 Direct Connection Project. The DEIS describes the proposal by the New Jersey Department of Transportation (NJDOT) to reconstruct I-295, I-76 and Route 42 in Bellmawr, Mount Ephraim and Gloucester City in Camden County, New Jersey. The preferred alternative impacts 2.28 acres of

floodplain and 1.97 acres of open water and wetlands. Compensatory mitigation will be provided on site. Retaining walls and steepened slopes have been included in the design to reduce impacts to wetlands and waterways, including Little Timber Creek.

No resources under the jurisdiction of the NMFS including essential fish habitat and threatened or endangered species are expected to occur in the study area for this project. We recommend that the NJDOT comply with the recommendations of New Jersey Department of Environmental Protection's Division of Fish and Wildlife and the U.S. Fish and Wildlife Service to protect resources under the jurisdiction of those agencies. We also recommend that the appropriate best management practices be used to protect the water quality of Little Timber Creek. Little Timber Creek is a tributary to Big Timber Creek, documented as a migratory corridor and spawning and nursery habitat for anadromous fish such as alewife and blueback herring. Because landing statistics and the number of fish observed on annual spawning runs indicate a drastic decline in alewife and blueback herring populations throughout much of their range since the mid-1960's, these fish have been designated as species of concern by NMFS in a Federal Register Notice dated October 17, 2006 (71 FRN 61022). "Species of concern" are those species about which NMFS has some concerns regarding status and threats, but for which insufficient information is available to indicate a need to list the species under the ESA.

RESPONSE: The project will utilize best management practices in accordance with USACE and NJDEP permit conditions and recommendations put forth by USFWS.
See Section 5.5.3.3.

Letter: Frank J. Cianfrani, USACE, 2/14/2008

COMMENT: This letter is written regarding the Draft Environmental Impact Statement (DEIS) and Section 404 permit application for the I-295/I-76/Route 42 Direct Connection Project in Camden County, New Jersey. The DEIS and permit application, which are dated November 2007, were submitted to this office on November 30, 2007.

This office has participated in agency coordination meetings on this project as early as 2001. The Corps made a commitment in a letter dated January 31, 2003 to be a cooperating agency in the development of an Environmental Impact Statement and to participate in a streamlined merged NEPA/Section 404/10 process for this project. This office has been an active participant in many agency coordination meetings since 2001 and will continue to work with you, Federal Highway Administration (FHWA) and your consultant Dewberry. We appreciate the opportunity to review the DEIS and Section 404/10 permit application.

Significant work obviously went into preparation of the DEIS and permit application. Overall, the document is excellent in both format and content. The DEIS addresses in great detail the issues raised by agencies and residents over the years. After reviewing the aforementioned documents, we have a few minor comments and wish to share them with you for your consideration.

The documents should reflect that permits are required from the U.S. Army Corps of Engineers as per Section 404 of the Clean Water Act (33 U.S.C. 1344) AND Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403). Currently, only Section 404 is mentioned in the DEIS and permit application. Some sections where Section 10 needs to be included include the application cover sheet, table 5.5-2 on page 5-32 of the DEIS and Executive Summary ES-I in the DEIS. Other sections may need to be amended as well. A separate application is not necessary for the Section 10 authorization.

RESPONSE: The application cover sheet, page ES-1 of the Executive Summary, Section 2.4, and Table 5.5-2 of the DEIS will be modified to reflect that permits are required from the U.S. Army Corps of Engineers as per Section 404 of the Clean Water Act (33 U.S.C. 1344) and Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403). Additionally, Section 1.0 of the USACE Permit Application will also be modified to reflect that these permits are required.

See Sections 2.4 and 5.5.3.1 (Table 5.5-2).

COMMENT: A few references within the DEIS (e.g., ES-4) indicate that walls and steepened slopes "minimize mitigation opportunities". This office is uncertain what that statement means but it is believed the statement is intended to convey that walls and steep slopes minimized the need for compensatory mitigation. This should be clarified for the record.

RESPONSE: The references to retaining walls and steepened slopes will be edited to clarify that they will minimize wetland impacts and thus also minimize the need for compensatory mitigation.

See Section 5.5.3.4.

COMMENT: The project identified as NJ 3 on page 6-2 appears to be out of place. It is currently in the section entitled "6.4 New City Development" but should be in section 6.3.

RESPONSE: The project identified as NJ-3 will be moved to the bottom of the bulleted list in the middle column, below NJ-2.

See Sections 6.3-6.5.

COMMENT: This office is aware that detailed engineering plans for Alternative D, the identified preferred alternative, and detailed wetlands mitigation plans for the area of Al Joe's Curve [sic] have not been prepared at this time. This office is also aware that these documents will not be ready until the final design phase of the project. This office will require some level of detail regarding these plans prior to the issuance of a permit. Additionally, a statement should be made in the FEIS as to whether or not the use of Al Joes Curve [sic] for compensatory wetlands mitigation would increase or decrease the extent of Corps jurisdiction upstream or downstream of the mitigation site.

RESPONSE: It is our understanding that the USACE will issue a provisional permit, based upon the level of detail provided to date. The permit may be finalized upon submission of final design plans to the USACE. A statement will be added to the FEIS indicating that the removal of Al Jo's Curve will not cause the migration of the head-of-tide upstream or downstream from its current location, and will neither increase nor decrease the extent of USACE jurisdiction.

See Section 5.5.3.3.

COMMENT: As you are aware from previous conversations, waste and borrow sites need to be evaluated in the FEIS to address Federal regulations including the Clean Water Act, Endangered Species Act, Section 106 of the National Historic Preservation Act, etc. FHWA should make a statement in the FEIS that waste and borrow operations will occur only in uplands and that selected sites will be reviewed by FHWA to insure compliance with Federal laws.

RESPONSE: A statement will be added to the FEIS indicating that, with the exception of impacts authorized by the USACE Permit, waste and borrow operations will occur in uplands and that selected sites will be reviewed by FHWA to ensure compliance with Federal laws.

See Section 5.5.3.1.

Letter: Kenneth Koschek, NJDEP, 2/20/08

COMMENT: The NJDEP's Office of Local Environmental Management offers the following comments regarding the potential noise impacts from the proposed project.

Part of the noise study was conducted in 2000/2001. The surrounding and demographics may have changed since this time which could skew the EIS conclusions.

RESPONSE: In accordance with 23 CFR 772 and NJDOT guidelines, noise impacts were assessed in two ways; the overall resultant noise level with implementation of the project (each build alternative including the No-Build Alternative) as well as the change in noise levels over existing conditions, even though the impact criterion level is not reached. The immediate area within the I-295/I-76/Route 42 Direct Connection project is developed and has changed very little since 2000. The only change to sensitive noise sites was Al-Jo's Bar, located along Kings Highway. During the project's duration, this commercial establishment was removed and the Mount Ephraim Senior Housing building (multi-family residential) was constructed. In addition, a proposed residential development located at Bell Court in Mount Ephraim has received sub-division approval.

These changes in land-use were accounted for within the *Noise Technical Environmental Study* (TES) and the DEIS.

See Section 5.2.1.1.

COMMENT: The project may result in more vehicles in closer proximity to residential homes. While motor vehicles on public roadways are exempt from the noise regulations of the State, this could affect the quality of life for these residents. As the Draft EIS indicates, sound barriers should be installed between expansion areas in close proximity to existing residential developments. Home buyouts and sound insulation should be also considered when sound barriers prove to be insufficient in reducing the newly introduced noise.

RESPONSE: In accordance with 23 CFR 772, federally-funded projects investigate five methods of noise mitigation: traffic management, roadway alignment alterations, buffer zones through property acquisition, sound proofing, and noise walls. Sound proofing is a mitigation option for public-

use buildings, not residences. Federal funds cannot be utilized for home buyouts and sound insulation for residential dwellings. The proposed sound barriers will protect residences from noticeable increases in noise for the preferred alternative.

See Section 5.2.3.3.

COMMENT: Temporary sound barriers should be installed along active construction corridors.

RESPONSE: Proposed noise walls will be constructed as early as feasible within the construction schedule to mitigate construction noise. When this is not possible, temporary sound walls will be evaluated. In addition, the Noise TES recommends the construction of portable noise walls around individual construction equipment when operated within 150 feet of noise sensitive sites.

See Section 5.2.3.

COMMENT: Residents within two hundred feet of the proposed construction sites should be notified in advance of the start and finish times and the potential excessive noise when applicable.

RESPONSE: During the Final Design phase, the project staging will be reviewed to determine high noise activities and potential impacts. Public outreach programs will be implemented throughout the construction duration to notify residents of construction activities, including temporary noise impacts, due to construction staging.

See Section 5.2.3.3.

COMMENT: All motorized equipment used during construction should be equipped with factory installed mufflers.

RESPONSE: All construction equipment powered by an internal combustion engine shall be equipped with a properly maintained muffler.

See Section 5.2.3.3.

COMMENT: Truck routes during construction should not traverse through residential neighborhoods whenever possible.

RESPONSE: The construction specifications will require that truck routes during construction avoid residential neighborhoods whenever possible. Construction activities on the highways will not require trucks to traverse through residential neighborhoods. However, certain work activities (i.e. landscaping) may require trucks to access this work through the adjacent residential neighborhoods.

See Section 5.2.3.3.

COMMENT: The NJDEP's Green Acres Program offers the following comments. They have determined that various Bellmawr Borough held properties are impacted by the proposed project. The Draft EIS (Table 5.4-1) provides a list of potentially impacted properties. The following jurisdictional determination is based on the information found in the Borough's Recreation and Open Space Inventory (ROSI) on file with the Green Acres Program and additional information available to the Program.

Block 49 Lot 1 and Block 50.51 Lot 37 – These properties are listed on the Borough's ROSI and are therefore encumbered by the Green Acres Program.

Block 49 Lot 1.02 – Additional information provided by the Borough suggests that this property contains recreational facilities and is held by the Borough for recreation purposes via a lease agreement. Therefore, Lot 1.02 is encumbered by the Green Acres Program.

Block 60.01 Lot 58; Block 50.05 Lots 1.01 and 3; Block 51.11 Lots 3.01, 2.01, 4.01, 6, and 15; Block 56 Lots 4, 5, 6 and 7; Block 80 Lots 2 and 4.01 – These properties are listed on the municipal tax records as owned by the Borough. However, these properties are not listed on the Borough's ROSI.

Any activities on encumbered parkland that are not in direct support of conservation or recreational uses will be considered a diversion and will require prior approval from the Green Acres Program, the Commissioner of the NJDEP, and the State House Commission. See N.J.A.C. 7:36-26.

All lands held for conservation and/or recreation purposes at the time the local unit last received funding from Green Acres should be listed on the ROSI and come under the jurisdiction of the Green Acres Program whether the property is listed or not. Such lands are those owned, leased or otherwise controlled by the local unit and may include land owned in fee, land leased from the Board of Education (or a private entity) for recreation purposes, land owned by a private entity upon which the local unit holds a conservation easement, or any land in which the local unit holds a specific recreation and/or conservation interest.

If there is question as to whether a property should/should not be included on the ROSI, please have the local unit consult N.J.A.C. 7:36-25.3 for guidance and/or contact Robert W. Rodriguez (609-341-2056) of the Green Acres Program. If there are any questions or if there are additional properties that need research as to whether they are encumbered by Green Acres, please contact the Green Acres Program directly. The Green Acres rules can be found online at <http://www.state.nj.us/dep/greenacres/regs.pdf>. In order to request a diversion, the local unit, as the applicant should contact the Green Acres Program to discuss the requirements for State House Commission application.

RESPONSE: The DEIS identified Block 49, Lot 1 as Green Acres encumbered. We will contact the Green Acres Program to schedule a pre-application conference to determine the jurisdiction of the Borough-owned properties.

See Section 5.4.2.1.

COMMENT: The NJDEP's Site Remediation Program offers the following comments regarding Page 5-46 - 5.8.3.3 Build Alternatives - 5th paragraph.

This paragraph seems to assume what the remedies will be for soils and groundwater. For soils it assumes that all contaminated soils can be placed under the roadway. For groundwater it assumes that there will be no treatment. It also seems to assume that pumping under either Permit-by-Rule or On-Scene Coordinator Authority will automatically be granted.

No remedial activities can be assumed. Remedial activities are determined in consultation with the case manager based on remedial investigation and appropriate remedial action selection activities as dictated by the Technical Requirements for the Remediation of Contaminated Sites, found at NJAC 7:26E. Case manager assignment can be made per the Memorandum of Understanding between the New Jersey Department of Transportation (NJDOT) and NJDEP's Site Remediation Program.

If you have questions on this comment, please contact Bruce Venner (609-633-0706) of the Site Remediation Program.

RESPONSE: The DEIS identifies potential mitigation options that may be pursued based on the investigation that will be conducted in accordance with the Technical Requirements for the Site Remediation (NJAC 7:26E). The NJDOT will follow appropriate case assignment protocol and actions will be selected in consultation with the NJDEP's case manager based on sampling data collected during final design.

See Sections 5.8.3.3.

COMMENT: The NJDEP's Division of Fish and Wildlife's (DFW) staff has been heavily involved with the Federal Highway Administration (FHWA) and the NJDOT at numerous phases of this project, and have attended numerous meetings. Their concerns have largely been favorably addressed throughout the streamlined process, and their limited concerns are directed to the specific impact areas noted below.

Alternatives Analysis - The proposed preferred Alternative D is also favored by the DFW due to the de fragmentation of various types of habitats. A wide range of habitat improvement benefits is expected for two (2) T&E Species of Special as well as to both anadromous and freshwater fish. A check of the Landscape Project v2 with the current data was performed and there are no changes in the species composition since all previous searches were performed. This alternative also allows for all mitigation to be performed on site by restoring previously flowed tidal marshes on Little Timber Creek.

Mitigation/Restoration Plan - The DFW agrees with the plan to restore the formally tidal flowed areas to wild rice (*Zizania aquatica*) and the two (2) species of smartweed listed in figure 15 at the end of Section 4.0. The mitigation plan also lists the proposed treatment of common reed (*Phragmites australis*) and Japanese knotweed (*Polygonum cuspidatum*) which also has their support under the plan. The DFW recommends that the amount of wild rice creation be maximized as much as possible to benefit the species previously mentioned.

Missing Moves and Other Possible Transportation Projects in the Area - The DFW is pleased that there will be no impact to other proposed projects such as the Missing Moves, the continuation of the Route 168 Interchange evaluation, and a possible PATCO expansion into Gloucester County.

If there are any questions concerning these comments please feel free to contact Donald Wilkinson (856-785-2711) of the DFW staff.

RESPONSE: On-site wetlands mitigation opportunities will provide improved and additional habitat for wild rice. Such on-site wetlands mitigation opportunities will be maximized to the fullest extent possible.

See Section 5.5.3.3.

COMMENT: The Draft EIS addresses all of the NJDEP's Division of Land Use Regulation (DLUR) concerns satisfactorily. The Draft EIS addresses stormwater management under Total Impervious Coverage. The DLUR recommends that the Final EIS address stormwater management issues under a separate heading such as Water Quality or Stormwater Management.

RESPONSE: As stated in the DEIS, Total Impervious Coverage provides a good working comparative analysis of the effects on stormwater quantity, quality, and recharge. The environmental impact criteria subheading within the DEIS may be changed to Stormwater Management; however, the metric with respect for the alternatives analysis would remain as acres of impervious coverage.

See Sections 5.5.3.1, 5.5.3.3, and 9.2.1.2 (Tables 9.1-2, 9.2-2, and 9.2-3).

COMMENT: The Draft EIS notes that an August 16, 2006 letter from the NJDEP's Historic Preservation Office (HPO) concluded that the build alternative would have an adverse effect on the Bellmawr Park Mutual Housing Historic District. The Draft EIS also states that mitigation will be developed through a Memorandum of Agreement (MOA) that would be developed in consultation with the Federal Highway Administration (FHWA), the HPO, the NJDOT and the Bellmawr Park Mutual Housing Corporation. The HPO looks forward to working cooperatively and collaboratively with the NJDOT.

RESPONSE: A draft MOA has been developed and is included within the FEIS.

See Sections 5.7.3.4 and 10.7.

Letter: Barry Seymour, DVRPC, 1/30/08

COMMENT: DVRPC has been closely involved with this project from its inception. In fact, this project was an outgrowth of a transportation investment study under ISTEA (formerly referred to as a Major Investment Study) initiated by DVRPC in 1997 and completed in 1999. The study documented the need for a major investment in the interchange complex to reduce accidents and remove the bottlenecks at the merge points of a number of the ramps. We found that the major cause of the problems was the lack of a direct connection of the sections of I-295 that are north and south of I-76 at the point where NJ Route 42 begins. The design deficiencies required very high volumes of traffic from I-295 to merge onto an already congested I-76 for a short distance before diverging back onto I-295 for the rest of their trip, or if going onto I-76, requiring drivers to cut across traffic trying to exit from I-76 onto I-295. In addition, one ramp, regionally known as Al Jo's Curve, has proven to be extremely dangerous and the site of many fatalities over the years. The studies undertaken by NJDOT fully examined the issues raised by the DVRPC report and those raised since then. DVRPC has included this project on its long range plan and considers it the most important highway investment in our New Jersey region.

DVRPC commends NJDOT and its consultants for the outreach efforts they have initiated as this project has progressed. They have invited DVRPC to

participate on agency coordination committees and community outreach committees as a representative of regional interests. In addition, study team members have made presentations to our Board, Regional Transportation Committee and Regional Citizens Committee. In sum, we have worked with the team to insure funding to advance the project to this stage, and we have assisted in publicizing project outreach meetings via our committees, newsletters and website.

We also applaud the numerous efforts by NJDOT to provide the local communities, both officials and residents, the opportunity to learn about the project, to raise questions, and to respond with answers that were meaningful and appreciated.

One final aspect of this project should be acknowledged by the region's metropolitan planning organization. This project charted new territory in the New Jersey portion of our region, and possibly in the state, by bringing together planners, engineers, resource and permit agency representatives early and often as a means of producing an environmental document and a preferred alternative in a fully collaborative effort. The viewpoints of various disciplines were sought much earlier in the process than is typical. This streamlining of the process in no way diminished the consideration of natural and human resources. Nor did it allow engineering considerations to advance in a vacuum. On the contrary, the early consideration of all of these perspectives has led to a very balanced consideration of all resources and means of addressing the purpose and need of this improvement project.

We commend NJDOT and FHWA on this study and look forward to the advancement of this project as a means of implementing the region's long range plan.

RESPONSE: Thank you for your comment. We appreciate DVRPC's valuable input throughout this process.

Letter: John J. Matheussen, DRPA/PATCO, 2/7/08

COMMENT: The first and last paragraphs of Section 6.3 (PATCO RAIL EXTENSION) analyze the TIP and indicate that the PATCO rail extension project is not listed on the TIP in contrast to the I-295 Direct Connection and Missing Moves projects, which are listed. While the PATCO expansion project is not currently receiving federal capital funds, it is a regionally significant project receiving non-federal funds to advance the project through the FTA New Starts process and as such is included in the TIP under Project Number T300 - Transit Rail Initiatives. The wording in the first paragraph of Section 6.3 may cause the reader to question the validity and potential implementation of the transit project. While the choice of alignment for transit expansion has not yet been finalized, the DEIS should be revised to reflect that the PATCO expansion project is a regionally significant project which has the potential to be significantly impacted by the proposed configuration of the interchange and its surrounding environment.

The second paragraph of Section 6.3 indicates that the construction of the I-295/I-76/Route 42 Direct Connection alternatives would not preclude the future construction of a PATCO rail extension. While this statement may be accurate, it should be acknowledged that the implementation of the I-295

Direct Connection project will increase the complexity, cost and potential impacts of a PATCO rail extension through this area. This is particularly true for the impact to Bellmawr Park Mutual Housing which would be subject to cumulative impacts from both projects. This is analyzed further under the comments for Chapter 7 listed below.

RESPONSE: Although the PATCO Rail Extension project is included in the description of Project Number T300 - Transit Rail Initiatives within the Statewide Transportation Improvement Program (STIP) for Fiscal Years (FY) 2007-10, it was not listed in the project description of T300 in the FY 2006-08 STIP which was referenced in preparation of the DEIS. The PATCO expansion project is a regionally significant project. While the choice of alignment for PATCO transit expansion has not yet been finalized, three of the five PATCO alternatives presently under consideration (Alternatives 1, 2, and 2a) run along the I-76/Route 42 corridor through Bellmawr and have the potential to impact many of the same resources as the I-295/I-76/Route 42 Direct Connection project. Two of the PATCO alternatives are located west of Bellmawr outside the I-295/I-76/Route 42 Direct Connection project area (Alternatives 3 and 4). The significance of the impacts of the potential PATCO rail extension cannot be addressed without a final choice of alignment and proposed design.

See Section 6.5.

COMMENT: In addition to the Transit Extension project, the Authority has begun the extensive process to replace the center span deck of the Walt Whitman Bridge. This construction is scheduled to take place over a period of 3 years, beginning in 2009, extending through late 2011 and, possibly, into early 2012. During the course of construction it will be necessary to place advance warning signs and traffic control devices in advance of the work zone to guide motorists. On the New Jersey approach, these traffic control measures will extend beyond the limits of the Walt Whitman Bridge onto Route 42. Close coordination between the DRPA and NJDOT will be required if there is an overlap in the construction schedules for the Walt Whitman Bridge deck replacement and the I-295 Interchange reconstruction projects.

RESPONSE: The Walt Whitman Bridge work may be added to Chapter 6 of the FEIS as another project in the study area as the New Jersey approach to the bridge is located in Gloucester City, which is within the secondary study area. At this time, construction of the I-295/I-76/Route 42 Direct Connection project is not anticipated to commence until early 2012, thus there should be minimal overlap in the construction of these projects. Construction staging will be coordinated accordingly to minimize traffic impacts.

See Section 6.3.

COMMENT: Section 7.2 describes a cumulative impact as an incremental impact of an action when added to other past, present, and reasonably foreseeable future actions regardless of agency. It is recommended that consideration be given to the potential cumulative impacts resulting not only from the proposed interchange reconstruction, but from the future implementation of a transit line. The potential implementation of a transit line through this interchange constitutes a reasonably foreseeable future action. While the potential impacts of the transit line will become easier to quantify as the Alternatives Analysis efforts continue to advance, it is clear

that certain impacts, such as further displacement into the Bellmawr Park Mutual Housing historic district, would result in incremental impacts and should be addressed by the Draft Environmental Impact Statement to the extent possible.

RESPONSE: The I-295/I-76/Route 42 Direct Connection Project and the transit expansion projects are complementary in their overall transportation improvements in this region. While the Direct Connection Project addresses safety, congestion and mobility issues, the transit expansion project provides a modal option and potentially increases the commuting capacity for the area. The cumulative benefits to transportation system of both projects are greater than either project taken individually.

In order to consider the cumulative impacts of the I-295/I-76/Route 42 Direct Connection project and a potential PATCO rail extension, the potential alignment of the PATCO rail extension must be identified. Based upon the conceptual horizontal alignment data provided by DRPA, Alternatives 1, 2, and 2a would result in additional impacts, at a minimum, to the following resources:

- wetlands in the vicinity of Al Jo's curve;
- parking at Annunciation BVM Church;
- residences within BPMHC;
- Bellmawr Park School ballfield; and
- Bellmawr Baseball fields.

Without additional data, additional impacts from a vertical alignment perspective cannot be assessed at this time. Alternatives 3 and 4 would not result in additional impacts within the I-295/I-76/Route 42 Direct Connection project area. The DEIS for the I-295/I-76/Route 42 Direct Connection project is available to DRPA for the development of the environmental documentation for the potential PATCO rail extension. Once the design of the potential PATCO rail extension advances, the cumulative impacts of these projects may be more thoroughly addressed in the environmental documentation for the potential PATCO rail extension. See Section 7.2.

COMMENT: As the I-295 Direct Connection project proceeds, careful consideration should be given to the location and design of ramps, structures, and drainage/utility systems. Such systems and components should be designed in a manner that minimizes or eliminates the need for future modifications or relocations by PATCO to accommodate the transit line. The interchange design should be developed to ensure that any future modifications, which may be necessary to accommodate the transit line, are feasible and will not result in excessive impacts to neighboring properties or environmentally sensitive areas.

RESPONSE: In order to provide the consideration requested, the design of the potential PATCO rail extension would need to be advanced beyond the current alternatives analysis stage in order to provide sufficient details of the requirements for the potential PATCO rail extension. Coordination between the design teams will continue. See Section 7.2.

COMMENT: It is our understanding that a Memorandum of Agreement (MOA) will likely be developed between NJDOT, the various

environmental agencies and any parties impacted by the interchange reconstruction project. In developing the MOA, it is important to avoid language or commitments that may result in a transit line being precluded in the future.

RESPONSE: An MOA is being prepared for the I-295/I-76/Route 42 Direct Connection project pursuant to Section 106 of the National Historic Preservation Act. The MOA will not include language or commitments that will preclude the potential PATCO rail extension. See Section 7.2.

COMMENT: It is also important that the DRPA/PATCO continues to be a key stakeholder as the interchange project proceeds and has an opportunity to conduct reviews and provide input on the design and final configuration of the interchange and associated improvements. As PATCO proceeds with its plans for a transit expansion into South Jersey, we will continue to coordinate closely with the I-295 Direct Connection project and other projects that may be affected and will provide updated plans and information throughout project development.

RESPONSE: NJDOT will continue to coordinate with PATCO and will provide updated plans and information regarding the I-295/I-76/Route 42 Direct Connection project. See Section 7.2.

Letter: Jeanne Fox, NJ Board of Utilities, 12/12/07

COMMENT: My staff has reviewed this document and at this time the New Jersey Board of Public Utilities has no comments on the Draft.

RESPONSE: Thank you for your comment.

Letter: Richard Westergaard, Gloucester County, 1/15/08

COMMENT: The Gloucester County Department of Public Works-Planning Division formally requests a copy of the CD-ROM and Executive Summary for the Draft Environmental Impact Statement for the I-295, I-76, Route 42 Direct Connection Project. The Draft document reviews the various alternatives and improvements that are being evaluated for the project.

RESPONSE: A copy was sent as requested on 1/25/08.

Letter: Marge O. Johnston, 239 Kennedy Boulevard, Bellmawr, 1/15/08

COMMENT: Please forward either the CD or a hard copy of the DEIS Draft Section 4(t) Evaluation for the I-295/I-76/Route 42 Direct Connection Project. Also can you send me the permit request sent to the ACOE for one of the build alternatives?

RESPONSE: A copy was sent as requested on 1/25/08.

Letter: Drew K. Kapur, Duane Morris LLP, 12/27/07

COMMENT: Please be advised that this firm represents the interests of New St. Mary's Cemetery with respect to the I-295/I-76/ Route 42 Direct Connection Project. Therefore, any further correspondence and/or materials relating to this matter should be sent to my attention.

RESPONSE: Thank you for your comment.

Letter: Stacey Shubert, 453 Creek Road, Bellmawr (undated)

COMMENT: This letter is in reference to the current building project in Bellmawr. I am a home owner on Creek Road for twenty years. My concern with this project are as follows:

1. The already terrible traffic on Creek Road, during afternoon rush hour it takes literally 4 or 5 minutes to back out my driveway. How will this project affect the traffic in the future?

2. People who live in our community have not been properly informed of the condition of the land being dug up and hauled up and down Creek Road, as we all know, this was a former landfill. Every morning since the project began there has been a strong odor in the air. The odor has a smell consistent of bleach or some type of foul smelling chemical.

3. Our community has not been informed of the type of buildings to be built at this location. Unfortunately the only information we have received about the project have been through rumors. Some suggest a 31 story building to be erected, if there is any truth to this, are our fire companies equipped and trained for an emergency situation at a building of that size?

These are just a few of my concerns, of course my neighbors are also concerned about these questions and have various concerns of their own, we all hope some of these concerns will be addressed on February 6th. I'm sure our concerns will be taken into consideration at the hearing and if not answered then, will be answered at a later date. Thank you for your time and help on clearing up our concerns about this major construction project. I'm looking forward to hearing more information at the public hearing.

RESPONSE: Bruce Hawkinson of NJDOT responded with a letter dated February 8, 2008. At this time the NJDOT does not have any active construction projects in Bellmawr. These concerns appear to be referencing a private developer's project located at the former landfill. The NJDOT does not have any involvement with that project.

Letter: Colleen and Albert Bisaga, 904/906/908 Bell Road, Mount Ephraim, 2/14/08

COMMENT: We have been told that we are going to have a noise wall/sound barrier along the property which is a good thing due to the fact that the noise, lights and fumes coming from the highway are a constant annoyance. The noise keeps us up sometimes at night with people broken down on the highway, people fighting, cars racing, tire blowouts. These

problems, particularly the fumes, worsen with the constant traffic backups. Our windows rattle and during the spring and summer we can not [sic] open our windows due to the noise and exhaust smells. We are not able to spend any quiet time outside because of the highway.

RESPONSE: Thank you for your comment.

COMMENT: We have no other access to our property other than the entrance on Bell Road. The lack of visibility at our driveway would be dangerous to myself/family/friends. Making road higher does not allow enough visual time for drivers to respond. I fear for our safety. I suggest that the state/DOT purchase the adjoining property to provide us with an easement in and out. I believe this is a safety issue. Also, during the construction to raise Bell we would be drastically inconvenienced. We need immediate access to the property due to the fact that Mr. Bisaga is elderly, disable [sic] and has Cancer and Heart condition.

RESPONSE: Stopping sight distance and intersection sight distance for the existing driveway with a raised Bell Road are both adequate for over 35 mph. The existing posted speed on Bell Road is 25 mph. The existing access to your property will be maintained.

COMMENT: I feel that if the creek was dredged and properly maintained and a retaining wall was constructed, that could control the flooding on the property. There is also dirt that needs to be replaced due to the property being washed away.

RESPONSE: The scope of work of this project includes cleaning of Little Timber Creek to restore the original hydraulic opening to the culvert at Bell Road. Hydraulic analyses will be conducted during the design phase of the project to determine the need for any additional measures to address the recurring flooding to your property, which is located within the 100-year flood plain. Construction of the I-295/I-76/Rt. 42 Direct Connection will not result in any additional flooding to your property.

COMMENT: I received a notice about reconstruction on 295 and went to the meeting at the Bellmawr fire hall and met Patricia. I stated my case and showed photos of the severe flooding and asked to whom I could talk about the flooding; advising that the flooding issue needs to be resolved before the state spends money on a new road. Each person I spoke with sent me to another person with no outcome. It was like chasing tails. I went to the next meeting and still no one knew who was responsible.

Finally Patricia spoke with me and put me in touch with the NJDOT. I also told them about the trees hanging over about to fall on the 906 Bell Road home. I have asked for help many times but no one helps except occasionally with the trees. They did finally send out a contractor to take care of this problem but we have been taking care of the matters ourselves to the best of our ability over the years.

After trying for sometime to get some kind of help, I received a copy of "List of Drainage Problem Locations: (South Region as of 1/30/07). We were priority #10 on this list. Workers came out to the property the summer of 2007 but only cleaned out a backlog of debris which as [sic] not helped at all.

Our property has already been seriously and negatively impacted by prior decisions/construction of NJDOT. More construction, as proposed, will likely completely destroy the habitability of this property.

Any proposal must take this further impact into consideration. Proper safeguards must be put in place or a buyout considered.

RESPONSE: Thank you for your comment.

Comment Form: William C. Brooks, DRPA

COMMENT: The DRPA has been actively pursuing new or expanded rail transit service into portions of southern New Jersey for the past several years. Using grant funding provided by the State of New Jersey, the DRPA is conducting an Alternative Analysis for the transit expansion project. Three of the five transit alternatives under consideration follow an alignment through the interchange of I-295/I-76/Route 42. The alignment and the configuration of the interchange could pose a significant challenge on the ability to construct a transit solution through this area which is cost effective and balances the needs of the surrounding communities. The proposed reconfiguration of the interchange should consider the cumulative effect of both projects when evaluating impacts to adjacent properties, environmentally sensitive features, quality of life issues and other areas of concern.

RESPONSE: The I-295/I-76/Route 42 Direct Connection Project and the transit expansion projects are complementary in their overall transportation improvements in this region. While the Direct Connection Project addresses safety, congestion and mobility issues, the transit expansion project provides a modal option and potentially increases the commuting capacity for the area. The cumulative effects to the transportation system from both projects are greater than either project taken individually.

While the choice of alignment for PATCO transit expansion has not yet been finalized, three of the five PATCO alternatives presently under consideration (Alternatives 1, 2, and 2a) run along the I-76/Route 42 corridor through Bellmawr and have the potential to impact many of the same resources as the I-295/I-76/Route 42 Direct Connection project. Two of the PATCO alternatives are located west of Bellmawr outside the I-295/I-76/Route 42 Direct Connection project area (Alternatives 3 and 4).

In order to consider the cumulative impacts of the I-295/I-76/Route 42 Direct Connection project and a potential PATCO rail extension, the potential alignment of the PATCO rail extension must be identified. Based upon the conceptual horizontal alignment data provided by DRPA, Alternatives 1, 2, and 2a would result in additional impacts, at a minimum, to the following resources:

- wetlands in the vicinity of Al Jo's curve;
- parking at Annunciation BVM Church;
- residences within BPMHC;
- Bellmawr Park School ballfield; and
- Bellmawr Baseball fields.

Without additional data, additional impacts from vertical alignment perspective cannot be assessed at this time. Alternatives 3 and 4 would not result in additional impacts within the I-295/I-76/Route 42 Direct Connection project area. The DEIS for the I-295/I-76/Route 42 Direct Connection project is available to DRPA for the development of the environmental documentation for the potential PATCO rail extension. Once the design of the potential PATCO rail extension advances, the cumulative impacts of these projects may be more thoroughly addressed in the environmental documentation for the potential PATCO rail extension. See Section 7.2.

Comment Form: Henry Latter, 11 Willow Place, Bellmawr

COMMENT: We are worried that we are going to lose our house. We are trying to find out where they are going to move us. Are they going to give us the same square footage we have now and when is this going to take place?

RESPONSE: The Bellmawr Park Mutual Housing Corporation (BPMHC) Board of Trustees will be coordinating the replacement housing. BPMHC will be a signatory on a Memorandum of Agreement that will address issues concerning the replacement housing. Details of the replacement housing will be coordinated between the BPMHC and the New Jersey Historic Preservation Office. The time frame of relocation will be set through the right-of-way acquisition process. See Sections 5.7.3.4 and 10.7.

Comment Form: Deborah and Richard Maynard, 9 Willow Place, Bellmawr

COMMENT: We are worried about loosing our house and getting nothing in place of it. We are unsure of what anybody is doing about moving us. We would like to know if we are getting the same square footage in return. We don't want to loose our house.

RESPONSE: The Bellmawr Park Mutual Housing Corporation (BPMHC) Board of Trustees will be coordinating the replacement housing. BPMHC will be a signatory on a Memorandum of Agreement that will address issues concerning the replacement housing. Details of the replacement housing will be coordinated between the BPMHC and the New Jersey Historic Preservation Office. The time frame of relocation will be set through the right-of-way acquisition process. See Sections 5.7.3.4 and 10.7.

Comment Form: James DiGiovannantonio, 142 Kennedy Boulevard, Bellmawr

COMMENT: I did go to the meeting and I am not for any of it, but if one does go thru, I hope it is Plan D. That looks like the least offensive way to go and the least homes that will be affected by it. My main concern now is loss of property value.

RESPONSE: The value of real estate is dependent upon a variety of factors such as local real estate market trends, demographics, zoning requirements, and community facilities. Impacts to ultimate property values are not anticipated as a result of the project.

Public Hearing: Colleen J. Bisaga, 904/906/908 Bell Road, Mount Ephraim, NJ

COMMENT: I'm here because of the—I live on Bell Road. Along the property is 295. There has been unresolved issues because of the flooding. The DOT Army Corps of Engineer [sic] has not maintained the property. When they put the creek there—it used to be on the other side of 295. They didn't take into consideration that it's closest to me and when it overflows the property maintained—we get flooded. I have been up to my chest in water. My basement is constantly getting water. I lost a hot water heater, I lost heaters. I lost all kinds of merchandise because of the flooding not being maintained. Trees have fallen, we have had to take care of it ourselves because there is no response.

RESPONSE: The scope of work of this project includes cleaning of Little Timber Creek to restore the original hydraulic opening to the culvert at Bell Road. Hydraulic analyses will be conducted during the design phase of the project to determine the need for any additional measures to address the recurring flooding to your property, which is located within the 100-year flood plain. Construction of the I-295/I-76/Rt. 42 Direct Connection will not result in any additional flooding to your property.

COMMENT: It wasn't until I started coming to these meetings and I met Patricia that I started getting a little bit of help down there. My issues are the flooding, the rodents that come along with the flooding with the creek not being maintained. I'm worried—because of my road, right there is an overpass. I'm worried about the ins and out because I'm landlocked. That's my only way in and out of the driveway is right there at the overpass. I'm in a gully area right there.

I suggested before that there is an empty lot adjoining to the property, if the DOT can put an access road in there, if they get an easement. It would be easier to get in and out of my property. I have that issue, the flooding, the rodents, them not maintaining the property, the noise issue because I'm right there. I got people jumping over the fence over the creek coming in and knocking on my door looking for assistance.

I'm just worried about me and my kids getting in and out of my driveway. There are speeders there. When you are making that 295—I understand progress, but when you are making that higher, there is not enough clearance and people are going to come flying. I'm worried about my safety and my children's safety. It's not a healthy environment at all down there because of the non-maintaining of the creek.

RESPONSE: Stopping sight distance and intersection sight distance for the existing driveway with a raised Bell Road are both adequate for over 35 mph. The existing posted speed on Bell Road is 25 mph. The existing access to your property will be maintained.

COMMENT: I guess that's all. I have been dealing with this for years now and years and nobody has helped. I don't know what my next action is going—what I should do next. I'm not being heard. I called DOT before, they came down. They said they cleaned up some of the debris. But from the years of sediment, the creek goes from only being a foot deep to overtaking the whole property. You can't come down the driveway.

My father-in-law is ill. He has congestive heart failure, diabetes, one leg, and he's got cancer. There has been times before where the fire department would have to come down and get him out of the house. The fire department has been down there with boats and told us to evacuate. They have had to come down many times to pump out my basement. They are, like, where are we going to pump it to? It's right here, the creek, in my yard.

On the plans, the 100-year flood, that's three quarters of the property that I'm on.

A little more. This is just the gist of it. There is also pending litigation right now. The Borough of Mount Ephraim is suing my father-in-law, Albert Bisaga, property owner, for rodent control. There's an abundant amount of rats. We have all kinds of deer, we have everything down there. But the creek overflowed so bad that it got the house moldy and the house basically was falling down so we tore it down.

But the creek with the rats, the town came after us. The Camden County Board of Health was coming down on a monthly basis treating for rodents along the creek on the other side of 295 and my side. Now it's in litigation. Mount Ephraim is suing us saying it's our fault the rodents are there. So we just filed against the New Jersey Department of Transportation and filed a tort claim, because that's where the rodents came from, because they have not maintained the creek.

RESPONSE: Thank you for your comment.

Public Hearing: Joseph Murphy, 35 Beach Road, Bellmawr

COMMENT: Our comments have been because of the wildlife. Because the lady mentioned on the other side, we also have the wildlife coming in and out from falcons to we even get a couple eagles that come back and forth, and Red Tail Hawks and all. We worry about the wildlife.

RESPONSE: The DEIS included a detailed analysis of wildlife species in the project study area. A wide range of habitat improvement benefits are expected for two Species of Special Concern as well as to both anadromous and freshwater fish. The preferred alternative also allows for wetland mitigation to be performed on site by restoring previously flowed tidal marshes on Little Timber Creek. Proposed mitigation strategies will improve habitat conditions with the creation of additional wild rice habitat, restoring tidal marshes on Little Timber Creek, reconnecting fragmented habitats and daylighting culverts.

COMMENT: The other concern I faced was, I brought in a report last time how the EPA said the highways and pollution get too close to the schools. We have, I think, three schools, Bellmawr Park, the Catholic school and

Bell Oaks are going to be affected by the new highways going in. Your recommendation in your own folder is that Bellmawr Park will need to be air conditioned and soundproofed so the kids can have good air quality while they are in school. My question is: What happens when they leave school? The houses on the corner are closer than the school is and all of Bellmawr Park. Right now we have Missing Moves being put in. The quality—you can't even wash your car, it's not—it doesn't help you during the summer because of the dust and dirt being blown up due to the construction.

RESPONSE: Your concerns about dust and dirt from current construction conditions appear to be referencing the private developer's project located at the former landfill. The Missing Moves project is currently on hold. At this time the NJDOT does not have any active construction projects in Bellmawr.

Air-conditioning is being recommended for Bellmawr Park and Annunciation Schools to mitigate interior noise impacts, not air quality impacts. The Noise Abatement Criteria (NAC) established by the Federal Highway Administration (FHWA) includes an interior noise guideline for schools. At the Bellmawr Park School, noise walls are proposed to mitigate exterior noise impact to the school yard, however noise walls are not adequate enough to protect interior noise levels with open windows. At the Annunciation School, interior noise levels with windows open are also predicted to be above the appropriate interior NAC. In this location, a noise wall was unable to provide the required 5 dBA reduction, therefore a noise wall was not recommended for this school. Due to resultant interior noise levels with windows open at both schools, air-conditioning was recommended as a mitigation option which will be investigated under the Final Design Phase.

FHWA requires that all federally-funded projects demonstrate conformity to the Clean Air Act Amendments and the New Jersey Statewide Implementation Plan (SIP). To prove conformity, a carbon monoxide (CO) air modeling study was performed at sensitive receptors throughout the study area. Twenty-five sensitive receptor locations were studied, including both schools. CO modeling was performed at each receptor location for all five design alternatives, including No-Build. Utilizing appropriate modeling techniques established by NJDEP and USEPA, CO concentrations at all receptor locations in each design alternative including No-Build, are predicted to be below the National Air Quality Standards (NAAQS) established for CO. Therefore, based on FHWA/USEPA requirements, the I-295/I-76/Route 42 Direct Connection project will comply with the requirements established by the Clean Air Act Amendments of 1990.

Particulate matter is any material suspended in air. Visible particle matter is sometimes referred to as dust, dirt, or soot. Common sources of soot include vehicular traffic, industrial pollution, outdoor fires and household burning of coal and biomass fuels. Suspended dust or dirt is referred to as fugitive dust and common sources include construction sites, unpaved roads, and agricultural cropland. Water is often used as a control method for fugitive dust at construction sites. Total Suspended Particulate (TSP) regulations were established in 1971. Research has shown that these types of particles are typically filtered by the nose and throat. Further research revealed that inhalable particle matter is more dangerous due to the particulates reaching deep into the lungs. Therefore, revised regulations

were established in 1987 that included PM₁₀, inhalable particles smaller than, or equal to, 10 micrometers in diameter. New Jersey meets the national standard for PM₁₀.

USEPA revised the National Ambient Air Quality Standards (NAAQS) for particulate and added standards for PM_{2.5}, inhalable particles smaller than, or equal to, 2.5 micrometers in diameter in 2006. Camden County is in non-attainment for PM_{2.5}. The project proposes to physically separate I-295 from the I-76/Route 42 roadway network. These types of projects are intended to improve freeway operations by smoothing traffic flow and vehicle speeds with improved weave and merge operations. Projects that propose physically separated movements are not expected to create or worsen PM_{2.5} violations.

COMMENT: You are going to be building for approximately 70 months, that's what it says in your paper, at a cost of nearly 900 million dollars. To do this, it would be more to your advantage of widening the curb going onto 295 right behind the cemetery and pretty much leaving 42 alone. Unless you are planning on making 42 a straight toll road like they were going to do in the 90's and getting income like that, there isn't really a purpose of moving around 42.

You mentioned it's going to help traffic on 130, which is about six miles from here and 168, Black Horse Pike which is only a couple hundred feet, but your construction area is between the two. The only place that 168 comes on is down past your construction, and 130 doesn't even touch it unless you count 95 going past to the Delaware Memorial Bridge, so those two wouldn't matter. What it would impact is Creek Road and Browning Road and the offshoots right in here, which is a lot of area to impact just to move the highway of 42 to make a ten mile an hour higher ramp for 295.

Missing Moves, I asked before when Dewberry originally did the drawing—I submitted to them another drawing, which we wound up in your office. They said some of the ideas were very good and they did some corrections on the planning, which was nice. But a lot of it could be done simply by excavating the back end of the cemetery. Putting in a single lane from a clover leaf instead of the regular two off ramps on the Missing Moves, making it a clover leaf, you then could divert traffic straight on down and onto 295 and no one would know the difference. You would gain the area at a lesser cost because the road is already being put in. Also, the impact on everything that's being done with what they are doing right there is enough to take care of it. You wouldn't have to have the increased impact in the area. You wouldn't have to worry about the schools or the other areas.

Also, the water rights where you say will be improved by treating the water, any improvement where you are going to put in better drainage or anything would treat the area so that's a moot point.

That's about all. I would like to see what you say and which one you are going to go with and find out what's going on there. As I said, my father and I and the Post have been, not a pain, but a concern, so I'll still be around.

RESPONSE: We appreciate your input into the comprehensive alternative development and screening process that has been conducted for this project.

The alternatives development and screening process employed an informed qualitative decision-making approach that involved consensus building amongst all stakeholders with respect to the alternatives developed and those recommended for further consideration. The five build alternatives considered in the DEIS were deemed through this process to be the most feasible of the 26 conceptual alternatives described in Chapter 4 of the DEIS.

Public Hearing: Richard W. Lipko, Pennoni Associates, Haddon Heights

COMMENT: I'm here on behalf of the Diocese of Camden. They are the owners of the New Saint Mary's Cemetery. We have been helping them with their right-away acquisition. Questions have come up about the storm water detention basin that serves the cemetery and mausoleum area and parking area. There doesn't appear to be any provisions in the plans and the Environmental Impact Statement that I viewed today for the disposition of that basin, either the removal of it or the reconstruction of it and the storm drainage that flows out of that onto Route 42. I would like that addressed as part of the continuing design and the Environmental Impact Statement. That doesn't appear as if that's been done. That's all.

RESPONSE: NJDOT will continue to coordinate with the Diocese regarding the right-of-way acquisition. The detention basin will be impacted by the proposed construction. All drainage presently flowing to the detention basin will be connected to the NJDOT drainage system and treated accordingly.

Public Hearing: Mark Matthews, 317 Union Avenue, Bellmawr

COMMENT: I am very interested in history of the town and what happens to the town. I have lived here my entire life. What I wanted to bring out—I have been following—Bellmawr right now has probably the most projects on the table, other than Atlantic City, with the Missing Moves, this massive construction, and what the mayor wants to do with the landfill. The mayor wants to build a commercial development in the landfill, which in its latest incarnation is going to bring possibly 3 or 4 million people to Bellmawr; and last is the rumors about the Turnpike connection.

I have talked to people in the past and they are saying they are all separate projects. I understand the way government works. If you do Scope Creek you will never get started. But you know what, everything I just rattled off is happening in a half mile radius. I really hope and wish people are looking at this as one massive thing. My fear is that we are going to have 20 years of now we are doing this and now we are doing this and now we are doing this. That's basically it. You can read about it on my blog.

RESPONSE: The DEIS considers other projects in the study area and also includes an analysis of secondary and cumulative impacts that could result from other proposed projects in the study area. The Direct Connection project and the Missing Moves projects have been shown to have Independent Utility and are being advanced as separate transportation projects. The Bellmawr Waterfront project is a privately funded initiative.

Public Hearing: Peter Chiaro, 29 Summit Avenue, Bellmawr

COMMENT: I just wanted to say a few things about this big project. It is a very, very big project for Bellmawr. I think it might be too big for the area. That's what I'm so worked up about. But being as I'm 75 years old, it still hurts me but who cares anymore. I really can't see all these connections they want to make just for that park.

I want to know—I would like to know how many population it is in hundreds or thousands of people that are going to come into that project. And I don't care where—the project they have, the village that they are going to build. And they want a hotel there.

Well, the Freeholders here, they got the letter here from the Borough that tells you they want to connect. And they got all these—as I say, they have all these DIC, that was from Bellmawr permit, and they got—that's the borough. And then they have the Department of Transportation in on it and another Army Corps of Engineers.

It was said to us—it was said to us they want to even bring the PATCO line in, the high-speed line through this village. And we have a railroad in back. And as I say, who knows where we are going to stand with a railroad. But that comes from Camden. It actually comes from Camden. But we don't want to get confined in this town, that's the whole thing. How many are going to be there? And I they are not going to use your roads that you are going to put in. There's a Browning Road that goes into shopping area that you know, you got to go shopping. There's a Creek Road that you can't actually get on the freeway anymore, which was supposed to be done, you know, that being reorganized or relocated, that exit and entrance to the freeway, but nothing has been done.

There is a traffic light. That's the whole thing that worked me up, when I called the Department of Transportation—I called about a traffic light. And an engineer came on and he said what's your problem. And I told him there's an arrow on the west side of Browning Road that no matter how many cars are in line to make a left-hand turn on the Black Horse Pike, I'll swear to a Bible I said, and only two cars are allowed. And I asked if the serviceman could come out there and just maybe put some more time on it for extra cars. Which you go down—as I say, you go down any other place, WaWa area and Black Horse pike, you go down Autobahn they made such a beautiful thing. You go to Deptford where you go shopping and the exit to go to Philadelphia and you go to 41, they got arrows all over the place. And here it is, Bellmawr stays dead. I talked to the mayor, I talked to the Freeholders. And he's not—he wasn't on the ballot this year. But they said don't worry about it, we are going to fix up that area, which they only made more exits to the Turnpike. And the flooding I guess, too. But they done that. But here is a little traffic light that must cost a serviceman maybe a hundred dollars the most of his time. And here it is, it's almost four years that that light still is the same. That's why I'm so frustrated about this whole project. That you are going to change, you want to change 295, you want to change this, but they can't change a traffic light. That what hurts me the most. That's the main thing. As I said, I don't know how long I'm going to live or whatever it is.

I feel sorry for the people growing up. And rumors go around that they don't want to build no schools no more in Bellmawr. They don't want the

kids to go to the school too much. And I am mentioning my name, but I'm not mentioning no names, but here it is. They are worrying about a project right here. Here it is, the hearing. I got it right here. They send us that. And you know, you got a minute to talk. I mean, three minutes. Three minutes to me is ridiculous but you have other people. I'm glad you have it here so I could say this to some of the neighbors.

The last thing I could say is blame the residents of Bellmawr. Because I went to council meetings, which I feel so bad for them sometimes. But they are dressed up properly, they are well mannered. And here it is, there are four people from the outside that comes at that council meeting. And blame me too, but at least I went a few times. I'm sorry I kept you. That's all. That's the thing I wanted to really cry about is what started me was that traffic light.

And I talked to that man and even the fellow I'm talking to right now and he said do you know their names. I said I know—maybe I have it but I don't. She connected me to the traffic system and I told her where I told her this. And she said I'll make you talk to an engineer and I told him about it. And I don't know if I repeated what I'm saying. There are people that did complain. And even the officers, and I'm not mentioning no names, called up the Department of Transportation. And they actually called them back and said that the turning signal is working properly. That's what hurts a lot of people. People don't even want to go make that turn. They go out another street because they don't know if they are going to make it or not. As I say, I walked here. And when I go there and I get the horn blown at me, and that is a no-no for anything. And that's—this aggressive driving is going to get worse if you are going to have all this. Thank you very much.

RESPONSE: At this time the NJDOT does not have any active construction projects in Bellmawr. These concerns appear to reference a traffic signal on Browning Road and a private developer's project located at the former landfill.

Public Hearing: Charles Dougherty, DVRPC

COMMENT: I'm here today representing the Delaware Valley Regional Planning Commission, speaking on behalf of our Executive Director Barry Seymour. I will read from a letter that he has written to Larry Cullari and Bruce Hawkinson. It's a drafted Environmental Impact Statement.

“The Delaware Valley Regional Planning Commission is pleased to submit the following comments concerning the Draft Environmental Impact Statement and Draft Section 4(f) Evaluation for the I-295, I-76, Route 42 Direct Connection project.

DVRPC has been closely involved with this project from its inception. In fact, this project was an outgrowth of a transportation investment study under ISTEA, formerly referred to as a major investment study. It was initiated by DVRPC in 1997 and completed in 1999. The study documented the need for a major investment in the interchange complex to reduce accidents and remove the bottlenecks at the merge points of a number of the ramps. We found that the major cause of the problem was the lack of a direct connection of the sections of I-295 that are north and south of I-76 at the point where New Jersey 42 begins.

The design deficiencies required very high volumes of traffic from I-295 to merge onto an already congested I-76 for a short distance before diverging back onto I-295 for the rest of their trip, or if going onto I-76, requiring drivers to cut across traffic trying to exit from I-76 onto I-295. In addition, one ramp, regionally known as Al Joe's [sic] curve was proven to be extremely dangerous and the site of many fatalities over the years. The studies undertaken by New Jersey DOT fully examines the issues raised by DVRPC's report and those raised since then. DVRPC has included this project on its long-range plan and considers it the most important highway investment in our New Jersey region.

DVRPC commends New Jersey DOT and its consultants for the outreach efforts they have initiated as this project has progressed. They have invited DVRPC to participate on agency coordination committees and community outreach committees as a representative of regional interests. In addition, study team members have made presentations to our board, regional transportation committee, and regional citizens committee. In turn, we have worked with the team to ensure funding to advance the project to this stage and have assisted in publicizing project outreach meetings via our committees, newsletters, and website.

We also applaud the numerous efforts by New Jersey DOT to provide the local communities, both officials and residents, the opportunity to learn about the project, to raise questions, and to respond with answers that were meaningful and appreciated.

One final aspect of the project that should be acknowledged by the region's metropolitan planning organization, this project charted new territory in the New Jersey portion of our region, and possibly in the state, by bringing together planners, engineers, resource and permit agency representatives early and often as a means of producing an environmental document and a preferred alternative in a fully collaborative effort. The viewpoints of various disciplines were sought much earlier in the process than is typical. This streamlining of the process no way diminished the consideration of natural or human resources, nor did it allow engineering considerations to advance in a vacuum. On the contrary, the early consideration of all these perspectives has led to a very balanced consideration of all resources and means of addressing the purpose and need of this improvement project.

We commend New Jersey DOT and FHWA on this study and look forward to the advancement of this project as a means of implementing the long-range plan.”
Sincerely, Barry J. Seymour, Executive Director.

RESPONSE: Thank you for your involvement throughout this process and for the commendation. We look forward to your continued support.

Public Hearing: Jeffrey Taylor, 1167 Lewis Terrace, West Deptford

COMMENT: Basically, I'm in support of this project big time. As they all know, I have been here several times. Actually, my only concern is outside of the project limits there won't be enough lanes, especially on 295. One of the big problems on 295 is as congestion forms, it forms around the individual interchanges. Only after a while will it start backing up from 42 back towards 160, 561, and so forth. One of the big concerns they need to

look up in the future is widening 295 to four or even five lanes. Because this project will help the bottleneck, but it's not going to be a complete—it won't completely solve the problems. And, if anything, it will just exaggerate problems up the line a little more.

Otherwise, let's get this project started. Let's get it designed. I would like to see it going in 2009. They keep pushing it back a few years. If they can push it up and let's get it moving.

RESPONSE: The purpose of the I-295/I-76/Route 42 Direct Connection project is to improve traffic safety, reduce traffic congestion, and meet driver expectations within the limits of the interchange. We appreciate your support.

Public Hearing: Howard Grant, 412 Colonial Road, Bellmawr

COMMENT: I have a lot of concerns here. Number one would be property value, noise level, construction. I have been there for twenty-two years and I just don't want to see, you know, not only just my property value being lowered or destroyed, but I'm worried about, more or less, the public safety.

From what I understand, they are going to move this ramp closer to my home than away. I'm not very happy about that. You have a lot of—you have a lot of things to deal with and that's—I think it's not fair for us not to have a vote. The city says its okay, but right now I don't think the residents have the opportunity to vote on this project. If we did, I think it would clear a lot of things up because not only just the politicians but also the people from the Department of Transportation would actually see our side of the story as well.

So I think my main concern here is just that—just knowing that, number one, I'm not going to lose my home, the property value is not going to drop, at least I hope not, and noise level. And really, when is this thing going to start. Because I'm getting three types of different years now. I'm getting '09, '11, '14, and I don't think these people know here. I don't think it's fair. I think we have to know when this thing is going to start and then our concerns can really be heard. Right now I think what we are doing is just giving our brief judgments as far as, you know, what's going to happen to our property and our families. So I think that's everybody's concern out there.

RESPONSE: The value of real estate is dependent upon a variety of factors such as local real estate market trends, demographics, zoning requirements, and community facilities. Impacts to ultimate property values are not anticipated as a result of the project. Alternative D, the preferred alternative, was selected largely because of aesthetics and mitigated noise levels, whereas other alternatives were much more intrusive on the surrounding community.

Although a ramp is being moved closer to your home, it will remain within the existing NJDOT right-of-way with a noise wall adjacent to it. Your neighborhood will experience similar noise levels below the FHWA Noise Abatement Criteria, both before and after construction. The existing trees and neighboring homes surrounding your property currently shield much of the highway from your property, and will continue to do so.

Temporary construction impacts from noise, dust, and emissions can be anticipated when construction operations are in close proximity to your home. Construction is presently scheduled to begin in late 2011 or 2012 depending upon funding and right-of-way availability. NJDOT routinely holds pre-construction meetings to address construction issues such as staging, schedules, activities, evening work, and concerns raised by the effected communities.

Public Hearing: Rose O'Rourke, 477 Dewey Road, Bellmawr

COMMENT: The construction that's going to go over top of Browning Road, I think it's going to be a noise problem. I'm right there because Dewey is right behind all that. It's going to be a noise problem, it's not going to look very attractive, and I think it will affect property values. That's my three comments. Thank you.

RESPONSE: The value of real estate is dependent upon a variety of factors such as local real estate market trends, demographics, zoning requirements, and community facilities. Impacts to ultimate property values are not anticipated as a result of the project. Alternative D, the preferred alternative, was selected largely because of aesthetics and mitigated noise levels, whereas other alternatives were much more intrusive on the surrounding community.

Your neighborhood will experience similar noise levels, below the FHWA Noise Abatement Criteria, both before and after construction. As your home is located near Browning Road, the photographic simulation of Browning Road looking west from New St. Mary's Cemetery for Alternative D (Photograph 5.4-17 in the DEIS) is representative of what will be seen to the west of your property, considering that the existing trees and neighboring homes surrounding your property will continue to provide some screening.

Public Hearing: Diana Misiak, 476 Flanders Road, Bellmawr

COMMENT: And I think my concern is the property value, what it is going to do. Also, the road is going to be moved 20 feet closer, that's going to be closer to our house with the noise. And also, when they are taking the wall down and reconstructing it, what hours are they going to be doing it? Are they going to be doing it at night? We are going to be hearing that. I think it's unsightly.

RESPONSE: The value of real estate is dependent upon a variety of factors such as local real estate market trends, demographics, zoning requirements, and community facilities. We do not anticipate impacts to ultimate property values as a result of the project. Alternative D, the preferred alternative, was selected largely because of aesthetics and mitigated noise levels, whereas other alternatives were much more intrusive on the surrounding community.

Although a ramp is being moved closer to your home, it will remain within the existing NJDOT right-of-way with a noise wall adjacent to it. Your neighborhood will experience similar noise levels, below the FHWA Noise Abatement Criteria, both before and after construction. Working hours

during construction may occur during the day and at night. Precautions will be taken to mitigate construction noise. Your home is located adjacent to the existing highway. The photographic simulation for Flanders Road looking northwest at Ramp E for Alternative D (Photograph 5.4-21 in the DEIS) depicts your home and what will be seen to the west of your property. NJDOT routinely holds pre-construction meetings to address construction issues such as staging, schedules, activities, evening work, and concerns raised by the effected communities.

Public Hearing: Robert Bangs, 8 Aspen Place, Bellmawr

COMMENT: I am in the neighborhood of those houses that will be affected here in the park. My house, my unit is not, but I'm neighbors with those very close by that their units will be moved or replaced as it would be. As far as the environmental impact of the project, I don't see that it's going to have a huge impact environmentally around us. Some of the wetland may be affected slightly but I'm not certain it's anything detrimental to the move.

I'm not opposed to the project because it has to happen. I mean, I can't see how it can't. If one person is killed at that intersection then my objections of inconvenience seem kind of trivial. I don't know if everyone feels that way but I'm not opposed to the project. I understand it is important and why we have to do. And something has to change and I'm certain it will.

The proposal that seems to be the best alternative is the one being presented here. I don't think it's so bad. It impacts my community in a strange way because it's such a strange community so I'm not certain how that will affect us.

And if this is the place for me to speak on the issues that I think are involved there, I guess my major concerns would be traffic during construction. I mean, our town is crowded with traffic now. To think it's not going to have an adverse impact would be naive. It certainly would. Add dump trucks into the mix of traffic on the Black Horse Pike now and you have a mess. So I'm certain that traffic would be an issue that we really need to have a much clearer idea of what's going to happen to streets with regards to traffic flow. I think that will be a big issue. And as far as more personally for the park, replacement of the units that are being moved to look like the units that are being moved. I don't want a row of condos in the middle of the park. We have to oppose that vehemently. As long as the units being moved look like the units being moved, or if those units could physically be moved, that would be the best alternative. I would go along with those things.

The environmental impact, I don't think it's a big concern. I don't mean I'm not an environmentalist but I think they are objections that can be overcome. I think we can overcome those kinds of objections about what may be environmentally sensitive areas, I think we will be okay with that stuff. That's it.

RESPONSE: Regarding traffic during construction, the DEIS includes a traffic analysis. Based on this analysis it is not anticipated that the proposed project would result in any significant adverse impact to traffic in the study area. Studies and means of minimizing impacts during construction will be

investigated further in the design phase. The Bellmawr Park Mutual Housing Corporation will be coordinating with the New Jersey Historic Preservation Office regarding the location and design of the replacement housing units in order to ensure the replacement housing is in keeping with the Bellmawr Park Mutual Housing Community neighborhood.

See Sections 5.7.3.4 and 10.7.

Public Hearing: James O'Rourke, 477 Dewey Road, Bellmawr

COMMENT: I believe the plan that you are going with is fine. You have an existing condition, I can see you did the best you could with it. And I don't see what the big hub-bub is with this. I think you did the best you can. You impacted several homes but that's to be—I really just don't see, you know, the bug hub-bub, what people are getting upset about. You had an existing condition, you did the best you could and I think its minimal impact to the residents of Bellmawr. I live off of Browning Road and we have the overpass by the cemetery. If that's all it is, I'm fine with it. I think you did an excellent job.

RESPONSE: Thank you for your comment.




APPENDIX I

PUBLIC COMMENTS

CONTENTS

Date	Author
December 12, 2007	NJ Board of Public Utilities
December 27, 2007	New St. Mary's Cemetery
January 15, 2008	NOAA - NMFS Marine Science Laboratory
January 15, 2008	Gloucester County
January 15, 2008	Bellmawr Resident
January 30, 2008	DVRPC
January 30, 2008	DRPA
January 30, 2008	Bellmawr Park Resident
January 30, 2008	Bellmawr Park Resident
January 30, 2008	Bellmawr Resident
February 7, 2008	DRPA/PATCO
February 8, 2008	US Department of Interior
February 8, 2008	Bellmawr Resident
February 14, 2008	USACE
February 14, 2008	Mt. Ephraim resident
February 15, 2008	USEPA
February 20, 2008	NJDEP
	Public Hearing Transcript



State of New Jersey
BOARD OF PUBLIC UTILITIES
TWO GATEWAY CENTER
NEWARK NJ 07102

JON S. CORZINE
Governor

JEANNE M. FOX, Esq.
President
TEL: (973) 648-2013

December 12, 2007

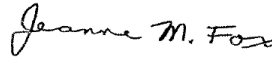
Mr. Bruce Hawkinson
New Jersey Department of Transportation
1035 Parkway Ave.
Trenton, NJ 08625

Re: I-295/I076/Route 42 Direct Connection
Camden County
Draft Environmental Impact Statement

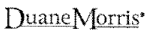
Dear Mr. Hawkinson:

Thank you for the opportunity to review the above referenced Draft Environmental Impact Statement. My staff has reviewed this document and at this time the New Jersey Board of Public Utilities has no comments on the Draft.

If my staff can be of future assistance, please contact Eric Wilkinson at 973-648-2101.

Sincerely,

Jeanne M. Fox
President

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DREW K. KAPUR
DIRECT DIAL: 215.979.1385
PERSONAL FAX: 215.979.1020
E-MAIL: DKKapur@duanemorris.com

www.duanemorris.com

December 27, 2007

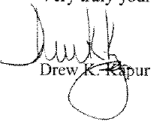
Bruce Hawkinson
Environmental Project Manager
NJDOT
1035 Parkway Avenue
P.O. Box 600
Trenton, New Jersey 08625-0600

Re: I-295/I-76/Route 42 Direct Connection
Camden County, New Jersey
Property Owner: New St. Mary's Cemetery

Dear Mr. Hawkinson:


Please be advised that our firm represents the interests of New St. Mary's Cemetery in connection with the above captioned matter. Therefore, any further correspondence and/or materials relating to this matter should be sent to my attention.

Thank you in advance for your kind attention and cooperation.

Very truly yours,

Drew K. Kapur

DKK/jlp
cc: James J. Godino, Jr., Esquire

DUANE MORRIS LLP A DELAWARE LIMITED LIABILITY PARTNERSHIP
35 SOUTH 17TH STREET PHILADELPHIA, PA 19103-4196 PHONE: 215.979.1000 FAX: 215.979.1020
DMZ434850.1



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 Road
 Highlands, NJ 07732

January 15, 2008


Mr. Bruce Hawkinson
 New Jersey Department of Transportation
 1035 Parkway Avenue, P.O. Box 600
 Trenton, NJ 08625-0600




Dear Mr. Hawkinson:

The National Marine Fisheries Service (NMFS), Northeast Region, Habitat Conservation Division has reviewed the Draft Environmental Impact Statement/Section 4 (f) Evaluation (DEIS), document number FHWA-NJ-IM-295-2(115) for the I-295/I-76/Route 42 Direct Connection Project. The DEIS describes the proposal by the New Jersey Department of Transportation (NJDOT) to reconstruct I-295, I-76 and Route 42 in Bellmawr, Mount Ephraim and Gloucester City in Camden County, New Jersey. The preferred alternative impacts 2.28 acres of floodplain and 1.97 acres of open water and wetlands. Compensatory mitigation will be provided on site. Retaining walls and steepened slopes have been included in the design to reduce impacts to wetlands and waterways, including Little Timber Creek.

No resources under the jurisdiction of the NMFS including essential fish habitat and threatened or endangered species are expected to occur in the study area for this project. We recommend that the NJDOT comply with the recommendations of New Jersey Department of Environmental Protection's Division of Fish and Wildlife and the U.S Fish and Wildlife Service to protect resources under the jurisdiction of those agencies. We also recommend that the appropriate best management practices be used to protect the water quality of Little Timber Creek. Little Timber Creek is a tributary to Big Timber Creek, documented as a migratory corridor and spawning and nursery habitat for anadromous fish such as alewife and blueback herring. Because landing statistics and the number of fish observed on annual spawning runs indicate a drastic decline in alewife and blueback herring populations throughout much of their range since the mid-1960's, these fish have been designated as species of concern by NMFS in a Federal Register Notice dated October 17, 2006 (71 FRN 61022). "Species of concern" are those species about which NMFS has some concerns regarding status and threats, but for which insufficient information is available to indicate a need to list the species under the ESA.

Thank you for the opportunity to comment on this DEIS. If you have any questions, or would like to discuss this matter further, please contact Karen Greene at 732 872-3023.

Sincerely,

 Stanley W. Gorski
 Field Offices Supervisor


January 15, 2008

NJDOT
 Environmental Project Manager
 P.O. Box 600
 1035 Parkway Avenue
 Trenton, NJ 08625

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 (Development Reviews: 856.307.6658)
 Fax: 856.307.6656
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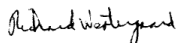
New Jersey Relay Service - 711
 Gloucester County Relay Service
 (TTY/TTD) - (856) 848-6616

Attn: Bruce Hawkinson


Dear Mr. Hawkinson:

The Gloucester County Department of Public Works-Planning Division formally requests a copy of the CD-ROM and Executive Summary for the Draft Environmental Impact Statement for the I-295, I-76, Route 42 Direct Connection Project. The Draft document reviews the various alternatives and improvements that are being evaluated for the project.

Thank you for your assistance in this matter.

Sincerely,

 Richard Westergaard
 Principal Planner

RW/mp



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 25, 2008

Mr. Richard Westergaard
 Department of Public Works
 Planning Division
 Office of Government Services
 1200 North Delsea Drive
 Clayton, NJ 08312

Dear Mr. Westergaard:

Please find enclosed the requested copy of the Executive Summary for the Draft Environmental Impact Statement (DEIS) for the Route 295 & 42 / I-76 Direct Connection project in Camden County. Also, please find enclosed the requested copy of the DEIS on a CD. Please contact me at 609-530-4272 if you have any further questions.

Sincerely,

 Bruce Hawkinson
 Environmental Project Manager
 Bureau of Environmental Solutions

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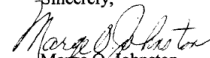
15 January 2008

New Jersey Department of Transportation
 P. O. Box 600
 1035 Parkway Avenue
 Trenton, New Jersey 08625
 ATTN: Bruce Hawkinson, EPM

Dear Mr. Hawkinson:

Please forward either the CD or a hard copy of the DEIS/Draft Section 4(f) Evaluation for the I-295/I-76/Route 42 Direct Connection Project. Also can you send me the permit request sent to the ACOE for one of the build alternatives? Thank you.

Sincerely,


 Marge O. Johnston
 239 Kennedy Blvd
 Bellmawr, NJ 08031-1124



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 25, 2008

Marge O. Johnston
 239 Kennedy Blvd.
 Bellmawr, NJ 08031-1124

Dear Ms. Johnston:

Please find enclosed the requested copy of the Draft Environmental Impact Statement (DEIS) for the Route 295 & 42 / I-76 Direct Connection project in Camden County on a CD. Also, please find enclosed a copy of the ACOE permit application package on CD. Please contact me at 609-530-4272 if you have any further questions.

Sincerely,


 Bruce Hawkinson
 Environmental Project Manager
 Bureau of Environmental Solutions

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January 30, 2008

Mr. Lawrence Cullari
 Program Operations Director
 Federal Highway Administration
 840 Bear Tavern Road
 Suite 310
 West Trenton, NJ 08628

Mr. Bruce Hawkinson
 Environmental Project Manager
 New Jersey Department of Transportation
 P.O. Box 600
 1035 Parkway Avenue
 Trenton, NJ 08625

Re: I-295/I-76/Route 42 Direct Connection Project
 Draft Environmental Impact Statement / Draft Section 4(F) Evaluation

Dear Mr. Cullari and Mr. Hawkinson:

The Delaware Valley Regional Planning Commission is pleased to submit the following comments concerning the Draft Environmental Impact Statement and Draft Section 4(F) Evaluation for the I-295/I-76/Route 42 Direct Connection Project.

DVRPC has been closely involved with this project from its inception. In fact, this project was an outgrowth of a transportation investment study under ISTEA (formerly referred to as a Major Investment Study) initiated by DVRPC in 1997 and completed in 1999. The study documented the need for a major investment in the interchange complex to reduce accidents and remove the bottlenecks at the merge points of a number of the ramps. We found that the major cause of the problems was the lack of a direct connection of the sections of I-295 that are north and south of I-76 at the point where NJ Route 42 begins. The design deficiencies required very high volumes of traffic from I-295 to merge onto an already congested I-76 for a short distance before diverging back onto I-295 for the rest of their trip, or if going onto I-76, requiring drivers to cut across traffic trying to exit from I-76 onto I-295. In addition, one ramp, regionally known as Al Jo's Curve, has proven to be extremely dangerous and the site of many fatalities over the years. The studies undertaken by NJDOT fully examined the issues raised by the DVRPC report and those raised since then. DVRPC has included this project on its long range plan and considers it the most important highway investment in our New Jersey region.

COMMONWEALTH OF PENNSYLVANIA - BUCKS COUNTY - CHESTER COUNTY - DELAWARE COUNTY - MONTGOMERY COUNTY - CITY OF PHILADELPHIA - CITY OF CHESTER
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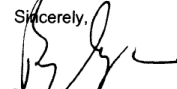
I-295/I-76/Route 42 Direct Connection Project
 Draft Environmental Impact Statement / Draft Section 4(F) Evaluation Page 2

DVRPC commends NJDOT and its consultants for the outreach efforts they have initiated as this project has progressed. They have invited DVRPC to participate on agency coordination committees and community outreach committees as a representative of regional interests. In addition, study team members have made presentations to our Board, Regional Transportation Committee and Regional Citizens Committee. In turn, we have worked with the team to insure funding to advance the project to this stage, and we have assisted in publicizing project outreach meetings via our committees, newsletters and website.

We also applaud the numerous efforts by NJDOT to provide the local communities, both officials and residents, the opportunity to learn about the project, to raise questions, and to respond with answers that were meaningful and appreciated.

One final aspect of this project should be acknowledged by the region's metropolitan planning organization. This project charted new territory in the New Jersey portion of our region, and possibly in the state, by bringing together planners, engineers, resource and permit agency representatives early and often as a means of producing an environmental document and a preferred alternative in a fully collaborative effort. The viewpoints of various disciplines were sought much earlier in the process than is typical. This streamlining of the process in no way diminished the consideration of natural and human resources. Nor did it allow engineering considerations to advance in a vacuum. On the contrary, the early consideration of all of these perspectives has led to a very balanced consideration of all resources and means of addressing the purpose and need of this improvement project.

We commend NJDOT and FHWA on this study and look forward to the advancement of this project as a means of implementing the region's long range plan.

Sincerely,

 Barry J. Seymour
 Executive Director

c: Commissioner Kris Kolluri, New Jersey Department of Transportation
 Jerald Cureton, DVRPC Board Chair
 Louis Cappelli, Camden County Freeholder



JOINT PUBLIC HEARING
 Federal Highway Administration
 New Jersey Department of Transportation
 US Army Corps of Engineers
 JANUARY 30, 2008

COMMENTS

Please complete this "Comments" form and leave at the front table. You may also mail to:
 New Jersey Department of Transportation, P.O. Box 600, 1035 Parkway Avenue, Trenton, NJ 08625
 Attention: Bruce Hawkinson, Environmental Project Manager.

A pre-addressed, stamped envelope is provided for your convenience.

We appreciate your valuable input. Thank you very much.

CONTACT INFORMATION (KINDLY PRINT OR WRITE LEGIBLY)

Please note that "Comments" received in the mail prior to February 15, 2008, will be included in the public record. "Comments" without contact information will not be considered.

Name: William C. Brooks, Director of Engineering, Delaware River Port Authority
 Address: One Port Center, 2 Riverside Dr. Camden, NJ City/State: Camden, NJ Zip: 08101-1949

COMMENTS:

The DRPA has been actively pursuing new or expanded rail transit service into portions of southern New Jersey for the past several years. Using grant funding provided by the State of New Jersey, the DRPA is conducting an Alternatives Analysis for the transit expansion project. Three of the five transit alternatives under consideration follow an alignment through the interchange of I-295/I-76/Route 42. The alignment and configuration of the interchange could pose a significant challenge on the ability to construct a transit solution through this area which is cost-effective and balances the needs of the surrounding communities. The proposed reconfiguration of the interchange should consider the cumulative effect of both projects when evaluating impacts to adjacent properties, environmentally sensitive features, quality of life issues and other areas of concern.



JOINT PUBLIC HEARING
 Federal Highway Administration
 New Jersey Department of Transportation
 US Army Corps of Engineers
 JANUARY 30, 2008

COMMENTS

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 New Jersey Department of Transportation, P.O. Box 600, 1035 Parkway Avenue, Trenton, NJ 08625
 Attention: Bruce Hawkinson, Environmental Project Manager.

A pre-addressed, stamped envelope is provided for your convenience.

We appreciate your valuable input. Thank you very much.


CONTACT INFORMATION (KINDLY PRINT OR WRITE LEGIBLY)

Please note that "Comments" received in the mail prior to February 15, 2008, will be included in the public record. "Comments" without contact information will not be considered.

Name: HENRY LATTER
 Address: 11 WILLOW PLACE City/State: BEUMANTON, NJ Zip: 08031

COMMENTS:

WE ARE WORRIED THAT WE ARE GOING TO LOSE OUR HOUSE. WE ARE TRYING TO FIND OUT WHERE THEY ARE GOING TO MOVE US? ARE THEY GOING TO GIVE US THE SAME SQUARE FOOTAGE WE HAVE NOW AND WHEN IS THIS GOING TO TAKE PLACE?



JOINT PUBLIC HEARING
 Federal Highway Administration
 New Jersey Department of Transportation
 US Army Corps of Engineers
 JANUARY 30, 2008

COMMENTS

*Please complete this "Comments" form and leave at the front table. You may also mail to:
 New Jersey Department of Transportation, P.O. Box 600, 1035 Parkway Avenue, Trenton, NJ 08625
 Attention: Bruce Hawkinson, Environmental Project Manager.*

A pre-addressed, stamped envelope is provided for your convenience.


We appreciate your valuable input. Thank you very much.

CONTACT INFORMATION (KINDLY PRINT OR WRITE LEGIBLY)

Please note that "Comments" received in the mail prior to February 15, 2008, will be included in the public record. "Comments" without contact information will not be considered.

Name: DEBORAH F RICHARD MAYNARD
 Address: 9 WILLOW PLACE City/State: BELLMONT NJ Zip: 08031

COMMENTS:
WE ARE WORRIED ABOUT LOSING OUR
HOUSE AND GETTING NOTHING IN PLACE
OF IT. WE ARE UNSURE OF WHAT ANY-
BODY IS DOING ABOUT MOVING US. WE
WOULD LIKE TO KNOW IF WE ARE
GETTING SAME SQUARE FOOTAGE IN
RETURN? WE DON'T WANT TO LOSE
OUR HOUSE.



JOINT PUBLIC HEARING
 Federal Highway Administration
 New Jersey Department of Transportation
 US Army Corps of Engineers
 JANUARY 30, 2008

COMMENTS

*Please complete this "Comments" form and leave at the front table. You may also mail to:
 New Jersey Department of Transportation, P.O. Box 600, 1035 Parkway Avenue, Trenton, NJ 08625
 Attention: Bruce Hawkinson, Environmental Project Manager.*

A pre-addressed, stamped envelope is provided for your convenience.


We appreciate your valuable input. Thank you very much.

CONTACT INFORMATION (KINDLY PRINT OR WRITE LEGIBLY)

Please note that "Comments" received in the mail prior to February 15, 2008, will be included in the public record. "Comments" without contact information will not be considered.

Name: Dilip Kumar
 Address: 142 Kennedy Bl City/State: Bellmont NJ Zip: 08031

COMMENTS:
I did go to meeting and I am
not for any of it but if one does
go thru it hope it is plan D,
that looks like the least offensive
way to go and the least homes that
will be affected by it. my main
concern now is loss of property
value
Chanku M. [Signature]



DELAWARE RIVER PORT AUTHORITY
of Pennsylvania & New Jersey

One Port Center
 2 Riverside Drive
 Camden NJ

PATCO
Port Authority Transit Corporation

John J. Matheussen
*Chief Executive Officer - Delaware River Port Authority
 President - Port Authority Transit Corporation*

February 7, 2008

New Jersey Department of Transportation
 Attn: Bruce Hawkinson, Environmental Project Manager
 P.O. Box 600
 1035 Parkway Avenue
 Trenton, NJ 08625

Re: I-295/I-76/Route 42 Direct Connection Camden County, NJ
 Draft Environmental Impact Statement

Dear Mr. Hawkinson:

The Delaware River Port Authority (DRPA) is actively pursuing the introduction of new or expanded passenger transit service into the southern New Jersey area. An alignment for the transit extension passes through the I-295/I-76/Route 42 interchange. Consequently, it is important for the DRPA and the New Jersey Department of Transportation (NJDOT) to work together to develop mutually agreeable solutions which give proper consideration to the various project related constraints and impacts.

The DRPA, and our design consultant for the Transit Expansion project, STV, have taken the opportunity to review the Draft Environmental Impact Statement developed by NJDOT for the proposed interchange reconstruction project and offer the following comments.

The DRPA and our transit subsidiary, PATCO, are proceeding with plans for transit expansion into Gloucester County as recommended in the 2005 *Southern New Jersey to Philadelphia Transit Study* report. In 2007 the *Southern New Jersey to Philadelphia Mass Transit Expansion Alternatives Analysis (AA)* was initiated by DRPA/PATCO to advance this project. This is the first step in the Federal Transit Administration (FTA) planning process to be eligible for federal Section 5309 New Starts funds for transit expansion projects. Several alignment and modal alternatives are being evaluated as part of this study. As it relates to the I-295/I-76/Route 42 Direct Connection, the alignment of alternatives NJ-1 and NJ-2 as described on page 6-2 of the DEIS is one of two primary alignments that are utilized by all alternatives. Three of the five expanded alternatives currently defined in the AA would utilize this alignment. It is therefore crucial that the potential implementation of a future transit extension is given proper consideration in the DEIS.

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Mailing Address: PO Box 1949 Camden New Jersey 08101-1949 Tel: 856 968 2444 Fax: 856 968 2458 E-mail: jmatheussen@drpa.org

Chapter 6 – Other Projects in the Study Area

The first and last paragraphs of Section 6.3 (PATCO RAIL EXTENSION) analyze the TIP and indicate that the PATCO rail extension project is not listed on the TIP in contrast to the I-295 Direct Connection and Missing Moves projects, which are listed. While the PATCO expansion project is not currently receiving federal capital funds, it is a regionally significant project receiving non-federal funds to advance the project through the FTA New Starts process and as such is included in the TIP under Project Number T300 – Transit Rail Initiatives. The wording in the first paragraph of Section 6.3 may cause the reader to question the validity and potential implementation of the transit project. While the choice of alignment for transit expansion has not yet been finalized, the DEIS should be revised to reflect that the PATCO expansion project is a regionally significant project which has the potential to be significantly impacted by the proposed configuration of the interchange and its surrounding environment.

The second paragraph of Section 6.3 indicates that the construction of the I-295/I-76/Route 42 Direct Connection alternatives would not preclude the future construction of a PATCO rail extension. While this statement may be accurate, it should be acknowledged that the implementation of the I-295 Direct Connection project will increase the complexity, cost and potential impacts of a PATCO rail extension through this area. This is particularly true for the impact to Bellmawr Park Mutual Housing which would be subject to cumulative impacts from both projects. This is analyzed further under the comments for Chapter 7 listed below.

In addition to the Transit Extension project, the Authority has begun the extensive process to replace the center span deck of the Walt Whitman Bridge. This construction is scheduled to take place over a period of 3 years, beginning in 2009, extending through late 2011 and, possibly, into early 2012. During the course of construction it will be necessary to place advance warning signs and traffic control devices in advance of the work zone to guide motorists. On the New Jersey approach, these traffic control measures will extend beyond the limits of the Walt Whitman Bridge onto Route 42. Close coordination between the DRPA and NJDOT will be required if there is an overlap in the construction schedules for the Walt Whitman Bridge deck replacement and the I-295 Interchange reconstruction projects.

Chapter 7 – Secondary & Cumulative Impacts

Section 7.2 describes a cumulative impact as an incremental impact of an action when added to other past, present, and reasonably foreseeable future actions regardless of agency. It is recommended that consideration be given to the potential cumulative impacts resulting not only from the proposed interchange reconstruction, but from the future implementation of a transit line. The potential implementation of a transit line through this interchange constitutes a reasonably foreseeable future action. While the potential impacts of the transit line will become easier to quantify as the Alternatives Analysis efforts continue to advance, it is clear that certain impacts, such as further displacement into the Bellmawr Park Mutual Housing historic district, would result in incremental impacts and should be addressed by the Draft Environmental Impact Statement to the extent possible.

General Comments

As the I-295 Direct Connection project proceeds, careful consideration should be given to the location and design of ramps, structures, and drainage/utility systems. Such systems and components should be designed in a manner that minimizes or eliminates the need for future modifications or relocations by PATCO to accommodate the transit line. The interchange design should be developed to ensure that any future modifications, which may be necessary to accommodate the transit line, are feasible and will not result in excessive impacts to neighboring properties or environmentally sensitive areas.

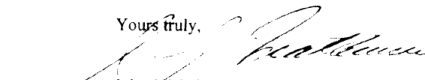
It is our understanding that a Memorandum of Agreement (MOA) will likely be developed between NJDOT, the various environmental agencies and any parties impacted by the interchange reconstruction project. In developing the MOA, it is important to avoid language or commitments that may result in a transit line being precluded in the future.

It is also important that the DRPA/PATCO continues to be a key stakeholder as the interchange project proceeds and has an opportunity to conduct reviews and provide input on the design and final configuration of the interchange and associated improvements. As PATCO proceeds with its plans for a transit expansion into South Jersey, we will continue to coordinate closely with the I-295 Direct Connection project and other projects that may be affected and will provide updated plans and information throughout project development.

The interchange reconstruction project and the transit expansion project are both regionally significant projects which will provide positive impacts to southern New Jersey and the surrounding region. The DRPA is committed to continuing our coordination efforts with the Department of Transportation to ensure the mutual success of both projects.

The DRPA appreciates the opportunity to review and comment on the Draft Environmental Impact Statement. We appreciate the Department's consideration of these comments due consideration as you work to advance this important Interchange Reconstruction project.

Yours truly,



John J. Mathussen
CEO, Delaware River Port Authority
President of PATCO

JJM:ad

cc: Kris Kolluri, Commissioner of Transportation
Robert Box, PATCO General Manager
William Brooks, DRPA Chief Engineer
Lawrence Cullari, Program Operations Director, Federal Highway Administration



United States Department of the Interior
OFFICE OF THE SECRETARY
Washington, DC 20240



FEB 8 ' 2008

9043.1
PEP/NRM

ER 07/1035

Mr. Dennis Merida
New Jersey Division Administrator
Federal Highway Administration
840 Bear Tavern Road, Suite 310
Trenton, New Jersey 08628

Dear Mr. Merida:

This is in response to a request for the Department of the Interior's (Department) review and comment on the Draft Environmental Impact Statement/Draft Section 4(f) Evaluation for I-295/I-76/Route 42 Direct Connection Project, Camden County, New Jersey. The Department offers the following comments on this project for your consideration.

GENERAL COMMENTS

The Department generally concurs with the project's Purpose and Need, which is to improve traffic safety, reduce traffic congestion, and meet driver expectations by providing the direct connection of Interstate 295. New Jersey Field Office Fish and Wildlife Service (FWS) biologists have participated in numerous interagency meetings with the New Jersey and United States Departments of Transportation and provided comments for the protection of federally-listed species pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 et seq.) and for identification of a short list of alternatives. The short list includes (1) the No-build Alternative, (2) Alternative D, (3) Alternative D1, (4) Alternative G2, (5) Alternative H1, and (6) Alternative K. The subject alternatives are variations of a general pattern aimed at balancing environmental, cultural resource, social, and economic impacts. The project proponents have identified Alternative D as the preferred alternative.

SPECIFIC COMMENTS

Federally Listed Species

No federally-listed or proposed threatened or endangered flora or fauna are known to occur in the immediate vicinity of the project site. If additional information on federally-

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listed endangered or threatened species becomes available, this determination may be reconsidered.

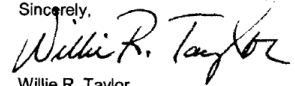
Alternative Analysis

The Department has no objection to selecting Alternative D as the Preferred Alternative. Alternative D minimizes adverse impacts to wetlands and open waters, has low maintenance needs, has a short construction duration, minimizes visual intrusion on the community, has the least social impacts providing the lowest acreage of impervious coverage, and minimizes the project's impact on the Bell Mawr Park Mutual Housing Historic District.

SECTION 4(F) COMMENTS

The Department concurs that there is no prudent and feasible alternative to the proposed use of Section 4(f) lands consisting of portions of the Bell Mawr Park Mutual Housing Historic District, through the construction of preferred Alternative D. The Department concurs with the proposed mitigation measures proposed in the draft Section 4(f) Evaluation and agrees that the Federal Highway Administration should undertake these measures to minimize harm to this Historic District. These mitigative actions may also be consistent with the Memorandum of Agreement to be developed with the New Jersey State Historic Preservation Office and the Federal Highway Administration for compliance with Section 106 of the National Historic Preservation Act. We recommend that a signed copy of that agreement documenting compliance with Section 106 be included in the final documentation for this project to reflect the procedures for protecting cultural resources determined in consultation with the New Jersey State Historic Preservation Officer.

We appreciate the opportunity to provide these comments.

Sincerely,

 Willie R. Taylor
 Director, Office of Environmental
 Policy and Compliance

3

bcc:
 OEPC, OEPC Director, AS/PMB@, AS/FWP
 REO/PHI
 NPS, FWS, GS
 ACHP
 SHPO-New Jersey
 FNPO-0001
 FNP-2310
 NPS-NER, RP&C-Philadelphia
 Note: This NPS response was initially drafted by L. Chapman, NER-PA-Philadelphia based on review of the subject document and incorporating comments received from FWS. A "No Comment" response was received from USGS
 JHoogland:es:ER-07/1035; 02/094/07

NPS: E-mail surnamed letter by Jacob Hoogland sent 2/4/08
 PEP: ESmith:2/7/08

Comment


Stacey Shubert
 453 Creek Rd.
 Bellmawr N.J. 08012

To whom it may concern,


This letter is in reference to the current building project in Bellmawr. I am a home owner on Creek Rd. for twenty years. My concern with this project are as follows:

1. The already terrible traffic on Creek Rd, during afternoon rush hour it takes literally 4 or 5 minutes to back out my driveway. How will this project affect the traffic in the future?
2. People who live in our community have not been properly informed of the condition of the land being dug up and hauled up and down Creek Rd, as we all know, this was a former landfill. Every morning since the project began there has been a strong odor in the air. The odor has a smell consistent of bleach or some type of foul smelling chemical.
3. Our community has not been informed of the type of buildings to be built at this location. Unfortunately the only information we have received about the project have been through rumors. Some suggest a 31 story building to be erected, if there is any truth to this, are our fire companies equipped and trained for an emergency situation at a building of that size?

These are just a few of my concerns, of course my neighbors are also concerned about these questions and have various concerns of their own, we all hope some of these concerns will be addressed on February 6th. I'm sure our concerns will be taken into consideration at the hearing and if not answered then, will be answered at a later date. Thank you for your time and help on clearing up our concerns about this major construction project. I'm looking forward to hearing more information at the public hearing.

Sincerely

 Stacey Shubert

17A response



State of New Jersey
DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
PO Box 600
Trenton, New Jersey 08625-0600

Jon S. Corzine Kris Kolluri, Esq.
Governor *Commissioner*

February 8, 2008

Stacey Shubert
453 Creek Road
Bellmawr, NJ 08012

Dear Ms. Shubert:

This letter is in response to your received February 7, 2008 referencing a current building project in Bellmawr. At this time the New Jersey Department of Transportation (NJDOT) does not have any active construction projects in Bellmawr. Also, the NJDOT does not have any public hearings scheduled for February 6, 2008 in Bellmawr.

It appears from your letter that you are referencing a private developer's project located at the former landfill. The NJDOT does not have any involvement with that project; therefore, we recommend that you speak to your Mayor regarding your concerns.

Sorry we can not help you further with this matter but hopefully your public representatives can help you with your concerns.


Sincerely,

Bruce Hawkinson

Bruce Hawkinson
Environmental Project Manager
New Jersey Department of Transportation

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DEPARTMENT OF THE ARMY
PHILADELPHIA DISTRICT CORPS OF ENGINEERS
WANAMAKER BUILDING, 100 PENN SQUARE EAST
PHILADELPHIA, PENNSYLVANIA 19107-3390

Regulatory Branch
Application Section II

SUBJECT: CENAP-OP-R-2007-1464-35 (IP)
Project Name: I-295 Direct Connection

Mr. Bruce Hawkinson
Environmental Project Manager
New Jersey Department of Transportation
1035 Parkway Avenue
P.O. Box 600
Trenton, New Jersey 08625-0600

Dear Mr. Hawkinson:

This letter is written regarding the Draft Environmental Impact Statement (DEIS) and Section 404 permit application for the I-295/I-76/Route 42 Direct Connection Project in Camden County, New Jersey. The DEIS and permit application, which are dated November 2007, were submitted to this office on November 30, 2007.

This office has participated in agency coordination meetings on this project as early as 2001. The Corps made a commitment in a letter dated January 31, 2003 to be a cooperating agency in the development of an Environmental Impact Statement and to participate in a streamlined merged NEPA/Section 404/10 process for this project. This office has been an active participant in many agency coordination meetings since 2001 and will continue to work with you, Federal Highway Administration (FHWA) and your consultant Dewberry. We appreciate the opportunity to review the DEIS and Section 404/10 permit application.

Significant work obviously went into preparation of the DEIS and permit application. Overall, the document is excellent in both format and content. The DEIS addresses in great detail the issues raised by agencies and residents over the years. After reviewing the aforementioned documents, we have a few minor comments and wish to share them with you for your consideration.

The documents should reflect that permits are required from the U.S. Army Corps of Engineers as per Section 404 of the Clean Water Act (33 U.S.C. 1344) AND Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403). Currently, only Section 404 is mentioned in the DEIS and permit application. Some sections where Section 10 needs to be included include the application cover sheet, table 5.5-2 on page 5-32 of the DEIS and Executive Summary ES-1

- 2 -

in the DEIS. Other sections may need to be amended as well. A separate application is not necessary for the Section 10 authorization.

A few references within the DEIS (e.g., ES-4) indicate that walls and steepened slopes "minimize mitigation opportunities". This office is uncertain what that statement means but it is believed the statement is intended to convey that walls and steep slopes minimized the need for compensatory mitigation. This should be clarified for the record.

The project identified as NJ 3 on page 6-2 appears to be out of place. It is currently in the section entitled "6.4 New City Development" but should be in section 6.3.

This office is aware that detailed engineering plans for Alternative D, the identified preferred alternative, and detailed wetlands mitigation plans for the area of "Al Joe's Curve" have not been prepared at this time. This office is also aware that these documents will not be ready until the final design phase of the project. This office will require some level of detail regarding these plans prior to the issuance of a permit. Additionally, a statement should be made in the FEIS as to whether or not the use of Al Joes Curve for compensatory wetlands mitigation would increase or decrease the extent of Corps jurisdiction upstream or downstream of the mitigation site.

As you are aware from previous conversations, waste and borrow sites need to be evaluated in the FEIS to address Federal regulations including Clean Water Act, Endangered Species Act, Section 106 of the National Historic Preservation Act, etc. FHWA should make a statement in the FEIS that waste and borrow operations will occur only in uplands and that selected sites will be reviewed by FHWA to insure compliance with Federal laws.

Thank you again for the opportunity to review the DEIS for the I-295/I-76/Route 42 Direct Connection Project in Camden County, New Jersey. If you should have any questions, please contact Mr. Michael H. Hayduk of this office at (215) 656-5822.

Sincerely,

Frank J. Cianfrani

Frank J. Cianfrani
Chief, Regulatory Branch

Copy furnished:
Lawrence Cullari, FHWA
Heena Ivanciu, Dewberry

**Colleen J. Bisaga
Albert L. Bisaga
904/906/908 Bell Road
Mt. Ephraim, NJ 08059**

February 14, 2008

NJ Department of Transportation
1035 Parkway Avenue
Trenton, NJ 08625

RE: I-295/I-76/Route 42

Dear Sir/Madam:

My name is Colleen J. Bisaga, Daughter-in-law of Albert L. Bisaga, and I am writing on behalf of Mr. Bisaga, owner of Block 120.01 Lots, 6.02 plus additional lots L-2.01, 5.01, 02, 6.01, and Lot 7, Lot 8 and Lot 9 also known as 904, 906, 908 Bell Road, Mt. Ephraim. The property was a family farm and Albert Bisaga has lived on the property his whole life. I believe the property to be approximately 2 acres.

1. History

Albert Bisaga inherited the family farm/property by way of will from his mother Caroline Lena Kruppa/Bisaga/Swisteczek who died on June 2, 1991 at the age 90.

Back in the 1970's the State purchased a large parcel of the property to put in the 295 Highway. While doing so, the state moved the home known as 904 Bell Road and moved/shifted, and disturbed the remaining property. There was a creek going through the property now known as a branch/part of Little Timber Creek which also runs through Mt. Ephraim and behind the Mt. Ephraim Senior Citizens Building on Kings Highway. The creek was supposed to be shifted to the opposite side of the highway, away from the Bisaga property and on the side where the Bellmawr ball field and cometary are. Instead, the State moved the creek to right behind the home at 906 Bell Road. The creek is less then 12 feet from the back door of the 906 Bell Road home with a fence in between. This was not the way they told Mr. Bisaga and his mother it was going to be and was not in the plans they were shown. The DOT/State did not allow for, or put any thought into, the fact that the creek needed to be maintained and that erosion was going to happen.

2. Pre Existing Problems and Conditions

Creek has not been maintained-We can not see this project going forward without fixing the pre existing problems and conditions that have been ignored and where going to worsen significantly with this new construction. By example, 6 foot grown man used to be able to walk under the overpass 20 years ago. Now there is so much sediment and debris under the Bell Road overpass that the stream is now 2 feet deep, there are numerous dams, and the clearance is barely 4 feet.

A. Flooding

Because of the lack of maintenance of the creek and creek area, the creek regularly over flows. There have been, and still are, fallen trees and debris which backs up the creek. The ground is too soft and other debris in the creek and sediment which has filled the creek have caused the water to overflow its area onto the Bisaga property. The creek also puts off a smell and we can not open our windows for long, especially in the summer. We have been deprived of our rights to enjoy the property.

The creek rises usually with every rain fall and with melting snow. The creek usually rises 2 times a year severely. In its present, unkept condition, the creek just cannot handle the current water flow. The ground around our home is always soft and muddy. We have also been told that the flooding has caused the homeowners who have homes further down the creek, near the Shinning Star park, to the point that their toilets even backup into their homes.

B. Flooded Homes

We had to demolish the house at 906 Bell Road home due to the flooding. The home was a two-story two car garage with a back and front porch. This is the closest house to the creek and it suffered the most damage. The home was only maybe 12 feet from the creek after the realignment by NJDOT.

From at least 1984 the water would rise so high that the back door and front door would have to be opened to allow the water to flow through and afterwards for the home to dry and air out. Many times the furniture would be floating around and Albert Bisaga would have to sleep in his car, which had to be parked at the top of the hill, and his mother would either be stranded up stairs or be taken to a relative's home up the street. This became a common thing for them to have do and of course they would have to shut down the electric. The days after the flood were muddy and would cause us to slip and fall and cause damage to our property and vehicles.

Items would often float away including our trash cans, children's toys, picnic table, decorations, buckets, tools, anything and everything would float away. Many times we were unable to get in or out of the homes on the property. Once the Mt. Ephraim Fire Department came to the property in a boat asking us to evacuate. Whenever it rains we have to check the water pumps in the basement of the 904 Bell Road home. It has rained and flooded so bad that we twice had to call the fire department to come and pump out the basement and to shut off our propane gas tanks and our gas powered hot water heater. We have had to replace a heater, hot water heater, pumps and washer and dryers due to damage from the flooding.

C. Wildlife & Flooding

Wildlife that lived between the fence and the highway are now pushed over to our property when the creek overflows. This consists of, but is not limited to, an assortment of wild life such as rats, possum, deer, raccoons, coyote, fox, deer, fish, turtles, ducks, geese. The Camden County Rodent control has been to the property for many years but never followed through on a monthly regiment to rid our property of the rats.

D. Septic Tanks & Flooding

Due to the flooding, our Septic tanks get flooded with sand pouring in and any other debris that is around. We get overflow and run back from the drain field with slow drainage from the

field. We have previously hired an engineering geologist to test for new system. Due to the flooding and the creek being so close to the property, the ground is not suited for any new system which would work properly.

Please note that these problems were non existence prior to the 1970 interference of NJDOT/Rt 295.

OUR ISSUES REGARDING THE NJDOT-I-295/I-76/ROUTE 42 DIRECT CONNECTION PROJECT AND ANY NEW CONSTRUCTION IS AS FOLLOWS:

I have been asked to make suggestions for resolution of these problems from our prospective.

Noise Wall

We have been told that we are going to have a noise wall/sound barrier along the property which is a good thing due to the fact that the noise, lights and fumes coming from the highway are a constant annoyance. The noise keeps us up sometimes at night with people broken down on the highway, people fighting, cars racing, tire blowouts. These problems, particularly the fumes, worsen with the constant traffic backups. Our windows rattle and during the spring and summer we can not open our windows due to the noise and exhaust smells. We are not able to spend any quiet time outside because of the highway

Raising Bell Road (Land Locked)

We have no other access to our property other then the entrance on Bell Road. The lack of visibility at our driveway would be dangerous to myself/family/friends. Making road higher does not allow enough visual time for drivers to respond. I fear for our safety. I suggest that the state/DOT purchase the adjoining property to provide us with an easement in and out. I believe this is a safety issue. Also, during the construction to raise Bell we would be drastically inconvenienced. We need immediate access to the property due to the fact that Mr. Bisaga is elderly, disable and has Cancer and Heart condition.

Flooding issue to be resolved:

I feel that if the creek was dredged and properly maintained and a retaining wall was constructed, that could control the flooding on the property. There is also dirt that needs to be replaced due to the property being washed away.

Our attempts to be heard and get some help

I received a notice about reconstruction on 295 and went to the meeting at the Bellmawr fire hall and met Patricia. I stated my case and showed photos of the severe flooding and asked to whom I could talk about the flooding; advising that the flooding issue needs to be resolved before the state spends money on a new road. Each person I spoke with sent me to another person with no outcome. It was like chasing tails. I went to the next meeting and still no one knew who was responsible.

Finally Patricia spoke with me and put me in touch with the NJDOT. I also told them about the trees hanging over about to fall on the 906 Bell Road home. I have asked for help many times but no one helps except occasionally with the trees. They did finally send out a contractor to take care of this problem but we have been taking care of the matters ourselves to the best of our ability over the years.

After trying for sometime to get some kind of help, I received a copy of "List of Drainage Problem Locations: (South Region as of 1/30/07). We were priority #10 on this list. Workers came out to the property the summer of 2007 but only cleaned out a backlog of debris which as not helped at all.

Our property has already been seriously and negatively impacted by prior decisions/construction of NJDOT. More construction, as proposed, will likely completely destroy the habitability of this property.

Any proposal must take this further impact into consideration. Proper safeguards must be put in place or a buyout considered.

Please feel free to contact me directly with any questions you may have.

Very truly yours,

Colleen J. Bisaga



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
 REGION 2
 290 BROADWAY
 NEW YORK, NY 10007-1866

FEB 15 2008

Lawrence F. Cullari
 Program Operations Director
 Federal Highway Administration
 840 Bear Tavern Road, Suite 310
 West Trenton, NJ 08628

Rating: EC-2

Dear Mr. Cullari:

The Environmental Protection Agency (EPA) has reviewed the Federal Highway Administration/New Jersey Department of Transportation (FHWA/NJDOT) draft environmental impact statement (DEIS) to evaluate the reconstruction of the Interstate 295 (I-295), Interstate 76 (I-76) and New Jersey State Route 42 (Route 42) Interchange located in the Boroughs of Bellmawr, Mount Ephraim and Gloucester City in Camden County. The project involves construction of a full, grade-separated interchange and direct connection for through-traffic on I-295 to correct operational, geometric and structural deficiencies, and to improve traffic safety at the interchange. This review was conducted in accordance with Section 309 of the Clean Air Act, as amended (42 U.S.C. 7609, PL 91-604 12(a), 84 Stat. 1709), and the National Environmental Policy Act (NEPA).

Currently, drivers traveling through the I-295/I-76/Route 42 Interchange along I-295 must merge with vehicles entering from Route 42 and I-76, which requires weaving movements. This results in traffic congestion at the interchange and along local arterials and streets, a poor Level of Service (LOS), and an elevated crash rate resulting in injuries and fatalities. According to the DEIS, the project has been designed to correct numerous highway design elements, including substandard horizontal curvature, stopping sight distance, superelevation, shoulder widths and acceleration/deceleration lane lengths.

The DEIS provides an excellent description of each of the alternatives that was considered as well as the underlying rationale for selection of the final five build alternatives (D, D1, G2, H1 and K). All of the alternatives follow a similar alignment which crosses the northwestern corner of New Saint Mary's Cemetery and involve construction of new ramps. The alternatives differ with respect to whether they also involve construction of a double-decker highway (G2, H1), a mainline I-295 tunnel under I-76/Route 42 (K), and whether the alternative creates new waterfront access to the public by eliminating Al Jo's Curve (D, G2, K). The preferred alternative (D) would potentially impact 2.28 acres of freshwater tidal, and freshwater non-tidal wetlands; 1.97 acres of open water associated with Big Timber Creek and Little Timber Creek; 5 historic architectural resources covering an area of 2.11 acres; and would create 61 acres of impervious surface area.

Based on our review, EPA submits the following comments:

Wetlands:

All of the build alternatives will result in wetlands impacts to a greater or lesser degree as a consequence of road construction, pile driving and filling of embankments. Alternative D1 will result in the largest permanent wetland impacts at 3.732 acres, while Alternative G2 will result in the smallest impacts at 0.952 acre. To compensate for the unavoidable wetlands impacts, the project proponent has developed a Conceptual Mitigation Plan which provides for onsite and offsite wetlands replacement on a 2:1 basis. Two of the onsite locations are adjacent to Little Timber Creek near Al Jo's Curve on I-295 southbound. The creek is currently a degraded wetland which does not provide a diverse aquatic habitat. The offsite wetlands mitigation location on the Green Vest property appears to be of high quality in terms of wetlands function and value, and can accommodate the balance of any replacement requirement which is unmet by onsite mitigation.

The preferred alternative presents the opportunity for 100% on-site and in-kind wetlands mitigation through the removal of a traffic ramp associated with Al Jo's Curve. In addition to the restoration of wetlands at the site, removal of the above traffic ramp would also connect wetlands which are currently isolated within the traffic median at this location to other wetlands contiguous to the project area. After review of the materials, EPA concurs that Alternative D represents the least damaging alternative to the aquatic environment. Due to the minimization of the proposed impacts and the mitigation proposed to offset all unavoidable impacts to the aquatic environment, we believe the project, as currently described, is consistent with the Clean Water Act Section 404(b)(1) Guidelines.

EPA notes that the preferred alternative, as well as alternatives G2 and K, involves restoration of the Little Timber Creek channel, where two existing culverts would be "daylighted" as a result of removing Al Jo's Curve. In addition, the DEIS indicates NJDOT has consulted with the New Jersey Department of Environmental Protection (NJDEP) regarding the possibility of conducting additional stream restoration along the creek, beyond the USACE mitigation requirement. EPA commends NJDOT for this proactive measure.

The DEIS indicates that the plan was reviewed and approved by NJDEP and the Army Corps of Engineers (ACOE). However, the wetlands monitoring component was not addressed in the DEIS. Given the high failure rate for replicated wetlands, the FEIS should describe the frequency of monitoring, procedures for wetlands replanting, and the measures which will be undertaken to ensure the long-term success of the mitigation sites.

In addition, the FEIS should update the status of the NJDOT Missing Moves project, which is located south of the project currently under review, and consists of a highway connection between I-295 and Route 42. According to the DEIS, the Missing Moves will permanently impact a maximum total of 5.660 acres (1.931 acres of wetlands for the Missing Moves preferred

alternative and 3.729 acres for alternative D1). If the Missing Moves is anticipated to move forward, the FEIS should address the cumulative environmental impacts of both projects, with particular attention to wetlands, floodplains, surface water, groundwater and air quality.

Air Quality:

The document, "Analyzing, Documenting, and Communicating the Impacts of Mobile Source Air Toxic Emissions in the NEPA Process," dated March 2007 and prepared by ICF International as part of National Cooperative Highway Research Program (NCHRP) Project 25-25, Task 21, would help in providing perspective on the value of further analyzing the potential mobile source air toxics (MSAT) impacts of this project. Figure 39 on page 120 of that document is a flow chart for deciding the level of analysis to perform for a particular transportation project. Note that annual average daily traffic (AADT) is needed to use the flow chart. Please provide the AADT for the alternatives being considered, and use the flow chart to guide further analysis or support a decision that no further analysis is warranted for this project. In addition, in consideration of health concerns for near-roadway populations, we suggest that NJDOT include a map in the MSAT section of the Air Quality Technical Environmental Study overlaying a 300-meter buffer around each build alternative and the no-build alternative to identify populations and sensitive receptors potentially affected by the various alternatives. Any potential impacts from the build alternatives should be compared to the no-build impacts.

Stated goals of the project are to improve air quality by reducing traffic congestion along the interchange and local arterials and streets, and to enhance opportunities for other modes of transportation, including bicycle and pedestrian, within the project area. In our January 23, 2002 comment letter on the amended Notice of Planned Action for the proposed project, EPA encouraged FHWA and NJDOT to incorporate Travel Demand Management (TDM) measures and operational improvements in the alternatives. Towards this end, the FEIS should describe feasible TDM opportunities which the proponent is exploring to enhance intermodal and alternative transportation, including high occupancy vehicle (HOV) lanes within the roadway and bicycle/pedestrian travel enhancements along local arterials.

Construction Air Quality:

The DEIS states that it is anticipated that the contractor will implement measures to minimize adverse air quality impacts stemming from MSAT and equipment exhaust emissions during construction. Potential mitigation strategies to reduce particulate matter and NOx include reducing construction equipment activity and shift times. Other mitigation measures such as use of ultra-low sulfur fuel in equipment, deployment of clean diesel equipment through engine retrofits, rebuilds, or repowering may be employed. EPA is encouraged to see such a discussion on mitigating the impacts that construction equipment will have on air quality.

Given the long construction timeframe, which may range from 63 to 88 months depending upon the selected build alternative, NJDOT should utilize all feasible construction and operational mitigation measures to minimize community exposures. Additional measures which should be considered include utilization of non-road diesel engines that conform to EPA's stringent Tier 3 or Tier 4 emission standards (as applicable), an idling minimization policy, and either electrification of the project site or staging of diesel generators to avoid adverse impacts to the surrounding community. NJDOT can enforce these measures through the use of clean diesel specifications in the project's construction contracts. We suggest that NJDOT develop a complete set of committed measures to be included in the FEIS.

General Comments:

As the site is located within the New Jersey Coastal Plain Sole Source Aquifer System, EPA has reviewed the project in accordance with Section 1424(e) of the 1974 Safe Drinking Water Act, PL 93-523. Based on our review of the information provided, we do not anticipate that this project will result in significant adverse impacts to groundwater quality. Accordingly, the project satisfies the requirements of Section 1424(e) of the Safe Drinking Water Act.

The proponent has committed to a stormwater management system which includes bioretention basins, outlet control structures and pumping stations where necessary. The system will be designed in accordance with the NJDOT's drainage design criteria to accommodate flows from the 50- and 100-year tidal flood events. The FEIS should provide a description of the maintenance program that will be implemented to ensure the proper operation of the system. During the construction phase, the water quality impacts of the project will be mitigated through implementation of a soil erosion and sedimentation control plan which includes silt fences, hay bales, seeding, topsoil stabilization matting and turbidity barriers.

In Section 5.8.2, the document states that there are three areas of concern for potential soil and/or groundwater contamination. These areas include the area of Ramp C at I-295 due to an historic release of diesel fuel, the New Saint Mary's Cemetery due to the presence of an underground storage tank and an aboveground storage tank, and an automotive towing facility which may contain chemicals and petroleum. In addition, buildings in both of the latter locations would be demolished under several of the alternatives for the proposed project. Based on the dates of construction, these buildings may contain asbestos and lead-based paint. The DEIS indicates that further sampling of these areas has been recommended. The results of this investigation should be included in the FEIS as well as any proposed mitigation measures that would be implemented to minimize the hazardous materials impacts of the project.


In conclusion, based on our review and in accordance with EPA policy, we have rated this DEIS, and the preferred alternative as EC-2, indicating that we have environmental concerns (EC) about the cumulative impacts to wetlands and would like to see a plan to monitor the replication sites, as well as the potential air quality impacts, that should be addressed in the FEIS. Thank you for the opportunity to comment on this project. If you have any questions concerning our comments,

In conclusion, based on our review and in accordance with EPA policy, we have rated this DEIS, and the preferred alternative as EC-2, indicating that we have environmental concerns (EC) about the cumulative impacts to wetlands and would like to see a plan to monitor the replication sites, as well as the potential air quality impacts, that should be addressed in the FEIS. Thank you for the opportunity to comment on this project. If you have any questions concerning our comments, please contact LeAndrea Dames of my staff at (212) 637-3705.

Sincerely yours,


John Filippelli, Chief
Strategic Planning and Multi-Media Programs Branch

Cc: Bruce Hawkinson/NJDOT



State of New Jersey
 DEPARTMENT OF ENVIRONMENTAL PROTECTION
 Environmental Regulation
 Office of Permit Coordination and Environmental Review
 401 East State Street
 P.O. Box 423
 Trenton, New Jersey 08625-0423
 Phone: (609) 292-3600 Fax: (609) 777-1330

JON S. CORZINE
Governor

LISA P. JACKSON
Commissioner

February 20, 2008

Mr. Bruce Hawkins
 Environmental Project Manager
 New Jersey Department of Transportation
 PO Box 600
 Trenton, NJ 08625-0600

RE: **I-295 / I-76 / Route 42 Direct Connection**

Dear Mr. Hawkins:

The New Jersey Department of Environmental Protection (NJDEP) has completed its review of the Draft Environmental Impact Statement (EIS) for the proposed I-295 / I-76 / Route 42 Direct Connection. We offer the following comments for your consideration.

Noise

The NJDEP's Office of Local Environmental Management offers the following comments regarding the potential noise impacts from the proposed project.

- Part of the noise study was conducted in 2000/2001. The surrounding and demographics may have changed since this time which could skew the EIS conclusions.
- The project may result in more vehicles in closer proximity to residential homes. While motor vehicles on public roadways are exempt from the noise regulations of the State, this could affect the quality of life for these residents. As the Draft EIS indicates, sound barriers should be installed between expansion areas in close proximity to existing residential developments. Home buyouts and sound insulation should be also considered when sound barriers prove to be insufficient in reducing the newly introduced noise.
- Temporary sound barriers should be installed along the active construction corridors.
- Residents within two hundred feet of the proposed construction sites should be notified in advance of the start and finish times and the potential excessive noise when applicable.

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- All motorized equipment used during construction should be equipped with factory installed mufflers.
- Truck routes during construction should not traverse through residential neighborhoods whenever possible.

Please contact David Triggs (609-984-0272) of the NJDEP's Office of Local and Environmental Management if you have any questions regarding the above comments.

Green Acres

The NJDEP's Green Acres Program offers the following comments. They have determined that various Bellmawr Borough held properties are impacted by the proposed project. The Draft EIS (Table 5.4-1) provides a list of potentially impacted properties. The following jurisdictional determination is based on the information found in the Borough's Recreation and Open Space Inventory (ROSI) on file with the Green Acres Program and additional information available to the Program.

Block 49 Lot 1 and Block 50.01 Lot 37 – These properties are listed on the Borough's ROSI and are therefore encumbered by the Green Acres Program.

Block 49 Lot 1.02 – Additional information provided by the Borough suggests that this property contains recreational facilities and is held by the Borough for recreation purposes via a lease agreement. Therefore, Lot 1.02 is encumbered by the Green Acres Program.

Block 60.01 Lot 58; Block 50.05 Lots 1.01 and 3; Block 51.11 Lots 3.01, 2.01, 4.01, 6, 15; Block 56 Lots 4, 5, 6, and 7; Block 80 Lots 2 and 4.01 – These properties are listed on the municipal tax records as owned by the Borough. However, these properties are not listed on the Borough's ROSI.

Any activities on encumbered parkland that are not in direct support of conservation or recreational uses will be considered a diversion and will require prior approval from the Green Acres Program, the Commissioner of the NJDEP, and the State House Commission. See N.J.A.C 7:36-26 (see the link below for access to the Program's rules via their website).

All lands held for conservation and/or recreation purposes at the time the local unit last received funding from Green Acres should be listed on the ROSI and come under the jurisdiction of the Green Acres Program whether the property is listed or not. Such lands are those owned, leased, or otherwise controlled by the local unit and may include land owned in fee, land leased from the Board of Education (or a private entity) for recreation purposes, land owned

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by a private entity upon which the local unit holds a conservation easement, or any land in which the local unit holds a specific recreation and/or conservation interest.

If there is question as to whether a property should / should not be included on the ROSI, please have the local unit consult N.J.A.C. 7:36-25.3 for guidance and / or contact Robert W. Rodriguez (609-341-2056) of the Green Acres Program. If there are any questions or if there are additional properties that need research as to whether they are encumbered by Green Acres, please contact the Green Acres Program directly. The Green Acres rules can be found online at <http://www.state.nj.us/dep/greenacres/regs.pdf>. In order to request a diversion, the local unit, as the applicant should contact the Green Acres Program to discuss the requirements for State House Commission application.

Site Remediation

The NJDEP's Site Remediation Program offers the following comments regarding [Page 5-46 - 5.8.3.3 Build Alternatives - 5th paragraph](#).

This paragraph seems to assume what the remedies will be for soils and groundwater. For soils it assumes that all contaminated soils can be placed under the roadway. For groundwater it assumes that there will be no treatment. It also seems to assume that pumping under either Permit-by-Rule or On-Scene Coordinator Authority will automatically be granted.

No remedial activities can be assumed. Remedial activities are determined in consultation with the case manager based on remedial investigation and appropriate remedial action selection activities as dictated by the Technical Requirements for the Remediation of Contaminated Sites, found at NJAC 7:26E. Case manager assignment can be made per the Memorandum of Understanding between the New Jersey Department of Transportation (NJDOT) and NJDEP's Site Remediation Program.

If you have questions on this comment, please contact Bruce Venner (609-633-0706) of the Site Remediation Program.

Natural Resources

The NJDEP's Division of Fish and Wildlife's (DFW) staff has been heavily involved with the Federal Highway Administration (FHWA) and the NJDOT at numerous phases of this project, and have attended numerous meetings. Their concerns have largely been favorably addressed throughout the streamlined process, and their limited concerns are directed to the specific impact areas noted below.

Alternatives Analysis

The proposed preferred Alternative D is also favored by the DFW due to the de fragmentation of various types of habitats. A wide range of habitat improvement benefits is expected for two (2) T&E Species of Special as well as to both anadromous and freshwater fish. A check of the Landscape Project v2 with the current data was performed and there are no changes in the species composition since all previous searches were performed. This alternative also allows for all mitigation to be performed on site by restoring previously flowed tidal marshes on Little Timber Creek.

Mitigation/Restoration Plan

The DFW agrees with the plan to restore the formally tidal flowed areas to wild rice (*Zizania aquatica*) and the two (2) species of smartweed listed in figure 15 at the end of Section 4.0. The mitigation plan also lists the proposed treatment of common reed (*Phragmites australis*) and Japanese knotweed (*Polygonum cuspidatum*) which also has their support under the plan. The DFW recommends that the amount of wild rice creation be maximized as much as possible to benefit the species previously mentioned.

Missing Moves and Other Possible Transportation Projects in the Area

The DFW is pleased that there will be no impact to other proposed projects such as the Missing Moves, the continuation of the Route 168 Interchange evaluation, and a possible PATCO expansion into Gloucester County.

If there are any questions concerning these comments please feel free to contact Donald Wilkinson (856-785-2711) of the DFW staff.

Land Use Regulations

The Draft EIS addresses all of the NJDEP's Division of Land Use Regulation (DLUR) concerns satisfactorily. The Draft EIS addresses stormwater management under Total Impervious Coverage. The DLUR recommends that the Final EIS address stormwater management issues under a separate heading such as Water Quality or Stormwater Management.

Cultural Resources

The Draft EIS notes that an August 16, 2006 letter from the NJDEP's Historic Preservation Office (HPO) concluded that the build alternative would have an adverse effect on the Bellmawr Park Mutual Housing Historic District. The Draft EIS also states that mitigation will be developed through a Memorandum of Agreement (MOA) that would be developed in consultation with

the Federal Highway Administration (FHWA), the HPO, the NJDOT and the Bellmawr Park Mutual Housing Corporation. The HPO looks forward to working cooperatively and collaboratively with the NJDOT.

Thank you for giving the NJDEP the opportunity to comment on the document.

Sincerely,



Kenneth C. Koschek
Supervising Environmental Specialist
Office of Permit Coordination and
Environmental Review

- C: Dave Triggs, NJDEP
- Robert W. Rodriguez, NJDEP
- Bruce Venner, NJDEP
- Donald Wilkinson, NJDEP
- Priya Sundaram, NJDEP
- Charles Scott, NJDEP

ORIGINAL

- - -
PUBLIC HEARING
- - -

RE: Joint Public Hearing Draft Environmental
Impact Statement/Draft Section 4(f) Evaluation US
Army Corps of Engineers Permit Application

HELD AT: Bellmawr Ballroom
29 Lewis Avenue
Bellmawr, New Jersey

HELD ON: Wednesday, January 30, 2008

REPORTED BY: Kathleen Swenor

* * *

CLASS ACT REPORTING AGENCY, LLC

1420 Walnut Street	133 Gaither Drive
Suite 1200	Suite H
Philadelphia, PA 19103	Mount Laurel, NJ 08054
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MS. FELICIANO: My name is Pat Feliciano. I'm with the New Jersey Department of Transportation, Office of Community Relations. Today is Wednesday, January 30, 2008. We are at the Belmawr Ballroom in Bellmawr, New Jersey for a Joint Public Hearing, which is a Draft Environmental Impact Statement, Draft Section 4(f) Evaluation, US Army Corps of Engineers Permit Application.
New Jersey Department of Transportation, in conjunction with the Federal Highway Administration, proposes to design and construct a direct connection on Interstate 295 in Camden County. New Jersey DOT and Federal Highway Administration, in cooperation with the US Army Corps of Engineers, have prepared an Environmental Impact Statement Draft Section 4(f) Evaluation for the Interstate 295, I-76, Route 42 Direct Connection Project in compliance with the National Environmental Policy Act of 1969.
Procedure for the Oral Testimony:

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Residents will register at the reception table. Registration to speak will be open until 6:30 p.m. They will proceed to the designated area. Oral testimony will be limited to three minutes or less. The oral testimony is being transcribed by a stenographer.
The procedure for written testimony will be they will complete a written testimony form and submit it at the reception table, or written comments may also be submitted by mail prior to February 15, 2008 to the address indicated on the form. Comments received in accordance with these procedures will be included in the public record.
State your name and address.
MS. BISAGA: Colleen J. Bisaga, 904 Bell Road, and 906 Bell Road, and 908 Bell Road, three lots, three homes.
I'm here because of the -- I live on Bell Road. Along the property is 295. There has been unresolved issues because of the flooding. The DOT Army Corps of Engineer has not maintained the property. When they put

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1 the creek there -- it used to be on the other
 2 side of 295. They didn't take into
 3 consideration that it's closest to me and
 4 when it overflows the property maintained --
 5 we get flooded. I have been up to my chest
 6 in water. My basement is constantly getting
 7 water. I lost a hot water heater, I lost
 8 heaters. I lost all kinds of merchandise
 9 because of the flooding not being maintained.
 10 Trees have fallen, we have had to take care
 11 of it ourselves because there is no response.

12 It wasn't until I started coming to
 13 these meetings and I met Patricia that I
 14 started getting a little bit of help down
 15 there. My issues are the flooding, the
 16 rodents that come along with the flooding
 17 with the creek not being maintained. I'm
 18 worried -- because of my road, right there is
 19 an overpass. I'm worried about the ins and
 20 out because I'm landlocked. That's my only
 21 way in and out of the driveway is right there
 22 at the overpass. I'm in a gully area right
 23 there.

24 I suggested before that there is an
 25 empty lot adjoining to the property, if the

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1 DOT can put an access road in there, if they
 2 get an easement. It would be easier to get
 3 in and out of my property. I have that
 4 issue, the flooding, the rodents, them not
 5 maintaining the property, the noise issue
 6 because I'm right there. I got people
 7 jumping over the fence over the creek coming
 8 in and knocking on my door looking for
 9 assistance.

10 I'm just worried about me and my kids
 11 getting in and out of my driveway. There are
 12 speeders there. When you are making that
 13 295 -- I understand progress, but when you
 14 are making that higher, there is not enough
 15 clearance and people are going to come
 16 flying. I'm worried about my safety and my
 17 children's safety. It's not a healthy
 18 environment at all down there because of the
 19 non-maintaining of the creek.

20 I guess that's all. I have been
 21 dealing with this for years now and years and
 22 nobody has helped. I don't know what my next
 23 action is going -- what I should do next.
 24 I'm not being heard. I called DOT before,
 25 they came down. They said they cleaned up

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1 some of the debris. But from the years of
 2 sediment, the creek goes from only being a
 3 foot deep to overtaking the whole property.
 4 You can't come down the driveway.

5 My father-in-law is ill. He has
 6 congestive heart failure, diabetes, one leg,
 7 and he's got cancer. There has been times
 8 before where the fire department would have
 9 to come down and get him out of the house.
 10 The fire department has been down there with
 11 boats and told us to evacuate. They have had
 12 to come down many times to pump out my
 13 basement. They are, like, where are we going
 14 to pump it to? It's right here, the creek,
 15 in my yard.

16 On the plans, the 100-year flood,
 17 that's three quarters of the property that
 18 I'm on.

19 MS. FELICIANO: Okay.

20 MS. BISAGA: Yes, I guess that's it.

21 MS. FELICIANO: You got your three
 22 minutes in.

23 MS. BISAGA: I'm going to submit
 24 something else in writing by February 15th.

25 MS. FELICIANO: Good.

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1 MS. BISAGA: A little more. This is
 2 just the gist of it. There is also pending
 3 litigation right now. The Borough of Mount
 4 Ephraim is suing my father-in-law, Albert
 5 Bisaga, property owner, for rodent control.
 6 There's an abundant amount of rats. We have
 7 all kinds of deer, we have everything down
 8 there. But the creek overflowed so bad that
 9 it got the house moldy and the house
 10 basically was falling down so we tore it
 11 down.

12 But the creek with the rats, the town
 13 came after us. The Camden County Board of
 14 Health was coming down on a monthly basis
 15 treating for rodents along the creek on the
 16 other side of 295 and my side. Now it's in
 17 litigation. Mount Ephraim is suing us saying
 18 it's our fault the rodents are there. So we
 19 just filed against the New Jersey Department
 20 of Transportation and filed a tort claim,
 21 because that's where the rodents came from,
 22 because they have not maintained the creek.

23 MS. FELICIANO: State your name and
 24 your address. Feel free to speak, you have
 25 three minutes.

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1 MR. MURPHY: My name is Joseph Murphy.
 2 I live at 35 Beach Road, Bellmawr, New
 3 Jersey. I'm associated with the VFW 9563,
 4 Crescent Park VFW Post 9563. My father was
 5 commander. He just passed away this past
 6 July.

7 Our comments have been because of the
 8 wildlife. Because the lady mentioned on the
 9 other side, we also have the wildlife coming
 10 in and out from falcons to we even get a
 11 couple eagles that come back and forth, and
 12 Red Tail Hawks and all. We worry about the
 13 wildlife.

14 The other concern I faced was, I
 15 brought in a report last time how the EPA
 16 said the highways and pollution get too close
 17 to the schools. We have, I think, three
 18 schools, Bellmawr Park, the Catholic school
 19 and Bell Oaks are going to be affected by the
 20 new highways going in. Your recommendation
 21 in your own folder is that Bellmawr Park will
 22 need to be air conditioned and soundproofed
 23 so the kids can have good air quality while
 24 they are in school. My question is: What
 25 happens when they leave school? The houses

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1 on the corner are closer than the school is
 2 and all of Bellmawr Park. Right now we have
 3 Missing Moves being put in. The quality --
 4 you can't even wash your car, it's not -- it
 5 doesn't help you during the summer because of
 6 the dust and dirt being blown up due to the
 7 construction.

8 You are going to be building for
 9 approximately 70 months, that's what it says
 10 in your paper, at a cost of nearly 900
 11 million dollars. To do this, it would be
 12 more to your advantage of widening the curb
 13 going onto 295 right behind the cemetery and
 14 pretty much leaving 42 alone. Unless you are
 15 planning on making 42 a straight toll road
 16 like they were going to do in the 90's and
 17 getting income like that, there isn't really
 18 a purpose of moving around 42.

19 You mentioned it's going to help
 20 traffic on 130, which is about six miles from
 21 here and 168, Black Horse Pike, which is only
 22 a couple hundred feet, but your construction
 23 area is between the two. The only place that
 24 168 comes on is down past your construction,
 25 and 130 doesn't even touch it unless you

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1 count 95 going past to the Delaware Memorial
 2 Bridge, so those two wouldn't matter. What
 3 it would impact is Creek Road and Browning
 4 Road and the offshoots right in here, which
 5 is a lot of area to impact just to move the
 6 highway of 42 to make a ten mile an hour
 7 higher ramp for 295.
 8 Missing Moves, I asked before when
 9 Dewberry originally did the drawing -- I
 10 submitted to them another drawing, which we
 11 wound up in your office. They said some of
 12 the ideas were very good and they did some
 13 corrections on the planning, which was nice.
 14 But a lot of it could be done simply by
 15 excavating the back end of the cemetery.
 16 Putting in a single lane from a clover leaf
 17 instead of the regular two off ramps on the
 18 Missing Moves, making it a clover leaf, you
 19 then could divert traffic straight on down
 20 and onto 295 and no one would know the
 21 difference. You would gain the area at a
 22 lesser cost because the road is already being
 23 put in. Also, the impact on everything
 24 that's being done with what they are doing
 25 right there is enough to take care of it.

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1 You wouldn't have to have the increased
 2 impact in the area. You wouldn't have to
 3 worry about the schools or the other areas.
 4 Also, the water rights where you say
 5 will be improved by treating the water, any
 6 improvement where you are going to put in
 7 better drainage or anything would treat the
 8 area so that's a moot point.
 9 That's about all. I would like to see
 10 what you say and which one you are going to
 11 go with and find out what's going on there.
 12 As I said, my father and I and the Post have
 13 been, not a pain, but a concern, so I'll
 14 still be around.
 15 MS. FELICIANO: Okay.
 16 MR. MURPHY: I thank you kindly.
 17 MS. FELICIANO: Thank you.
 18 MR. MURPHY: We will see what happens.
 19 Have a nice day.
 20 MS. FELICIANO: State your name, who
 21 you are representing, and the address.
 22 Please speak directly to Kathy and she will
 23 take your testimony.
 24 MR. LIPKO: Richard W. Lipko. I'm with
 25 the firm of Pennoni Associates, Haddon

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1 Heights, New Jersey, 515 Grove Street, 08035.
 2 I'm here on behalf of the Diocese of
 3 Camden. They are the owners of the New Saint
 4 Mary's Cemetery. We have been helping them
 5 with their right-away acquisition. Questions
 6 have come up about the storm water detention
 7 basin that serves the cemetery and mausoleum
 8 area and parking area. There doesn't appear
 9 to be any provisions in the plans and the
 10 Environmental Impact Statement that I viewed
 11 today for the disposition of that basin,
 12 either the removal of it or the
 13 reconstruction of it and the storm drainage
 14 that flows out of that onto Route 42. I
 15 would like that addressed as part of the
 16 continuing design and the Environmental
 17 Impact Statement. That doesn't appear as if
 18 that's been done. That's all.
 19 MR. MATTHEWS: Mark Matthews, 317 Union
 20 Avenue, Bellmawr, New Jersey. I am very
 21 interested in the history of the town and
 22 what happens to the town. I have lived here
 23 my entire life. What I wanted to bring
 24 out -- I have been following -- Bellmawr
 25 right now has probably the most projects on

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1 the table, other than Atlantic City, with the
 2 Missing Moves, this massive construction, and
 3 what the mayor wants to do with the landfill.
 4 The mayor wants to build a commercial
 5 development in the landfill, which in its
 6 latest incarnation is going to bring possibly
 7 3 or 4 million people to Bellmawr; and last
 8 is the rumors about the Turnpike connection.
 9 I have talked to people in the past and
 10 they are saying they are all separate
 11 projects. I understand the way government
 12 works. If you do Scope Creek you will never
 13 get started. But you know what, everything I
 14 just rattled off is happening in a half mile
 15 radius. I really hope and wish people are
 16 looking at this as one massive thing. My
 17 fear is that we are going to have 20 years of
 18 now we are doing this and now we are doing
 19 this and now we are doing this. That's
 20 basically it. You can read about it on my
 21 blog.
 22 MR. CHIARO: My name is Peter Chiaro.
 23 I live at 29 Summit Avenue, Bellmawr, of
 24 course. And I just wanted to say a few
 25 things about this big project. It is a very,

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PUBLIC HEARING

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1 very big project for Bellmawr. I think it
 2 might be too big for the area. That's what
 3 I'm so worked up about. But being as I'm 75
 4 years old, it still hurts me but who cares
 5 anymore. I really can't see all these
 6 connections they want to make just for that
 7 park.
 8 I want to know -- I would like to know
 9 how many population it is in hundreds or
 10 thousands of people that are going to come
 11 into that project. And I don't care where --
 12 MS. FELICIANO: Which project?
 13 MR. CHIARO: The project they have, the
 14 village that they are going to build.
 15 MS. FELICIANO: That's different.
 16 MR. CHIARO: And they want a hotel
 17 there.
 18 MS. FELICIANO: That's a different
 19 project than this one. This is the Direct
 20 Connection.
 21 MR. CHIARO: Direct connection to it.
 22 MS. FELICIANO: No, that's Missing
 23 Moves you are talking about.
 24 MR. CHIARO: Well, the Freeholders
 25 here, they got the letter here from the

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1 Borough that tells you they want to connect.
 2 And they got all these -- as I say, they have
 3 all these DIC, that was from Bellmawr permit,
 4 and they got -- that's the borough. And then
 5 they have the Department of Transportation in
 6 on it and another Army Corps of Engineers.
 7 MS. FELICIANO: That's for this
 8 project.
 9 MR. CHIARO: For that project.
 10 MS. FELICIANO: Direct connection, not
 11 for Missing Moves.
 12 MR. CHIARO: It was said to us -- it
 13 was said to us they want to even bring the
 14 PATCO line in, the high-speed line through
 15 this village. And we have a railroad in
 16 back. And as I say, who knows where we are
 17 going to stand with a railroad. But that
 18 comes from Camden. It actually comes from
 19 Camden. But we don't want to get confined in
 20 this town, that's the whole thing. How many
 21 people are going to be there? And I know
 22 they are not going to use all your roads that
 23 you are going to put in. There's a Browning
 24 Road that goes into the shopping area that,
 25 you know, you got to go shopping. There's a

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1 Creek Road that you can't actually get on the
2 freeway anymore, which was supposed to be
3 done, you know, that being reorganized or
4 relocated, that exit and entrance to the
5 freeway, but nothing has been done.

6 There is a traffic light. That's the
7 whole thing that worked me up, when I called
8 the Department of Transportation -- I called
9 about a traffic light. And an engineer came
10 on and he said what's your problem. And I
11 told him there's an arrow on the west side of
12 Browning Road that no matter how many cars
13 are in line to make a left-hand turn on the
14 Black Horse Pike, I'll swear to a bible I
15 said, and only two cars are allowed. And I
16 asked if the serviceman could come out there
17 and just maybe put some more time on it for
18 extra cars. Which you go down -- as I say,
19 you go down any other place, WaWa area and
20 Black Horse Pike, you go down Autobahn they
21 made such a beautiful thing. You go to
22 Deptford where you go shopping and the exit
23 to go to Philadelphia and you go to 41, they
24 got arrows all over the place. And here it
25 is, Bellmawr stays dead. I talked to the

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1 mayor, I talked to the Freeholders. And he's
2 not -- he wasn't on the ballot this year.
3 But they said don't worry about it, we are
4 going to fix up that area, which they only
5 made more exits to the Turnpike. And the
6 flooding I guess, too. But they done that.
7 But here is a little traffic light that must
8 cost a serviceman maybe a hundred dollars the
9 most of his time. And here it is, it's
10 almost four years that that light still is
11 the same. That's why I'm so frustrated about
12 this whole project. That you are going to
13 change, you want to change 295, you want to
14 change this, but they can't change a traffic
15 light. That what hurts me the most. That's
16 the main thing. As I said, I don't know how
17 long I'm going to live or whatever it is.

18 MS. FELICIANO: You'll be here a long
19 time.

20 MR. CHIARO: I feel sorry for the
21 people growing up. And rumors go around that
22 they don't want to build no schools no more
23 in Bellmawr. They don't want the kids to go
24 to the school too much. And I am mentioning
25 my name, but I'm not mentioning no names, but

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1 here it is. They are worrying about a
2 project right here. Here it is, the hearing.
3 I got it right here. They send us that. And
4 you know, you got a minute to talk. I mean,
5 three minutes. Three minutes to me is
6 ridiculous but you have other people. I'm
7 glad you have it here so I could say this to
8 some of the neighbors.

9 The last thing I could say is blame the
10 residents of Bellmawr. Because I went to
11 council meetings, which I feel so bad for
12 them sometimes. But they are dressed up
13 properly, they are well mannered. And here
14 it is, there are four people from the outside
15 that comes at that council meeting. And
16 blame me too, but at least I went a few
17 times. I'm sorry I kept you. That's all.
18 That's the thing I wanted to really cry about
19 is what started me was that traffic light.

20 MS. FELICIANO: Browning Road.

21 MR. CHIARO: And I talked to that man
22 and even the fellow I'm talking to right now
23 and he said do you know their names. I said
24 I know -- maybe I have it but I don't. She
25 connected me to the traffic system and I told

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1 her where and I told her this. And she said
 2 I'll make you talk to an engineer and I told
 3 him about it. And I don't know if I repeated
 4 what I'm saying. There are people that did
 5 complain. And even the officers, and I'm not
 6 mentioning no names, called up the Department
 7 of Transportation. And they actually called
 8 them back and said that the turning signal is
 9 working properly. That's what hurts a lot of
 10 people. People don't even want to go make
 11 that turn. They go out another street
 12 because they don't know if they are going to
 13 make it or not. As I say, I walked here.
 14 And when I go there and I get the horn blown
 15 at me, and that is a no-no for anything. And
 16 that's -- this aggressive driving is going to
 17 get worse if you are going to have all this.
 18 Thank you very much.

19 MS. FELICIANO: Thank you.

20 MR. DOUGHERTY: Charles Dougherty, 22
 21 South Horace Street, Woodbury, New Jersey
 22 08096. I'm here today representing the
 23 Delaware Valley Regional Planning Commission,
 24 speaking on behalf of our Executive Director
 25 Barry Seymour. I will read from a letter

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1 that he has written to Larry Cullari and
 2 Bruce Hawkinson. It's a drafted
 3 Environmental Impact Statement.

4 "The Delaware Valley Regional Planning
 5 Commission is pleased to submit the following
 6 comments concerning the Draft Environmental
 7 Impact Statement and Draft Section 4(f)
 8 Evaluation for the I-295, I-76, Route 42
 9 Direct Connection Project.

10 DVRPC has been closely involved with
 11 this project from its inception. In fact,
 12 this project was an outgrowth of a
 13 transportation investment study under ISTEA,
 14 formerly referred to as a major investment
 15 study. It was initiated by DVRPC in 1997 and
 16 completed in 1999. The study documented the
 17 need for a major investment in the
 18 interchange complex to reduce accidents and
 19 remove the bottlenecks at the merge points of
 20 a number of the ramps. We found that the
 21 major cause of the problem was the lack of a
 22 direct connection of the sections of I-295
 23 that are north and south of I-76 at the point
 24 where New Jersey 42 begins.

25 The design deficiencies required very

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1 high volumes of traffic from I-295 to merge
 2 onto an already congested I-76 for a short
 3 distance before diverging back onto I-295 for
 4 the rest of their trip, or if going onto
 5 I-76, requiring drivers to cut across traffic
 6 trying to exit from I-76 onto I295. In
 7 addition, one ramp, regionally known as Al
 8 Joe's curve was proven to be extremely
 9 dangerous and the site of many fatalities
 10 over the years. The studies undertaken by
 11 New Jersey DOT fully examines the issues
 12 raised by DVRPC's report and those raised
 13 since then. DVRPC has included this project
 14 on its long-range plan and considers it the
 15 most important highway investment in our New
 16 Jersey region.

17 DVRPC commends New Jersey DOT and its
 18 consultants for the outreach efforts they
 19 have initiated as this project has
 20 progressed. They have invited DVRPC to
 21 participate on agency coordination committees
 22 and community outreach committees as a
 23 representative of regional interests. In
 24 addition, study team members have made
 25 presentations to our board, regional

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1 transportation committee, and regional
 2 citizens committee. In turn, we have worked
 3 with the team to ensure funding to advance
 4 the project to this stage and have assisted
 5 in publicizing project outreach meetings via
 6 our committees, newsletters, and website.
 7 We also applaud the numerous efforts by
 8 New Jersey DOT to provide the local
 9 communities, both officials and residents,
 10 the opportunity to learn about the project,
 11 to raise questions, and to respond with
 12 answers that were meaningful and appreciated.
 13 One final aspect of the project that
 14 should be acknowledged by the region's
 15 metropolitan planning organization, this
 16 project charted new territory in the New
 17 Jersey portion of our region, and possibly in
 18 the state, by bringing together planners,
 19 engineers, resource and permit agency
 20 representatives early and often as a means of
 21 producing an environmental document and a
 22 preferred alternative in a fully
 23 collaborative effort. The viewpoints of
 24 various disciplines were sought much earlier
 25 in the process than is typical. This

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1 streamlining of the process in no way
 2 diminished the consideration of natural or
 3 human resources, nor did it allow engineering
 4 considerations to advance in a vacuum. On
 5 the contrary, the early consideration of all
 6 these perspectives has led to a very balanced
 7 consideration of all resources and means of
 8 addressing the purpose and need of this
 9 improvement project.
 10 We commend New Jersey DOT and FHWA on
 11 this study and look forward to the
 12 advancement of this project as a means of
 13 implementing the region's long-range plan.
 14 Sincerely, Barry J. Seymour, Executive
 15 Director."
 16 MR. TAYLOR: Jeffrey Taylor, 1167 Lewis
 17 Terrace, West Deptford, New Jersey.
 18 Basically, I'm in support of this
 19 project big time. As they all know, I have
 20 been here several times. Actually, my only
 21 concern is outside of the project limits
 22 there won't be enough lanes, especially on
 23 295. One of the big problems on 295 is as
 24 congestion forms, it forms around the
 25 individual interchanges. Only after a while

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1 will it start backing up from 42 back towards
 2 160, 561, and so forth. One of the big
 3 concerns they need to look up in the future
 4 is widening 295 to four or even five lanes.
 5 Because this project will help the
 6 bottleneck, but it's not going to be a
 7 complete -- it won't completely solve the
 8 problems. And, if anything, it will just
 9 exaggerate problems up the line a little
 10 more.
 11 Otherwise, let's get this project
 12 started. Let's get it designed. I would
 13 like to see it going in 2009. They keep
 14 pushing it back a few years. If they can
 15 push it up and let's get it moving.
 16 MS. FELICIANO: State your name and
 17 your address, and then state your comments.
 18 MR. GRANT: My name is Howard Grant. I
 19 live at 412 Colonial Road, that's in
 20 Bellmawr. I have a lot of concerns here.
 21 Number one would be property value, noise
 22 level, construction. I have been there for
 23 twenty-two years and I just don't want to
 24 see, you know, not only just my property
 25 value being lowered or destroyed, but I'm

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1 worried about, more or less, the public
 2 safety.
 3 From what I understand, they are going
 4 to move this ramp closer to my home than
 5 away. I'm not very happy about that. You
 6 have a lot of -- you have a lot of things to
 7 deal with and that's -- I think it's not fair
 8 for us not to have a vote. The city says
 9 it's okay, but right now I don't think the
 10 residents have the opportunity to vote on
 11 this project. If we did, I think it would
 12 clear a lot of things up because not only
 13 just the politicians but also the people from
 14 the Department of Transportation would
 15 actually see our side of the story as well.
 16 So I think my main concern here is just
 17 that -- just knowing that, number one, I'm
 18 not going to lose my home, the property value
 19 is not going to drop, at least I hope not,
 20 and noise level. And really, when is this
 21 thing going to start. Because I'm getting
 22 three types of different years now. I'm
 23 getting '09, '11, '14, and I don't think
 24 these people know here. I don't think it's
 25 fair. I think we have to know when this

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1 thing is going to start and then our concerns
 2 can really be heard. Right now I think what
 3 we are doing is just giving our brief
 4 judgements as far as, you know, what's going
 5 to happen to our property and our families.
 6 So I think that's everybody's concern out
 7 there.
 8 MS. FELICIANO: Okay.
 9 MR. GRANT: Thank you.
 10 MS. O'ROURKE: Rose O'Rourke, 477 Dewy
 11 Road. The construction that's going to go
 12 over top of Browning Road, I think it's going
 13 to be a noise problem. I'm right there
 14 because Dewy is right behind all that. It's
 15 going to be a noise problem, it's not going
 16 to look very attractive, and I think it will
 17 affect property values. That's my three
 18 comments. Thank you.
 19 MS. MISIAK: Diana Misiak, 476 Flanders
 20 Road. And I think my concern is the property
 21 value, what it is going to do. Also, the
 22 road is going to be moved 20 feet closer,
 23 that's going to be closer to our house with
 24 the noise. And also, when they are taking
 25 the wall down and reconstructing it, what

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1 hours are they going to be doing it? Are
 2 they going to be doing it at night? We are
 3 going to be hearing that. I think it's
 4 unsightly.
 5 MR. BANGS: My name is Robert Bangs and
 6 I live at 8 Aspen Place in Bellmawr Park. I
 7 am in the neighborhood of those houses that
 8 will be affected here in the park. My house,
 9 my unit is not, but I'm neighbors with those
 10 very close by that their units will be moved
 11 or replaced as it would be. As far as the
 12 environmental impact of the project, I don't
 13 see that it's going to have a huge impact
 14 environmentally around us. Some of the
 15 wetland may be affected slightly but I'm not
 16 certain it's anything detrimental to the
 17 move.
 18 I'm not opposed to the project because
 19 it has to happen. I mean, I can't see how it
 20 can't. If one person is killed at that
 21 intersection, then my objections of
 22 inconvenience seem kind of trivial. I don't
 23 know if everyone feels that way but I'm not
 24 opposed to the project. I understand it is
 25 important and why we have to do. And

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1 something has to change and I'm certain it
 2 will.
 3 The proposal that seems to be the best
 4 alternative is the one being presented here.
 5 I don't think it's so bad. It impacts my
 6 community in a strange way because it's such
 7 a strange community so I'm not certain how
 8 that will affect us.
 9 And if this is the place for me to
 10 speak on the issues that I think are involved
 11 there, I guess my major concerns would be
 12 traffic during construction. I mean, our
 13 town is crowded with traffic now. To think
 14 it's not going to have an adverse impact
 15 would be naive. It certainly would. Add
 16 dump trucks into the mix of traffic on the
 17 Black Horse Pike now and you have a mess. So
 18 I'm certain that traffic would be an issue
 19 that we really need to have a much clearer
 20 idea of what's going to happen to streets
 21 with regards to traffic flow. I think that
 22 will be a big issue. And as far as more
 23 personally for the park, replacement of the
 24 units that are being moved to look like the
 25 units that are being moved. I don't want a

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1 row of condos in the middle of the park. We
 2 have to oppose that vehemently. As long as
 3 the units being moved look like the units
 4 being moved, or if those units could
 5 physically be moved, that would be the best
 6 alternative. I would go along with those
 7 things.
 8 The environmental impact, I don't think
 9 it's a big concern. I don't mean I'm not an
 10 environmentalist but I think they are
 11 objections that can be overcome. I think we
 12 can overcome those kinds of objections about
 13 what may be environmentally sensitive areas,
 14 I think we will be okay with that stuff.
 15 That's it.
 16 MS. FELICIANO: Thank you.
 17 MR. O'ROURKE: James O'Rourke, 477 Dewy
 18 Road, Bellmawr. I believe the plan that you
 19 are going with is fine. You have an existing
 20 condition, I can see you did the best you
 21 could with it. And I don't see what the big
 22 hub-bub is with this. I think you did the
 23 best you can. You impacted several homes but
 24 that's to be -- I really just don't see, you
 25 know, the big hub-bub, what people are

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1 getting upset about. You had an existing
 2 condition, you did the best you could and I
 3 think it's minimal impact to the residents of
 4 Bellmawr. I live off of Brennan Road and we
 5 have the overpass by the cemetery. If that's
 6 all it is, I'm fine with it. I think you did
 7 an excellent job.
 8 MS. FELICIANO: Okay. Thank you.
 9 Patricia Feliciano for the New Jersey
 10 Department of Transportation. The time is
 11 7:05, Wednesday, January 30, 2008. The oral
 12 testimony at our public hearing is officially
 13 closed. Testimony will be accepted in
 14 written form up until February 15, 2008.
 15 Written comments may be submitted by mail or
 16 e-mail to the New Jersey Department of
 17 Transportation.
 18 - - -
 19 (Whereupon, the public hearing ended at
 20 7:05 p.m.)
 21
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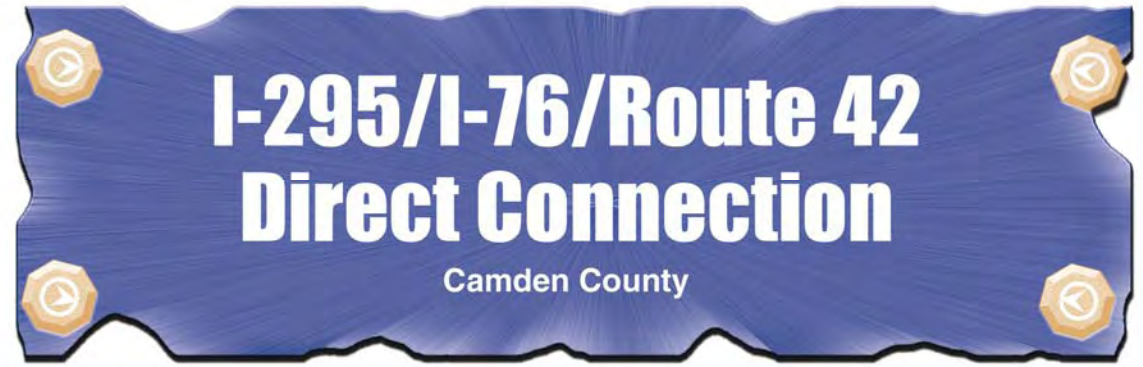
C E R T I F I C A T E

I, Kathleen Swenor, a Professional Shorthand Reporter and Notary Public, certify that the foregoing is a true and accurate transcript of the proceedings which were held at the time, place and on the date herein before set forth.

I further certify that I am neither attorney, nor counsel for, nor related to or employed by, any of the parties to the action in which these proceedings were taken, and further that I am not a relative or employee of any attorney or counsel employed in this action, nor am I financially interested in this case.

Kathleen Swenor

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APPENDIX J

MEMORANDUM OF AGREEMENT

MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION
THE NEW JERSEY DEPARTMENT OF TRANSPORTATION
THE NEW JERSEY HISTORIC PRESERVATION OFFICER AND
BELLMAWR PARK MUTUAL HOUSING CORPORATION BOARD OF TRUSTEES
REGARDING
THE I-295/I-76/ROUTE 42 DIRECT CONNECTION PROJECT
IN BELLMAWR BOROUGHH, MOUNT EPHRAIM BOROUGHH, AND
GLOUCESTER CITY, CAMDEN COUNTY, NEW JERSEY

WHEREAS, 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 (see Figure 1); and

WHEREAS, 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; and

WHEREAS, the New Jersey Department of Transportation (NJDOT), using funds from the Federal Highway Administration (FHWA), proposes to design and construct a direct connection of the I-295 mainline in order to improve traffic safety, reduce traffic congestion and meet driver expectations; and

WHEREAS, FHWA, the New Jersey State Historic Preservation Officer (NJSHP), the Advisory Council on Historic Preservation (Advisory Council), and the NJDOT executed a Programmatic Agreement in November of 1996 which stipulates how FHWA's Section 106 responsibilities for NJDOT-administered federal aid projects shall be satisfied; and

WHEREAS, in accordance with that agreement, NJDOT has consulted with the NJSHP in order to determine the Area of Potential Effects (APE), to identify significant National Register eligible and listed properties, and to assess the effects of the project on both eligible and listed properties within the APE pursuant to the requirements of 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the proposed project requires an United States Army Corps of Engineers (USACE) permit pursuant to Section 10 of the Rivers and Harbors Act of 1899 and Section 404 of the Clean Water Act and USACE intends to attach this Memorandum of Agreement (MOA) as a special condition to any authorization granted; and

WHEREAS, FHWA and NJDOT in cooperation with USACE have prepared an Environmental Impact Statement (EIS) for the I-295/I-76/Route 42 Direct Connection project which identified Alternative D as the preferred alternative for the proposed project; and

WHEREAS, the EIS was prepared pursuant to the National Environmental Policy Act of 1969 (NEPA) in order to identify and assess potential environmental impacts that could result from the proposed project including potential impacts to historic properties; and

WHEREAS, in coordination with the preparation of the EIS, the identification, evaluation and assessment of potential effects to historic properties was conducted pursuant to Section 106, as amended (36 CFR Part 800); and

WHEREAS, the NJDOT and FHWA have considered alternatives to avoid or minimize the adverse effects and found that they are not feasible; and

WHEREAS, a 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 and based on this prior disturbance, the four sites evaluated as part of the Phase III evaluation were found to be ineligible for inclusion in the National Register, as summarized in the EIS; and

WHEREAS, in an August 16, 2006 letter, the NJSHP concurred that the proposed project would not result in any impact to archaeological resources due to prior disturbances (see Appendix A); and

WHEREAS, a *Historic Architectural Resources Technical Environmental Study* was conducted to identify, evaluate and assess potential impacts to historic properties and as a result of this study one resource—the Bellmawr Park Mutual Housing Historic District (see Figure 2)—was recommended as eligible for listing in the National Register of Historic Places, as summarized in the EIS; and

WHEREAS, the NJSHP issued an opinion of eligibility for 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); and

WHEREAS, in an August 16, 2006 letter, the NJSHP concluded that the proposed project shall 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 Appendix A); and

WHEREAS, the Philadelphia District USACE has determined that the construction of the proposed project, being entirely within the "permit area" as per 33 CFR §325 Appendix C, shall have an adverse effect upon the Bellmawr Park Mutual Housing Historic District and has participated as a consulting party in the Section 106 process in accordance with 36 CFR §800.2(c)(5); and

WHEREAS, FHWA has consulted with NJDOT, the USACE, the NJSHP, the Bellmawr Park Mutual Housing Corporation Board of Trustees (BPMHC Board) and the Borough of Bellmawr to develop a plan to mitigate the adverse effects; and

WHEREAS, the public outreach for the proposed project involved a significant local government and public participation (pursuant to 36 CFR §800.2(d) and §800.6(a)) and was coordinated with the scoping, public review and comment, and public hearings conducted to comply with NEPA and Section 106; and

WHEREAS, Agency Coordination Meetings (ACM), consisting of federal and state agencies, as well as Local Officials Briefings (LOB) and Community Advisory Committee (CAC) meetings, consisting of local agencies, were conducted to bring together the participating public agencies to review the project status at important milestones and to solicit input on the environmental review process; and

WHEREAS, members of the general public were given the opportunity to express their opinions via the project website, at six publicly advertised Public Information Centers, and also at a Public Hearing held on January 30, 2008, and no comments pertinent to cultural resources issues were received; and

WHEREAS, NJDOT has participated in the consultation and has been invited to concur in the MOA; and

WHEREAS, NJDOT, on behalf of FHWA, invited the BPMHC Board to concur in the MOA and they have agreed; and

WHEREAS, the USACE and Borough of Bellmawr have participated as consulting parties in the Section 106 process in accordance with 36 CFR §800.2(c)(3) but are not concurring signatories to this MOA; and

WHEREAS, the Advisory Council was notified of the adverse effect and in a letter dated August 26, 2008 declined to participate in the consultation process;

NOW, THEREFORE, FHWA, NJDOT, NJSHP and the BPMHC Board agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS

The FHWA shall ensure that the following stipulations are implemented as part of the subsequent planning, design and construction of the proposed project:

I. SIGNAGE

- A. Interpretive and/or gateway signage for the Bellmawr Park Mutual Housing Historic District shall be fabricated and installed during construction at the NJDOT's expense. The number, location, size, material, and content of signage (text and/or images) shall be developed in consultation with the NJSHPO and the BPMHC Board. The signage shall elevate awareness of the historic significance of the Bellmawr Park Mutual Housing Historic District.
- B. The text of the signage shall be reviewed and approved by NJSHPO staff and representatives of the BPMHC Board.
- C. The signage shall be installed in accordance with local ordinances prior to the completion of the construction of the replacement residential units referenced in this Memorandum of Agreement.

II. RECORDATION

- A. Prior to construction, NJDOT, in coordination with FHWA, shall ensure that buildings slated for demolition within the Bellmawr Park Mutual Housing Historic District shall be documented in accordance with the Historic American Buildings Survey (HABS) Level II guidelines prior to any alteration or demolition of the buildings or their surroundings.
- B. If possible, original plans for the buildings to be demolished shall be located and documented photographically as part of the recordation effort.
- C. If digital photography is used, photos shall be taken and stored electronically at a minimum resolution of 2,000 by 1,500 pixels, and both digital and hard copies shall be provided to the NJSHPO.
- D. The documentation shall be submitted to the NJSHPO for review and the NJSHPO shall comment in writing, on the recorded documentation within 30 calendar days.
- E. If NJDOT, on behalf of FHWA, receives no response from the NJSHPO within the 30 calendar day period, the documentation shall be deemed approved.
- F. NJDOT, in coordination with FHWA, shall ensure all documentation is completed and conditionally accepted by NJSHPO prior to the demolition of any properties located within the Bellmawr Park Mutual Housing Historic District.

- G. Upon receiving the NJSHPO's approval, the documentation shall be submitted to the following repositories: a) BPMHC; b) Anthony P. Infanti Bellmawr Branch of the Camden County Library System; c) Gloucester City Library; d) Borough of Bellmawr; e) Camden County Historical Society; f) New Jersey State Library; g) New Jersey Historical Society; h) Rutgers University Library [Special Collections] and i) NJSHPO. The NJSHPO and Rutgers University copies shall be archivally stable.

III. NATIONAL REGISTER NOMINATION

- A. NJDOT, in coordination with FHWA, shall sponsor the preparation of a National Register nomination for the Bellmawr Park Mutual Housing Historic District in consultation with the NJSHPO and pursuant to *National Register Bulletin 16A: How to Complete the National Register Registration Form*. This effort shall include, but may not be limited to: a statement of significance; a narrative description; delineation of contributing and non-contributing resources; a list of current property owners; a boundary description; a boundary justification; maps; slides and/or a PowerPoint presentation; and two copies of keyed, archivally stable black and white photographs.
- B. As part of the nomination, a graphic overlay shall be prepared to illustrate 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.
- C. An electronic (Word format) copy of the submission shall be provided to the NJSHPO for their use in submitting, advancing or amending the nomination through the State Review Board. The NJSHPO shall be responsible for the notification of property owners and county and local officials who are given an opportunity to provide comments; for scheduling and holding a public meeting; and for changes that may be required of the submission as a result of review by the State Review Board.
- D. After review by the NJSHPO, the draft nomination shall be submitted to the BPMHC Board for review and the BPMHC Board shall provide comments within 45 calendar days.
- E. If NJDOT, on behalf of FHWA, receives no response from the BPMHC Board within the 45 calendar day period, it shall be deemed that the BPMHC Board has no comments and approves the nomination form.
- F. The completed final draft nomination shall not be scheduled for review by the State Review Board prior to the bidding of a construction contract for the roadway.

- G. Upon completion of the nomination, its approval by the New Jersey State Review Board for Historic Sites and signature by the NJSHPO, one copy of the nomination form shall be submitted to the following repositories: a) BPMHC; b) Anthony P. Infanti Bellmawr Branch of the Camden County Library System; c) Gloucester City Library; d) Borough of Bellmawr; e) Camden County Historical Society; f) New Jersey State Library; g) New Jersey Historical Society; h) Rutgers University Library [Special Collections]; and i) NJSHPO.

- H. The final nomination, including text and graphics, shall also be saved in an electronic format and submitted to the BPMHC Board.

IV. NEW CONSTRUCTION

- A. NJDOT, in coordination with FHWA, shall prepare a Feasibility Assessment to determine whether suitable sites are located within the Bellmawr Park Mutual Housing Historic District for the replacement residential units. Based on the analysis provided, BPMHC Board shall make the ultimate decision regarding the relocation of units.
- B. Once the Record of Decision (ROD) is obtained, the formal Right of Way process for the project can begin. The NJDOT and the BPMHC Board shall develop an agreement which shall outline the parameters for the BPMHC Board to receive funds from the escrow account that shall be established by the NJDOT to cover the BPMHC Board costs to construct the replacement residential units and to perform other necessary site improvements. This escrow account shall cover all costs associated with BPMHC Board's reasonable and actual legal, planning, engineering and contractor fees related to the planning, approval, permitting, and construction of the relocation units. The escrow account shall provide funding up front and function as a reimbursement account so that as invoices for the previously identified reasonable and actual fees are submitted to NJDOT, they shall be reimbursed and the contractor/service provider shall be paid by the BPMHC Board's designated custodian. NJDOT shall prepare a Right of Way Agreement outlining the necessary requirements, timelines and procedures.
- C. The BPMHC Board shall be responsible for providing the construction of the replacement residential units.
- D. After the Record of Decision (ROD) is obtained and Right of Way funding is available; and well in advance of the demolition of residential units located within the Bellmawr Park Mutual Housing Historic District, the BPMHC Board shall consult with the NJSHPO regarding the construction of any new replacement residential units.

- E. The BPMHC Board shall consult with the NJSHPO regarding external design, materials, color and texture of replacement residential units to be constructed.
- F. The BPMHC Board shall submit plans for the proposed new housing to the NJSHPO for review and the NJSHPO shall provide comments within 30 calendar days.
- G. If the BPMHC Board receives no response from the NJSHPO within the 30 calendar day period, the plans shall be deemed approved.
- H. The replacement residential units and associated site improvements shall be completed by September, 2011. If this date changes, NJDOT shall advise the BPMHC Board.
- I. Replacement residential units shall be constructed in the same number as the residential units demolished as part of this project, and in configurations currently existing in the Bellmawr Park Mutual Housing Historic District as contributing resources.

V. WEBSITE

- A. NJDOT, in coordination with FHWA, shall create a website for the BPMHC community. This shall be limited to the startup of the website—ongoing updates and management shall be the responsibility of the BPMHC Board.
- B. Upon completion of the National Register nomination form, a historic narrative shall be generated from the nomination text for the BPMHC Board's use on their website.
- C. NJDOT, in coordination with FHWA, shall work with the BPMHC Board to select graphics from the National Register nomination and from the recordation to use on their website and reformat the graphics in an electronic format that the BPMHC Board can use for posting on their website.

VI. CONSERVATION PLAN

- A. In an effort to assist the BPMHC Board in developing strategies to help ensure the community's cohesiveness and stability, FHWA and NJDOT shall work with the BPMHC Board to develop a Conservation Plan for archival storage of the historic documentation (blueprints, maps, plans, etc.) that they have on file. This plan shall be developed in consultation with the NJSHPO.
- B. NJDOT, in coordination with FHWA, shall advise the BPMHC Board in the archival storage of materials identified in the Conservation Plan.

ADMINISTRATIVE CONDITIONS

I. PROFESSIONAL QUALIFICATIONS

NJDOT, on behalf of FHWA, shall ensure that all work is carried out by/under the direct supervision of a person or persons meeting at a minimum the *Secretary of the Interior's Professional Qualifications Standards* (48 CFR 44738-44739) in history or architectural history.

II. DISPUTE RESOLUTIONS

- A. At any time during the implementation of the measures stipulated in this MOA, should an objection to any such measure or its manner of implementation be raised, FHWA shall notify all signatories to the agreement, take the objection into account, and consult as needed to resolve the objection.
- B. Disputes regarding the completion of the terms of this agreement as necessary shall be resolved by the signatories. If the signatories cannot agree regarding a dispute, FHWA shall then initiate appropriate actions in accordance with the provisions of 36 CFR 800.6(b) and 800.7 as appropriate. BPMHC Board and its contractors/service providers shall not be held liable, pursuant to this provision, for any delay, default or breach if such delay, default or breach is caused by conditions beyond its control including but not limited to Acts of God, Federal Government restrictions, wars, or any other cause beyond the reasonable control of the BPMHC Board and its contractors/service providers.
- C. Modification, amendment, or termination of this agreement as necessary shall be accomplished by the signatories in the same manner as the original agreement.

III. DESIGN CHANGES

If any major changes to the proposed I-295/I-76/Route 42 Direct Connection project design occur, FHWA shall consult with the NJSHPO in accordance with the provisions of 36 CFR Part 800.

IV. PROJECT COMPLETION

- A. Project Completion: Work required by Stipulations I, II, IV, V, and VI of this MOA shall be completed prior to seeking federal authorization to advertise the project. Stipulation III shall be completed within six months of the award of the proposed project.

- B. Documentation of Satisfaction of Stipulations: NJDOT shall submit a short narrative report with appropriate illustrations demonstrating satisfaction of all of the requirements of this agreement to FHWA, USACE, the NJSHPO and the BPMHC Board within 30 days of completion of construction of the proposed project.

V. REVIEW OF IMPLEMENTATION

This agreement shall become null and void if construction is not initiated within five years from the date of execution unless the signatories agree in writing to an extension. If, after five years without action, FHWA chooses to continue with the undertaking, it shall re-initiate its review in accordance with the provisions of 36 CFR Part 800. BPMHC Board and its contractors/service providers shall not be held liable, pursuant to this provision, for any delay, default or breach if such delay, default or breach is caused by conditions beyond its control including but not limited to Acts of God, Federal Government restrictions, wars, or any other cause beyond the reasonable control of the BPMHC Board and its contractors/service providers.

**I-295/I-76/ROUTE 42 DIRECT CONNECTION PROJECT
MEMORANDUM OF AGREEMENT**

Execution of this Memorandum of Agreement by FHWA, NJDOT, NJSHPO and the BPMHC Board, and the implementation of its terms, is evidence that FHWA has afforded the Advisory Council an opportunity to comment on the I-295/I-76/Route 42 Direct Connection Project and that FHWA has taken into account the effects of the undertaking on historic properties.

Signatories:

FEDERAL HIGHWAY ADMINISTRATION

By: *[Signature]* Date: 10/23/08

Dennis L. Merida, Division Administrator, New Jersey

NEW JERSEY HISTORIC PRESERVATION OFFICER

By: *[Signature]* Date: 10/15/2008

Daniel Saunders, Deputy State Historic Preservation Officer

Concur:
NEW JERSEY DEPARTMENT OF TRANSPORTATION

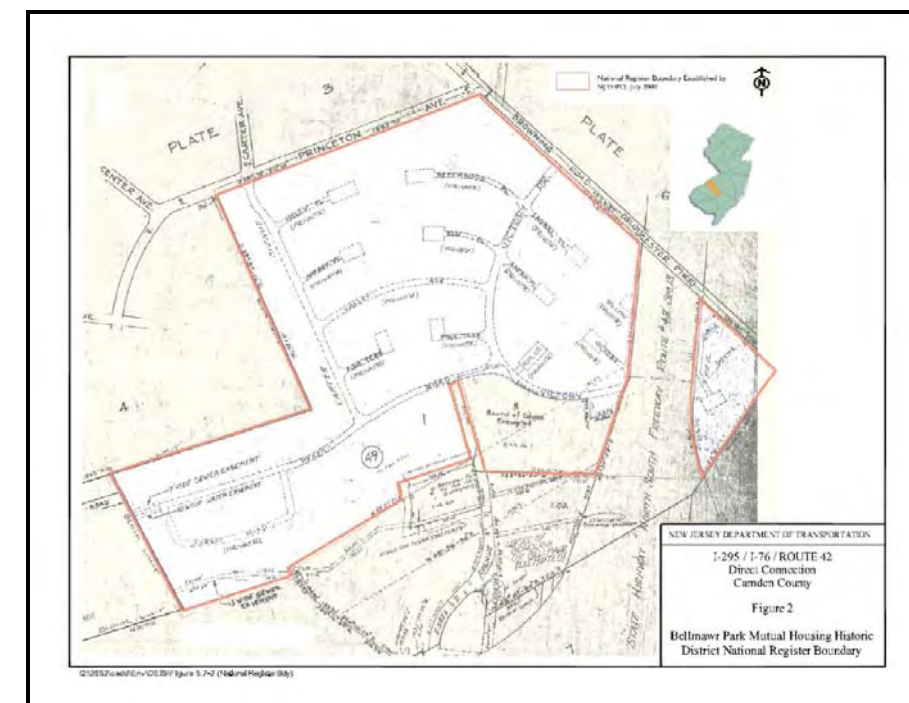
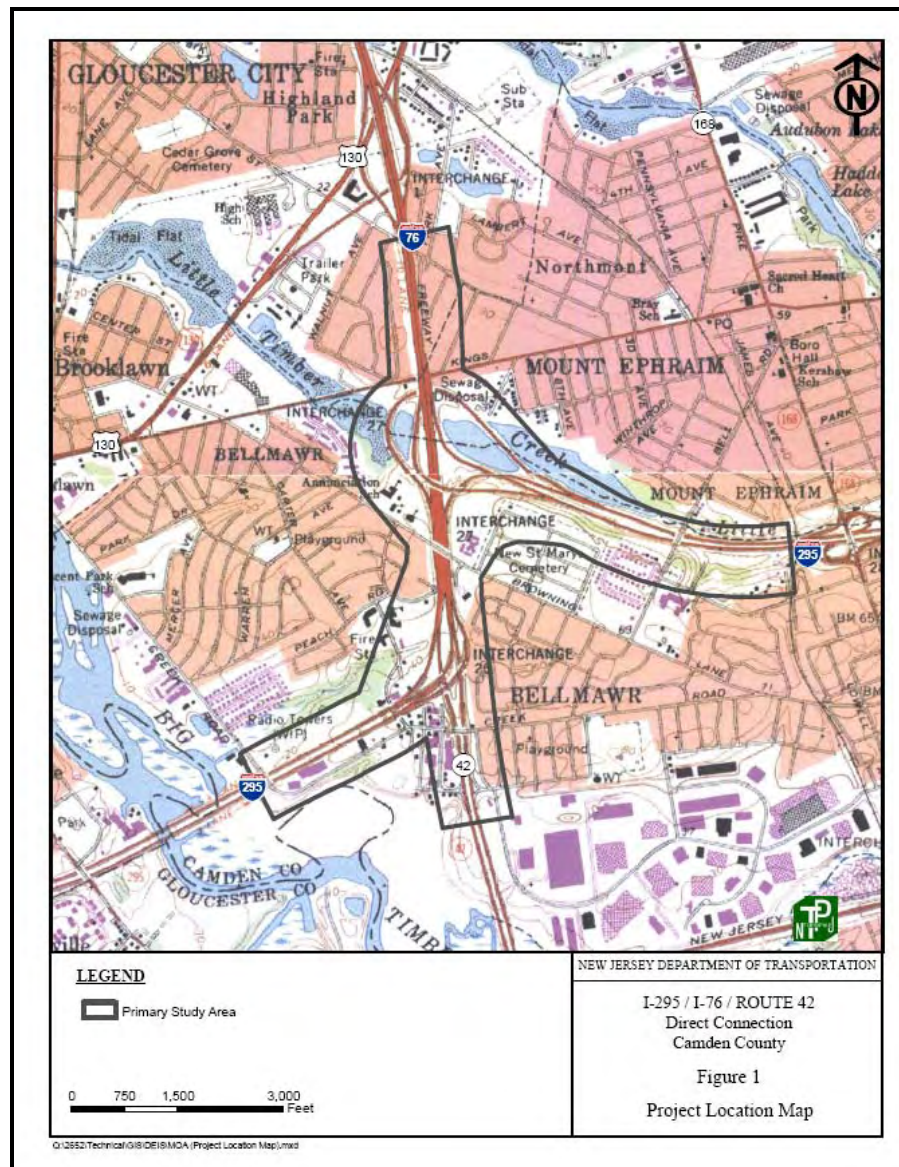
By: *[Signature]* Date: 10-17-08

Walter McGrosky, Director of Capital Program Support

Concur:
BELLMAWR PARK MUTUAL HOUSING CORPORATION BOARD


By: *[Signature]* Date: 10/7/08

Charles Sauter, Vice President



Appendix A

August 16, 2006 NJHPO letter to NJDOT



HPO-H2006-111 PROD
Log # 03-0254-04

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

JON S. CORZINE
Governor

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.

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Mr. Nick Caiazza, NJDOT
I-295/I-76/Route 42 Direct Connect
Boroughs of Bellmawr and Mount Ephraim, and Gloucester City
Camden County
Log # 03-0254-04, HPO-H2006 111 PROD
August 16, 2006
Page 2 of 3

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

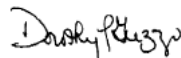
The HPO would like to commend the staff of A. D. Marble and NJDOT, and especially recognize Dewberry for their dedication to the NEPA process. HPO staff have been very

Mr. Nick Caiazza, NJDOT
 I-295/I-76/Route 42 Direct Connect
 Boroughs of Bellmawr and Mount Ephraim, and Gloucester City
 Camden County
 Log # 03-0254-04, HPO-H2006 111 PROD
 August 16, 2006
 Page 3 of 3

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 r295r42176
 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

Appendix B

July 6, 2005 NJHPO letter to NJDOT



HPO-G2005-079 PROD
 Log # 03-0254-03

Richard J. Codey
 Acting Governor

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

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.

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Ms. Nick Caiazza
 1-295/1-76/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.

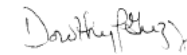
Report Comments

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
 1-295/1-76/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
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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 rt295rt42176 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



US Department of Transportation
Federal Highway Administration
New Jersey Department of Transportation

