



Route Slip

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U.S. DEPARTMENT OF
TRANSPORTATION

To: Name	Date	Org/Rtg Symbol
Mr. Zack Asadpour	12/16/03	Office of
		Project Management

Remarks:

- Per Your Request
- For Your Information
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- Note and Return
- Discuss With Me
- For Your Approval
- For Your Signature
- Comment
- Take Appropriate Action
- Please Answer
- Prepare Reply For Signature Of

Attached is the signed FONSI for Rte 23 Sussex Bypass. Please provide all governmental agencies that have commented on the EA a copy of the signed FONSI. In addition, a letter stating the notice of availability of the FONSI should be sent to all governmental agencies that were given the opportunity to review the EA regardless of whether we received comments.

If you have any questions, please feel free to call me.

From: Name	Telephone	Org/Rtg Symbol
Tanya Jackson-Emam, Area Engineer	609) 637-4238	HPO-NJ

Form DOT F1320.9 (Rev 5-81) Supersedes All Previous Editions

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cc: HPO, PF, RF

**Federal Highway Administration
Finding of No Significant Impact (FONSI)
For
Route 23 Sussex Bypass and
Replacement of Papakating Creek Bridge
Sussex Borough and Wantage Township
Sussex County**

The Federal Highway Administration (FHWA) has determined that the improvements to the portion of Route 23 and replacement of Papakating Creek Bridge in Borough of Sussex and Wantage Township, Sussex County will have no significant impact on the human environment.

Alternative A6 was selected as a preferred alternative for this project. This alternative proposes to realign Route 23 (Route 23 Bypass) through Sussex Borough using a portion of Walling Avenue. The Bypass mainline would consist of one 12-foot wide lane and a 10-foot shoulder in each direction. Also a bridge carrying Route 23 over Papakating Creek will be replaced due to its structural and geometric deficiencies.

The improvements involve realigning and improving the vertical alignment of existing Route 23 between East Main Street and the bypass. It will require some widening along the southwest corner of Hamburg and Loomis Avenues. The adjusted alignment provides a larger radius on the horizontal curve connecting Hamburg Avenue with Loomis Avenue and enlarges the radius of the curb return at the northwest corner of the intersection with East Main Street. In addition, at the proposed Route 23 and Lower Unionville Road intersection, a ramp is proposed to the north of the intersection to connect northbound Route 23 Bypass to the old Route 23 alignment.

This improvement fulfills the project need and redirects the truck traffic from navigating through the town and on Main Street, which contributes to increased travel flow interruptions and reduced speeds. Trucks must negotiate the poor roadway geometrics associated with a S-curve and two traffic signals located along the S-curve less than 525 feet apart.

The FONSI is based on the Environmental Assessment/ Draft Section 4(f) Evaluation (EA/Draft 4(f)) dated August December 2002. The EA/Draft 4(f) has been independently evaluated by the FHWA and determined to adequately and accurately discuss the need, environmental issues and impacts of the proposed project and appropriate mitigation measures. It provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required.

12-16-03
Date

Jay Jackson-Emann
For the Federal Highway Administration