



U.S. DEPARTMENT OF  
TRANSPORTATION

# Route Slip

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**Zack Asadpour**

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**5/11/09**

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**Environmental Res**

Remarks:

**Attached please find a signed copy of the CED for  
Rt. 23 Realignment. If you have any questions  
please feel free to contact me.**

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

From: Name

**Kostas Svarnas, Area Engineer**

Telephone

**(609) 637-4208**

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**HNG-NJ**

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

\*U.S. Government Printing Office: 1991 -525-056/40223

**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
ENVIRONMENTAL REEVALUATION**

Route & Sec.: Route 23 Realignment	Fed. Project. No.: STP-005(176)
Local Rd. Name: N/A	NJDOT Job No.: 1904519
Municipality: Sussex Borough & WantageTWP	County: Sussex
Environmental Document Type & Approval Date: FONSI approved 12-23-03	
Section 4(f): 12-23-03	NJDOT Project Manager: Robert Lee
Date of Previous Reevaluation: 10-16-06	Type of Authorization Requested: Final Design

**A. Changes to the project since approval of the environmental document:**

Has there been a change in:	No	Yes	Has there been a change in:	No	Yes
1. Design / Scope		<b>Yes</b>	2. Right-of-Way		<b>Yes</b>
a. Project Limits		<b>Yes</b>	3. Public Opinion		<b>No</b>
b. Roadway Work		<b>Yes</b>	4. Regulations, Rules, Laws		<b>Yes</b>
c. Structure Work		<b>Yes</b>	5. Land Use		<b>No</b>
d. Pavement Width		<b>Yes</b>	6. Section 4(f)		<b>No</b>
e. Alignment		<b>Yes</b>	7. Other (Permits, Section 106, etc.)		<b>Yes</b>
f. Drainage Type		<b>Yes</b>			
g. Access		<b>Yes</b>			
h. Other Project Features		<b>No</b>			

Describe any items checked "YES" above and comment on current public reaction.

**ORIGINAL PROJECT DESCRIPTION**

This project includes the construction of a new Route 23 alignment that will extend from the intersection of Lower Unionville Road and existing Route 23, and will follow existing right of way of Walling Avenue to connect with and improve the intersection of Walling Avenue and Loomis Avenue (Existing Route 23) and then transition into the intersection of Newton Avenue (Existing

Route 23) and Bank Street. The roadway will consist of one 12-foot travel lane and one 10-foot shoulder in each direction. A far-side loop ramp will be constructed to provide local access to the shopping center and old Route 23 (Hamburg Avenue). The project will also include the replacement of the structure over Papakating Creek, and roadway reconstruction and improvements along Route 23 to the south to the vicinity of Glenwood Road to improve vertical and horizontal geometry and provide full width shoulders. This project is designed to be bicycle/pedestrian compatible

### **Current project description under the Smart Solutions Alternative:**

The proposed project was reviewed by NJDOT Smart Solution Unit and has changed. The changes still meet the project purpose and need and provide operational and safety improvements with the implementation of a one-way roadway system. These changes include utilizing existing Route 23 for northbound only traffic and providing a new alignment for Route 23 southbound traffic. The new SB Route 23 alignment will extend from the existing intersection of Route 23 and Lower Unionville Road and will follow existing right of way of Walling Avenue to connect with and improve the intersection of Walling Avenue and Loomis Avenue (Existing Route 23). Both the NB and SB roadways will provide one 12 foot wide traffic lane, a 10 foot (SB) or 12 foot (NB) wide shoulder and a 6 foot wide bikeway. The project will also include the replacement of the structure carrying existing Route 23 over Papakating Creek (Str. No. 1904-154) and a new structure carrying SB Route 23 over existing wetlands. This project is designed to be bicycle/pedestrian compatible. The latest scheme still addresses the original problem statement but with a substantial reduction in the costs and impacts.

As stated above the limits and scope of the project have changed since the approval of the FONSI due to a Smart Solution Unit review. The changes include the following:

- A.1a. Project Limits - The project length on Route 23 has been reduced from 1.49 miles to 0.9 miles. The southerly project limit has been moved from MP 38.62 to MP 39.2. The northerly project limit has been moved from MP 40.13 to MP 40.1.
- b. Roadway Work - The project limits and the width of pavement have been reduced substantially. Existing Route 23 (Hamburg Avenue) will be milled, resurfaced and re-stripped for 1-way NB operation. The Route 23 Realignment (1-way SB) will consist of new roadway construction.
- c. Structure Work - The Papakating Creek Bridge will be replaced in kind (no widening) on the original alignment and profile of existing Route 23. The Route 23 Realignment bridge over existing freshwater wetlands complex will be reduced in width from 74 feet (out to out) to 39 feet.
- d. Pavement Width - The total width of pavement including shoulders for the Route 23 Realignment has been reduced from 44 feet (2-way) to 28 feet (1-way) resulting in substantial reduction in right of way impacts, construction costs, stormwater runoff, and freshwater wetlands impacts.
- e. Alignment - The alignment of the Route 23 Realignment (1-way SB roadway) will be modified at the south end of the alignment to align with Lower Unionville Road and create a 4-leg intersection at the existing T-intersection.
- f. Drainage Type - The project footprint and total impervious surface will be substantially reduced in area thus resulting in a decrease in stormwater runoff. Stormwater management facilities will be provided to control the quantity and quality of runoff.
- g. Access - Access to existing properties will be improved operationally due to the reduced traffic volumes, elimination of turning conflicts from oncoming traffic and the provision of shoulders. Trips originating within the one-way pair roadway system are provided with three U-turn opportunities (Brookside Avenue, Wiebel Place and Route 23) at a spacing of approximately 200 to 250 feet. Through traffic will be guided with signage to utilize Route 23 NB and Route 23

SB for U-turning. Truck turns will be prohibited onto the local streets.

A.2. Right of Way - There will be a substantial reduction in the area of right of way acquisition required for the project due to the reduction in the length of project and width of pavement. There will be no takings requiring relocation of residents or businesses.

#### A.4. Regulations, Rules, Laws

Subsequent to issuance of the FONSI there have been changes to NJDEP regulations affecting the project including new Flood Hazard Area Control Act Regulations and new NJ Stormwater Management Regulations. The new project will comply with all State and Federal Regulations.

#### A.7. The SHPO Section 106,

Memorandum of Agreement (MOA) for this project expired (over five years), a revised MOA has been prepared and it was sent for review and comments. All the comments have been incorporated and it is ready for signature and circulation for all the parties.

#### **Air Quality:**

Based on the proposed Smart Solutions Alternative, improvements to the Route 23 Sussex Borough Realignment and Papakating Creek Bridge project will provide a redistribution of traffic throughout the roadway network. Travel patterns are predicted to change due to the roadway redesign and as a result, an air quality review is necessary.

#### *Carbon Monoxide (CO)*

Project improvements are located in the Borough of Sussex and Township of Wantage. These towns are located within Sussex County, which is in carbon monoxide (CO) attainment. Throughout the study area, there are three (3) signalized intersections; Route 23 at Lower Unionville Road, SB Route 23 at County Route 284 (East Main Street) and Route 23 at Walling Avenue.

Critical intersections are determined based on levels of service (LOS) predicted during peak 2028 "Build" traffic periods. As detailed within the Traffic Analysis Report performed by PB Americas, Inc., all signalized intersections are expected to operate at LOS of C or better. Therefore, microscale CO modeling is not necessary to provide validation of the State Implementation Plan (SIP) conformity, as regulated by the Clean Air Act Amendments of 1990.

#### *Particulate Matter (PM2.5 & PM10)*

Sussex County is in attainment for inhalable particulate matter smaller than 10 micrometers (PM10) and 2.5 micrometers (PM2.5). Thirteen counties in New Jersey are in non-attainment for PM2.5. In 40 CFR Part 93, the USEPA amended the Transportation Conformity Rule (TCR) to include new 8-hour ozone and PM2.5 National Ambient Air Quality Standards (NAAQS). In March 2006, USEPA established project-level conformity determinations in PM2.5 non-attainment and maintenance areas and revised the project-level determination in PM10 areas. Since the project is located within Sussex County, a PM2.5 and PM10 attainment area, no additional analysis is necessary to provide validation of the SIP.

#### *Conformity Determination*

Transportation projects that originate from a conforming Statewide Transportation Improvement Program (STIP) are considered to conform to the TCR. The Sussex Borough Realignment and Papakating Creek Bridge project, based on the Smart Solutions Alternative, is listed within the FY 2009-2018 STIP (DB# 9044A). Therefore, this project will comply with the conformity requirements established by the Clean Air Act Amendments of 1990.

#### **Noise:**

Noise impacts related to the Route 23 Sussex Borough Bypass and Papakating Creek Bridge project were assessed based on Federal Highway Administration (FHWA) Noise Abatement Criteria (NAC), included in 23 CFR 772. Noise modeling was performed utilizing the Federal Highway Administration's (FHWA) Traffic Noise Model version 2.5 (TNM2.5) Look-Up Program, which is capable of predicting noise levels in the vicinity of roadways. Updated 2008 traffic volume and classification counts were

utilized to project 2028 peak traffic volumes under AM, Midday and PM periods. Noise levels were predicted to reflect 2028 "Build" conditions.

Based on TNM2.5 Look-Up Program, forty residential structures are predicted to approach or exceed the Category B NAC. In addition, noise measurements obtained in 1999 and 2000 at eight representative sites were utilized to assess impacts based on the second FHWA criterion. A total of thirteen of these forty residential dwellings are predicted to incur noise levels 10 dBA Leq above the existing conditions along their rear property lines. Noise barriers were considered for these areas but access required for the Route 23 land service roadway would not make noise barriers feasible.

As part of the Environmental Reevaluation, FHWA requested a building attenuation study be performed at the First Baptist Church. The Church is located at 4 East Main Street in the Borough of Sussex. The Church is not air-conditioned and is equipped with overhead fans. The building attenuation study was performed to determine the insertion loss due to the building structure and windows.

Based on noise level modeling results, a 2028 "Build" noise level of 65 dBA (Leq) is predicted at the exterior of the Church. Utilizing the building attenuation value of 19 decibels with windows and exterior doors opened, resultant interior noise levels are predicted to be 46 dBA. Under all conditions evaluated (including all windows and doors open; and all windows and doors closed), the resultant noise levels are predicted to be below the Category E Noise Abatement Criteria of 51 dBA (Leq). Therefore the proposed improvements related to the Route 23 Sussex Borough Realignment are not expected to impact the First Baptist Church.

**Public Officials Briefing:**

A Public Officials Briefing was held on March 5, 2009 at the Sussex Borough Hall. The meeting was attended by public officials from both the Borough of Sussex and the Township of Wantage. The Smart Solutions Alternative was presented by NJDOT. Borough officials from both municipalities strongly endorsed the Smart Solutions Alternative. The Borough of Sussex Council passed a Resolution of Support for the project.

**Public Information Center:**

A Public Information Center (PIC) was held on March 24, 2009 at the Sussex Borough Hall. Members of the public from both the Borough of Sussex and the Township of Wantage were invited along with public officials and other interested parties. The Smart Solutions Alternative was presented to the public by NJDOT. The members of the public present at the PIC were in favor of proceeding with the project utilizing the Smart Solutions Alternative.

**Hazardous Waste:**

The Smart Solutions Alternative has a reduced footprint of disturbance within the original project footprint. Therefore this alternative will not result in any additional impacts to properties containing potential hazardous waste.

**Ecological Inputs:**

**The following are the impacts for the Smart Solutions alternative:**

Fill in Freshwater Wetlands – 0.20 Acres

**The following are the impacts for the old scheme:**

Fill in Freshwater Wetlands – 0.51 Acres

**B. Environmental Documentation:** (Indicate response with a yes, no or N/A)

1.	NEPA document still valid without additional documentation.	<b>Yes</b>
2.	NEPA document still valid, supplemental documentation completed.	<b>N/A</b>
3.	New NEPA document required.	<b>No</b>
4.	Project subject to Army Corps of Engineers Nationwide Permit # 23. FHWA concurrence with this reevaluation required.	<b>N/A</b>
5.	Project complies with E.O. 11988 Floodplain. (For construction only)	<b>N/A</b>
6.	Project complies with E.O. 11990 Wetlands. (For construction only)	<b>N/A</b>

**Comments:**

**C. FHWA Consultation:** Consultation required if any items in Table A are marked YES unless project still meets a Certified CED definition. Use in determining need for FHWA concurrence of Environmental Reevaluation

Kostas Svarnas

2-4-09

FHWA person consulted:

Date

**D. FHWA Concurrence of Environmental Reevaluation** is required because

(Yes No)

Items 2, 3, or 4 in Part B were checked YES

No

Consultation in Part C requires it

Yes

**On the basis of this reevaluation, there are no significant changes in the proposed project's scope, right of way, affected environment or anticipated impacts since approval of the environmental document.**

E. Submitted for Robert M. Lee 4/29/09  
Approval: Project Manager, Division of Project Management Date

FOR Sahalah Boudja 4-28-09  
Environmental Team Leader Date

F. Approved by: J. A. Repuldi 4.30.09  
Manager, Bureau of Landscape Architecture and Environmental Solutions Date

G. Concurrence: W. A. [Signature] 5/11/09  
Not required for certified CED's (FOR) - Division Administrator, Federal Highway Administration Date