

NEW JERSEY DEPARTMENT OF TRANSPORTATION
CATEGORICAL EXCLUSION DOCUMENTATION

CED Form Updated February 24, 2014

I. GENERAL INFORMATION			
DOT Job Code No.	1808511	Federal Project No.	IM-A00S(780)
Project Management Team	Group C	UPC No.	043890
Route & Section	Rt. I-287, Rt. I-78, Sect. 3; and Route 202/206	Structure No.	1814-165
Local Road Name	N/A		
Municipality(ies)	Bridgewater Twp. & Bedminster Twp.	County(ies)	Somerset County
Type of Project	Safety and Operational Improvements	Length	1.8 miles
From Milepost	20.52	To Milepost	21.99
Congressional District	11 and 12	Legislative District	23
ROW Cost	1,555,400.00	Construction Cost	30.1 M

EXISTING FACILITY				PROPOSED FACILITY			
ROW Width	Rt I-287: 670' & varies Rt I-78: 245' & varies Rt 202/206: 102' & varies			ROW Width	Rt I-287: 670' & varies Rt I-78: 245' & varies Rt 202/206: 102' & varies		
No. Lanes & Width	Rt I-287: Four 12' lanes Rt I-78: Two 12' lanes			No. Lanes & Width	Rt I-287: Four 12' lanes Rt I-78: Two 12' lanes		
Shoulder Width	Rt I-287: 10' right shoulder & 5' left shoulder Rt I-78: 12' right shoulder & 3' left shoulder	Median	Rt I-287: 10' right shoulder & 5' left shoulder Rt I-78: 12' right shoulder & 3' left shoulder	Shoulder Width	Rt I-287: 10' right shoulder & 5' left shoulder Rt I-78: 12' right shoulder & 3' left shoulder	Median	Rt I-287: 295' & varies
Overall Roadway Width	Rt I-287: 60'			Overall Roadway Width	Rt I-287: 60'		

II. PROJECT DESCRIPTION (attach location map; USGS map suggested)
<p>A. Project Need (briefly explain why the project is needed):</p> <p>The objective of the project is to provide safety and operational improvements to better facilitate traffic flow at the two interchange locations in order to enhance safety and mobility.</p>
<p>B. Proposed Improvements (provide a brief description of proposed improvements):</p> <p>The project involves the relocation of Ramp H from I-78 Eastbound to a right side entry onto I-287 Northbound to eliminate the downstream weave condition and reduce vehicle conflicts and driver decisions on I-287 Northbound through the I-78 Interchange. In addition, the project includes ramp design geometrics and termini improvements to promote a smoother diverge from I-287 Northbound to Rt 202/206 Southbound ramp for motorists and also to provide continuous flow of ramp traffic onto Rt 202/206 Southbound. This will also reduce potential queuing of traffic on the ramp (and onto I-287) and reduce vehicle conflicts and maneuvering upon joining the US-202/206 Southbound traffic stream.</p> <p>The proposed project consists of the following:</p> <ul style="list-style-type: none"> A new flyover ramp from I-78 Eastbound via Ramp B which connects with a right side entry to I-287 Northbound by means of a new loop ramp with a larger radius than the old Ramp H (the

existing presently closed loop ramp). This new ramp will eliminate the present Ramp H along with its left side entry to I 287 Northbound.

The new flyover ramp will require construction of two new bridges spanning over the existing I-287 Northbound to I-78 Westbound ramp and over the I-287 Southbound roadway.

- Ramp E (I-287 Northbound to I-78 Eastbound) will be shifted further to the south to provide room for the new loop ramp.
- The mainline lanes of Route 287 NB will be realigned within the existing highway footprint such that the fourth Northbound through lane originates on the right side of the roadway at the new loop ramp entry (as opposed to the left side entry as now exists).

Realignment of the I-287 Northbound exit-ramp to Route US 202/US206 Southbound and the provision of an auxiliary lane along Route US 202/US 206 southbound.

Median barrier, guide rail will be added to bring the highway up to current AASHTO standards.

There are two basins and two MTDs being constructed as a part of this project.

C. Right-of-Way Taking

Total area needed: 4.17 acres	Est. No. parcels:	In fee-2	easements-0
Est. No. relocations:	residences-	businesses-	parking spaces-
Community Facilities Affected:			
Area of public recreation land taken:	(acres)	Out of a total area of:	(acres)
<input checked="" type="checkbox"/>	Green Acres/State-owned Land Involvement		
<input type="checkbox"/>	Federally Owned/Federally Funded Land Involvement		

Comments:
 Right of way acquisitions and easements are required in two quadrants of the project. The acquisition of Parcel 90-Block 71.01, Lot 1 is required to construct proposed Ramp E. This lot is located in the Southeast quadrant of the I-287/I-78 Interchange and has been determined to have a Conservation Restriction on a portion of it. A total of 2.23 acres of the Parcel being acquired has this Conservation Easement imposed on it. Since Bedminster Township accepted Green Acres Funding after this Conservation Restriction was place it becomes part of their Register of Open Space that is Green Acres Encumbered. A Major Diversion will be applied for and the appropriate mitigation will be provided to the Town of Bedminster to replace the conserved land. A Right-of Way waiver is being requested in order to finalize the Green Acres and Right-of Way process for this parcel.

Block 55.01, Lot 1 [Temporary Site Mitigation (Access) Easement and Utility Easement], is located at the north end of the project area. This lot currently houses an Exxon Gas Station. The existing driveway on the property will be altered due to the proposed widening of Route US 202/ US 206 SB to provide a 15 foot auxiliary lane. An easement is required to provide the contractor temporary access to construct curbs, grade the proposed driveway, and construct proposed site drainage. The proposed utility easement will also be located on this property.

III. ENVIRONMENTAL CONSIDERATIONS

A. Noise

<input checked="" type="checkbox"/>	Sensitive receptors exist within 200 feet for two lanes or 400 feet for four lanes.
<input type="checkbox"/>	Project substantially changes the vertical or horizontal alignment of the roadway.
<input type="checkbox"/>	Traffic volumes or speeds substantially increase.

Conclusion:

<input checked="" type="checkbox"/>	Noise study not required because the project is a Type III project.
<input type="checkbox"/>	Potential noise impacts were studied and are discussed in comments. Project still meets CE criteria.

Comments:
 The project area's main use is the highway Right-of-Way; other uses include residences, commercial, corporate, and undeveloped/vacant land. The project involves improvements in two areas. One part of the project redirects the I-78 EB to I-287 NB ramp from the left lane entry of I-287 to the existing closed loop ramp that enters I-287 NB on the far right lane. As a result, the I-287 NB to I-78 EB ramp is shifted farther east to accommodate the larger radius off-ramp. The second part modifies the I-287 northbound to Route

202/206 southbound ramp radius/geometry to enter its own lane on Route 202/206, providing a free flow condition. This will eliminate the yield and merge which exists and causes the ramp traffic to back up onto I-287.

The first part of the improvement is not located near sensitive receivers and therefore, not expected to have adverse noise impacts. The second portion of the project is adjacent to a residential development but does not involve a significant change in the roadway vertical or horizontal alignment or increase vehicle capacity. Therefore no significant change in traffic noise levels is expected.

B. Air Quality: CONFORMITY WITH THE CLEAN AIR ACT AMENDMENTS (CAAA) OF 1990

Section 1: Regional Emissions Analysis (STIP or MPO's conforming transportation plan)

- Project is included in the current approved State Transportation Improvement Plan (STIP).
- Project is not listed in the current approved STIP but is included in the MPO's conforming transportation plan.
- Project is not included in either the approved STIP or the MPO's conforming transportation plan.

Section 2: Based on its scope, the project is categorized by the Transportation Conformity Rule (TCR) as:

- A project type listed in **Table 2** of the TCR, i.e., **Exempt** from the conformity requirements of the CAAA (i.e., exempt from regional emissions analysis, Carbon Monoxide (CO) analysis, and Particulate Matter PM2.5 and PM10 analyses requirements) and may proceed towards implementation even in the absence of a conforming transportation plan and TIP.
- A project listed in **Table 3** of the TCR, i.e., **Exempt** from regional emissions analysis requirement, but local effects of this project with respect to CO, PM2.5 and PM10 concentrations must be considered to determine if a hot-spot analysis is required.
Complete Section 2a below.
- A project type **not listed in Table 2 or Table 3** of the TCR, i.e., must be part of a conforming STIP and/or a MPO's conforming transportation plan and requires CO, PM2.5 and PM10 hot-spot analyses.
Complete Section 2a below.

**Section 2a(1): Project type listed in Table 3 of the TCR for CO analysis
Project type not listed in either Table 2 or Table 3 of the TCR for CO analysis**

- Project located in **CO Attainment Area**. CO analysis not required. Project may proceed to the project development process.
- The total eight-hour Carbon Monoxide levels are expected to be reasonably below the NAAQS of 9 ppm. This is based on LOS data for the intersection(s) and the total highest traffic volumes at this (those) intersection(s) and the distance of the sensitive receptors to the roadway. No quantitative analysis is required. Project may proceed to the project development process even in the absence of a conforming transportation plan and TIP.
- Project located in a Carbon Monoxide **Non-Attainment/Maintenance Area** and requires a Carbon Monoxide hot-spot analysis. A CO Analysis was completed at the following intersection(s): _____
And the results are: _____

**Section 2a(2): Project type listed in Table 3 of the TCR for PM2.5 analysis
Project type not listed in Table 2 or Table 3 of the TCR for PM2.5 analysis**

- The project is located in **PM2.5 Attainment Area**. PM2.5 hot-spot analysis is not required. Project may proceed to the project development process.
- The project is located in a **PM2.5 Non-Attainment/Maintenance Area** and the project is **not an air quality concern** under 40CFR 93.123(b) (1). Quantitative/qualitative analysis is not required. Project may proceed to the project development process.
- The project is located in a **PM2.5 Non-Attainment/Maintenance Area** and the project is **an air quality concern** under 40CFR 93.123(b) (1). A PM2.5 hot-spot analysis was completed at the following location(s): _____
And the results are: _____

Section 2a(3): Project type listed in Table 3 of the TCR for PM10 analysis	
Project type not listed in Table 2 or Table 3 of the TCR for PM10 analysis	
<input checked="" type="checkbox"/>	The project is located in PM10 Attainment Area . PM10 hot-spot analysis is not required. Project may proceed to the project development process.
<input type="checkbox"/>	The project is located in a PM10 Non-Attainment/Maintenance Area and the project is not an air quality concern under 40CFR 93.123(b) (1). Quantitative/qualitative analysis is not required. Project may proceed to the project development process.
<input type="checkbox"/>	The project is located in a PM10 Non-Attainment/Maintenance Area and the project is an air quality concern under 40CFR 93.123(b) (1). A PM10 hot-spot analysis was completed at the following location(s): _____ And the results are: _____
Comments (include LOS, if appropriate):	

C. Potential Ecological Constraints (check those that apply)			
<input checked="" type="checkbox"/>	Floodplains	<input type="checkbox"/>	Shellfish Habitat
<input checked="" type="checkbox"/>	Wetlands	<input type="checkbox"/>	Acid Producing Soils
<input type="checkbox"/>	Vernal Pools	<input type="checkbox"/>	Submerged Aquatic Vegetation
<input checked="" type="checkbox"/>	Waterbody:	<input type="checkbox"/>	Sole Source Aquifer
	<input type="checkbox"/> Category One	<input checked="" type="checkbox"/>	Forested Areas
	<input type="checkbox"/> Trout Production	<input checked="" type="checkbox"/>	Threatened and Endangered Species:
	<input type="checkbox"/> Trout Maintenance	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> State-listed species
	<input checked="" type="checkbox"/> Non-Trout	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/> Federally listed species
<input type="checkbox"/>	Wild and Scenic River	<input checked="" type="checkbox"/>	Other (specify): Riparian Buffers
<input type="checkbox"/>	Essential Fish Habitat		
Federally Listed Threatened & Endangered Species Checklist:			
[See http://www.fws.gov/northeast/njfieldoffice/Endangered/consultation.html for guidance on the current US Fish and Wildlife Service (USFWS) Consultation Procedures.]			
No Effect:			
<input type="checkbox"/>	USFWS's Information, Planning and Conservation System (IPAC) revealed <i>no federally listed species</i> potentially present in the project's <i>action area</i> (see <i>USFWS website</i>). Therefore, the proposed activities will have no effect on federally listed species. Relevant general recommendations to protect other wildlife resources will be addressed in the project design. No further action is required under the Endangered Species Act.		
Potential Effect:			
<input type="checkbox"/>	USFWS's IPAC revealed no federally listed species potentially present in the project's <i>action area</i> . However, <i>USFWS general recommendations to protect other wildlife species could not be implemented</i> . Consultation with the USFWS required.		
<input checked="" type="checkbox"/>	USFWS's IPAC revealed <i>one (1) or more federally listed species</i> as potentially present in the project's <i>action area</i> . Section 7 Consultation required.		
USFWS Consultation:			
<input checked="" type="checkbox"/>	The project requires authorization under the Freshwater Wetlands Protection Act. USFWS consultation will be coordinated with the NJ Division of Land Use Regulation during permit time. NOTE: Depending on the potential level of impact, consultation may be initiated prior to permit application. (Explain in comments below.)		
<input type="checkbox"/>	The project is not anticipated to require authorization under the Freshwater Wetlands Protection Act. Consultation has been initiated with the USFWS NJ Field office. Correspondence attached.		

Conclusion:	
<input type="checkbox"/>	No significant impact anticipated
<input checked="" type="checkbox"/>	Further studies are needed to obtain permits. Project still satisfies CE criteria.
Comments:	
The project area (see attached aerial) is dominated by a transportation corridor and has historically been subject to substantial disturbance. Both forested and shrub areas are generally off the shoulders of the roadways and ramps, also there are a few developed locations. The off-road wooded areas are mostly	

dry uplands due to the highway slopes and a number of wetlands are further away in swale areas or parallel to streams. No rare ecological communities were identified within the study area during field investigations

Wetlands

A wetland delineation was conducted by Amy S. Greene Environmental Consultants, Inc., during November and December 2006. The study identified a number of wetlands, generally small to medium, with a number in drainage swales. The wetlands next to streams were those paralleling a branch of the Raritan River in the northern portion of the study area; adjacent to Chambers Brook; and also around an unnamed tributary of Chambers Brook, in the central and southern portions of the project. A palustrine scrub-shrub wetland is also mapped within the northeast quadrant of the I-78/287 cloverleaf.

Field investigations confirmed the presence of wetlands in the approximate location of the NJDEP mapped wetlands. However, additional unmapped wetlands were also identified throughout the study area. A total of 3.41 acres of wetlands will be disturbed as a result of the proposed project.

Threatened and Endangered Species – State Species

In a letter dated April 16, 2015, the NJDEP Natural Heritage Program (NHP) identified the following species as having occurrences onsite barred owl (*Strix varia*), and the following species within 1 mile of the project area: bald eagle foraging (*Haliaeetus leucocephalus*), barred owl (*Strix varia*), bobolink (*Dolichonyx oryzivorus*), Cooper's hawk (*Accipiter cooperii*), Eastern Meadowlark (*Strunella magna*), savannah sparrow (*Passerculus sandwichensis*), Great Blue Heron (*Ardea Herodias*), Kentucky Warbler (*Oporomis formosus*), Indiana bat (*Myotis sodalis*), and the grasshopper sparrow (*Ammodramus savannarum*). The Natural Heritage letter identified stream habitat for Triangle Floater (*Alasmidonta undulate*) stream habitat within 1 mile of the project area.

Threatened and Endangered Species – Federal Species

Following USFWS Section 7 Consultation procedures, it was determined that the Indiana bat (*Myotis sodalis*) and northern long-eared Bat (*Myotis septentrionalis*), a federally endangered and state endangered species, may be present in Bridgewater Township and is present in Bedminster Township between April 1 to September 30; the time period in which the females occupy maternity roosts. It was also determined that the bog turtle (*Glyptemys mühlenbergii*), a state endangered and federally threatened species, could potentially be present in Bedminster and Bridgewater Townships, according to the "NJDEP Known Locations of Bog Turtles in New Jersey" listing and the "USFWS Federally Listed and Candidate Species Occurrences in New Jersey by County and Municipality" listing, respectively.

A habitat assessment, conducted by Parsons Brinckerhoff on August 27, 2010, concluded that there is the potential for the Indiana bat roosting habitat to exist within the project area. In addition, a letter dated December 5, 2006 from the USFWS states that the "proposed project site is within the range of the Indiana bat (*Myotis sodalis*)". A potential direct impact to the Indiana bat as a result of this project includes the removal of trees during construction. Approximately 8 acres of forested land are estimated to be directly impacted within the preferred alternative; not all is suitable bat habitat. (Also see this same forest topic in the section above.)

In order to minimize the impacts to the Indiana bat there will be seasonal restrictions placed on the clearing of trees greater than 6-inch dbh, from April 1 to September 30 to avoid direct mortality of bats roosting in trees. In addition, existing forested area in the immediate vicinity of the project area would likely allow the Indiana bat colonies that inhabit the area to persist and the planting of hardwood seedlings to enhance long-term habitat conditions for Indiana bats in the vicinity will be evaluated.

Bog turtle habitat criterion was reviewed to determine whether suitable habitat for the bog turtle exists within the study area. Fieldwork performed by ASGECI, during November and December 2006, identified associated bog turtle flora as occurring within the project vicinity; however, suitable hydrology and soils are the critical criteria for determining potentially suitable bog turtle habitat, not the flora. A field assessment, conducted on August 27, 2010, did not reveal the necessary soils and hydrology needed for the wetlands in the study area to be those considered potential bog turtle habitat. Furthermore, the

habitat located within the studied areas is fragmented and highly disturbed which bog turtles are not likely to inhabit . Bog turtles prefer to live in expansive open canopy wetlands or marshes.

The project area is dominated by a transportation corridor and has historically been subject to substantial disturbance. No rare ecological communities were identified within the study area during field investigations. The project will not affect Threatened and Endangered Species and appropriate agency consultations will be concluded to confirm this and these documents copied for the project design reviews.

D. Anticipated Environmental Permits/Approvals/Coordination (check those that apply)

<input type="checkbox"/>	US Coast Guard	<input type="checkbox"/>	NJDEP Pollutant Discharge
<input type="checkbox"/>	USACOE Section 10 (Navigable Waters)	<input type="checkbox"/>	NJDEP Dam Safety
<input type="checkbox"/>	USACOE Section 404 (Nationwide)	<input type="checkbox"/>	NJDEP Remediation Approval
<input type="checkbox"/>	USACOE Section 404 (Individual)	<input type="checkbox"/>	NJDEP Tidelands Conveyance
<input type="checkbox"/>	USEPA Sole Source Aquifer	<input checked="" type="checkbox"/>	EO 11990 Wetlands
<input type="checkbox"/>	NJDEP Freshwater Wetlands—GP	<input checked="" type="checkbox"/>	EO 11988 Floodplains
<input checked="" type="checkbox"/>	NJDEP Freshwater Wetlands—IP	<input type="checkbox"/>	NJDEP Highlands Preservation Area: <input type="checkbox"/> Exempt <input type="checkbox"/> Highlands Applicability Determination <input type="checkbox"/> Highlands Preservation Area Approval
<input type="checkbox"/>	NJDEP Transition Area Waiver		
<input type="checkbox"/>	NJDEP Coastal Wetlands		
<input type="checkbox"/>	NJDEP Waterfront Development		
<input type="checkbox"/>	NJDEP CAFRA	<input type="checkbox"/>	USDA-Farmland Conversion (Form AD 1006)
<input type="checkbox"/>	NJDEP Flood Hazard Area Permit—GP	<input type="checkbox"/>	NJ Agriculture Development Area
<input checked="" type="checkbox"/>	NJDEP Flood Hazard Area Permit—IP	<input checked="" type="checkbox"/>	NJDEP Green Acres Program/State House Comm.
<input checked="" type="checkbox"/>	NJDEP Stormwater Management: <input type="checkbox"/> ≥ 0.25 acre additional net impervious surface <input checked="" type="checkbox"/> ≥ 1.0 acre disturbance <input type="checkbox"/> Unknown at this time	<input type="checkbox"/>	National Marine Fisheries Service
		<input checked="" type="checkbox"/>	NJDEP Parks & Forestry (PL 2001 Chapter 10 Reforestation)
		<input type="checkbox"/>	D&R Canal Commission
		<input type="checkbox"/>	Meadowlands Commission
		<input type="checkbox"/>	Pinelands Commission
<input checked="" type="checkbox"/>	Approval through NJDEP LURP Permit (or) <input type="checkbox"/> NJDOT self-certification	<input checked="" type="checkbox"/>	Endangered Species Act Section 7 Consultation
<input checked="" type="checkbox"/>	NJPDES Construction Activity Stormwater GP (RFA)	<input checked="" type="checkbox"/>	NJDEP Threatened & Endangered Species Coordination
<input checked="" type="checkbox"/>	NJDEP Water Quality Certificate	<input checked="" type="checkbox"/>	Other (specify): NJDOT SESC Self-Certification

Comments

Floodplains

The study area includes a Tributary of the North Branch of the Raritan River; Chambers Brook; and a Tributary to Chambers Brook. According to the Flood Hazard Area Control Act Rules (N.J.A.C. 7:13), the extent of the regulated Floodway and the Flood Hazard Area have been delineated for the North Branch of the Raritan River and the main stem of Chambers Brook within the study area. Approximately 0.8 acres of riparian zone impacts are anticipated as a result of the proposed project. The placement of fill and/or structures within the Floodway or the Flood Hazard Area and also the disturbance of riparian vegetation, will be regulated under the Flood Hazard Area Control Act Rules (N.J.A.C. 7:13)

There will be a review required within the Flood Hazard Area permit application for stormwater. However, plans should show that the project has a proposed addition of 3.6 acres of new impervious surface for the ramp alteration and the removal of 4.0 acres of existing pavement, resulting in a 0.4 acre decrease of impervious surface.

Forested Areas

This project includes the removal of forested areas during construction. Approximately 8 acres of forested areas are estimated to be directly impacted by construction activities. This project will be in accordance with the New Jersey No Net Loss Reforestation Act (P.L. 2001 Chapter 10).

E. Cultural Resources	
	Technical Findings:
<input type="checkbox"/>	Project is not an undertaking for Section 106 purposes; concurrence has been received from FHWA.
<input type="checkbox"/>	No Effect per DOT/SHPO Agreement of 05/14/09; subject to conditions identified in the Agreement.
<input type="checkbox"/>	No Section 106 Consultation per 5/25/01 SHPO concurrence with <i>Section 106 Compliance Procedures, Federally Funded Drainage Improvement Program</i> ; subject to conditions identified in the Agreement.
<input type="checkbox"/>	No Effect to significant properties if they exist in APE per 36CFR800.3(a)(1) with SHPO concurrence. (Because the Section 106 regulations allow for a level of effort for conducting and evaluating cultural resources to be commensurate with the undertaking, this category of finding was developed to be used for certain projects when no cultural resources survey has been conducted; and self-imposed conditions, if applicable, are presented as part of the undertaking, e.g., Pipeline 3 or other small-scale projects.)
<input checked="" type="checkbox"/>	No National Register (NR) listed or eligible properties in APE (Section 106 Findings = No Historic Properties Affected).
<input type="checkbox"/>	National Register listed/eligible properties exist within APE (see consultation summary below).

Archaeology	Architecture				Section 106 Finding
	Bridge	Building	District	Other	
					NR listed/eligible property(ies)— No Historic Properties Affected
					NR listed/eligible property(ies)— No Adverse Effect (NAE)
					NR listed/eligible property(ies)— NAE with conditions
					NR listed/eligible property(ies)— Adverse Effect

Section 106 Consultation Summary		Date
<input type="checkbox"/>	FHWA concurred with Adverse Effect Finding	
<input checked="" type="checkbox"/>	SHPO provided Section 106 consultation comments	6/3/10, 3/29/11 & 6/19/13
<input type="checkbox"/>	FHWA concurred with No Adverse Effect with Conditions	
<input type="checkbox"/>	ACHP notified of Adverse Effect	
<input type="checkbox"/>	ACHP responded to notification (check one/enter date): <input type="checkbox"/> ACHP will participate in consultation <input type="checkbox"/> ACHP declined to participate in consultation	
<input type="checkbox"/>	MOA executed by FHWA (check one/enter date): <input type="checkbox"/> MOA filed with ACHP <input type="checkbox"/> ACHP accepted/signed MOA	
<p>Comments (include MOA stipulations or other conditions, if applicable): SHPO consultation and concurrence of 6/3/10, is listed above. After that date, a minor change was made to the project resulting in a northward shift of the proposed interchange improvement at the I-287 Northbound off-ramp to US 202/206 Southbound. Due to this, a Supplemental Phase 1B Archaeological Survey and Historic Investigation was conducted (in April 2013 and May 2013, respectively) extending the Area of Potential Effect (APE) to include this additional survey area. Concurrence was given to this addition on 6/19/13.</p>		

F. Section 4(f) Involvement	
Section 1: Historic Sites	
<input checked="" type="checkbox"/>	No Section 4(f) Involvement
<input type="checkbox"/>	Project results in a “constructive use” of Section 4(f) property.
<input type="checkbox"/>	Project results in a use of Historic site(s) on or eligible for the National Register of Historic Places (check one below):
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under de minimis Evaluation of Impacts and all applicability criteria have been met, including concurrence <i>first</i> by the FHWA that the project meets the applicability criteria, and <i>then</i> concurrence by SHPO with the “No Effect” or “No Adverse Effect” determination <i>after</i> they are notified of the intent to use a <i>de minimis</i> finding.

<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under the Nationwide Section 4(f) Programmatic Evaluation for minor involvement and all applicability criteria have been met, including concurrence by the SHPO (or ACHP) with the "No Effect" or "No Adverse Effect" determination.
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under the Nationwide Section 4(f) Programmatic Evaluation for Net Benefits and all applicability criteria have been met, including notification to and concurrence by the FHWA with the determination.
<input type="checkbox"/>	Section 4(f) Involvement. Project has an "Adverse Effect" determination. Individual Section 4(f) was prepared.
Comments:	

Section 2: Historic Bridges	
<input checked="" type="checkbox"/>	No Section 4(f) Involvement
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under the Nationwide Section 4(f) Programmatic Evaluation for Historic Bridges.
Comments: The nearest historic property, the Pluckemin Village Historic District, is located approximately 0.25 mile north of the southeast quadrant of the I-78/I-287 interchange and is outside of the project limits. No impacts to this site will occur.	

Section 3: Publicly Owned Park, Recreation Area, Wildlife or Waterfowl Refuge	
<input checked="" type="checkbox"/>	No Section 4(f) Involvement
<input type="checkbox"/>	Project results in a "Constructive Use" of Section 4(f) property (fill out Site Information below)
<input type="checkbox"/>	Project requires acquisition from publicly owned recreation land (fill out Site Information below):
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under de minimis Evaluation of Impacts and all applicability criteria and conditions have been met, including concurrence <i>first</i> by the FHWA that the project meets the applicability criteria, and <i>then</i> notification to the officials with jurisdiction of the intent to use a <i>de minimis</i> finding.
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under Nationwide Section 4(f) Programmatic Evaluation for minor involvement and all applicability criteria and conditions have been met, including concurrence by the officials having jurisdiction over the property.
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under the Nationwide Section 4(f) Programmatic Evaluation for Net Benefits and all applicability criteria have been met, including notification to and concurrence by the FHWA with the determination.
<input type="checkbox"/>	Section 4(f) Involvement. Nationwide Section 4(f) Programmatic applicability criteria were not met; Individual Section 4(f) Evaluation was prepared.
Site Information (for projects involving "Constructive Use" or acquisition from publicly owned recreation land, wildlife or waterfowl refuge): Name of Site (use local name): <u>Property owned by Alfieri-Little Falls, L.L.C.</u> Lot and Block: <u>Block 71.01 Lot 1</u> Total acreage of site: <u>33.918</u> Acreage of site affected (acquisition and permanent easements): <u>2.23</u>	
<input type="checkbox"/>	Federal encumbrances involved (e.g., Wild and Scenic Rivers Act, Land and Water Conservation Fund Act, Rivers and Harbors Act).
Comments: A portion of Block 71.01, Lot 1 is being acquired in order to accommodate the alignment for proposed Ramp E. It was determined that a portion of this property being taken has a Conservation Restriction held by the Township of Bedminster. The Township of Bedminster provided their opinion in a letter dated April 21, 2016 that the land subject to the conservation easement is not a significant public park, recreation area, and wildlife and/or waterfowl refuge. They also stated that the primary purpose, and function of the land subject to the conservation easement is not as a park, recreation area, and wildlife and/or waterfowl refuge and is not intended to be managed as a park, recreation area, wildlife and/or waterfowl refuge. Since the owner of the Conservation Easement deems this property not Significant, 4(f) does not apply. The New Jersey Department of Environmental Protection's Green Acres Program also stated in a letter dated April 26, 2016 that the land subject to the conservation easement is not a significant public park, recreation area, wildlife and/or waterfowl refuge in terms of being a Section 4(f) resource.	

Section 4: Independent Walkway & Bikeway Construction Projects	
<input checked="" type="checkbox"/>	No Section 4(f) Involvement

<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under the Nationwide Section 4(f) Programmatic Evaluation . Project requires use of recreation and park areas established and maintained primarily for active recreation, open space, or similar purposes. All applicability criteria have been met, including approval in writing by the official with jurisdiction over the property that the project is acceptable and consistent with the designated use of the property and that all possible planning to minimize harm has been accomplished in the location and design of the bikeway or walkway facility.
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Comments:

G. Hazardous Materials and Landfills

- | | |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | Involvement with known or suspected contaminated site. |
| <input checked="" type="checkbox"/> | Involvement with underground storage tanks. |

Conclusion:

- | | |
|-------------------------------------|---|
| <input type="checkbox"/> | Low potential for involvement with contamination; no further investigation required. |
| <input checked="" type="checkbox"/> | Low potential for involvement with contamination; verification required based upon plan review. |
| <input type="checkbox"/> | Further investigation and/or sampling required to determine extent of involvement with contamination. Project still meets FHWA criteria for a CE. |

Comments:

The following sites have been identified as potentially environmentally sensitive parcels within the project area:

- Bedminster State Police Garage/ NJDOT Bedminster Maintenance Facility
Route 202/ 206, Bedminster Township, NJ (Block 55.01, Lot 2)
Historic LUST/ Monitoring wells observed
- Amoco Service Station/ DBA Exxon Service Station
377 Route 202/206, Bedminster, NJ (Block 55.01, Lot 1)
95-11-01-1609-02

Several gas stations are within the project area; there is potential for involvement with regulated material and/or contaminated site. Further evaluation is needed once detailed plans showing drainage improvements and/or excavations areas become available.

In addition, according to the NDEP Historic Fill Map, the majority of the project area is located within potentially historic fill that was identified by the NJDEP mapping. Further evaluation may be needed if the project will be generating any excess volumes of this historical fill.

H. Socioeconomics

- | | |
|-------------------------------------|--|
| <input checked="" type="checkbox"/> | The project will not result in any significant socioeconomic impacts. |
|-------------------------------------|--|

Comments:

All socio-economic indicators, including community cohesion, quality of life, aesthetics, land-use patterns, business and employment, mobility and access, and use of public facilities, will not be adversely impacted by the proposed project, which is principally intended to relieve existing congestion and improve roadway safety in the study area.

Long term impacts: Property acquisitions for right-of-way will be minimal and likely be limited to small portions of the Exxon and Cushman/Wakefield properties. Bike/pedestrian access will not be affected, since the proposed improvements are taking place along portions of road that witness little or no bicycle and pedestrian activity.

All facilities in the project area should remain open during construction, temporary impacts to the project area during construction are expected to be minimal, but may include minor changes to the Exxon and NJDOT Yard driveways during construction, as well as moderate traffic impacts on US 202/206 SB and I-287 NB.

I. Environmental Justice

- | | |
|-------------------------------------|---|
| <input checked="" type="checkbox"/> | Project will have no disproportionately high or adverse effects on low income and/or minority communities. |
|-------------------------------------|---|

<input type="checkbox"/>	Project will have disproportionately high and adverse effects on low income and/or minority communities.
Conclusion: The project does not have an effect on minority and low-income populations. Private Right-of-Way partial parcels needed are commercial or corporate.	
<input checked="" type="checkbox"/>	Project is in compliance with the goals of Executive Order 12898 and the requirements of the Civil Rights Act of 1964.
<input type="checkbox"/>	Project is in compliance with the goals of Executive Order 12898 and the requirements of the Civil Rights Act of 1964, through the identification of measures to address disproportionate effects, including actions to avoid or mitigate them. Project satisfies CE criteria.
Comments: The project will not have a disproportionately high or adverse effect on low income and/or minority communities.	

J. Public Reaction (briefly describe input from the Office of Community Relations or current status of public reaction):

A local officials meeting was held on January 16th 2013, and July 22, 2015 at the Bedminster Township Municipal Building. The purpose of these meetings was to present the project; provide status updates; and solicit comments and concerns from the local officials. Public reaction to the project is favorable.

K. Environmental Commitments (refer to MOA stipulations or other conditions noted in Section D, if applicable; permit conditions, etc.):

- All Construction activities (including the storage of equipment/vehicles/materials) are prohibited in environmentally sensitive areas except those specifically allowed in acquired permits. Specific permit conditions, if necessary, will be included in the project's plans and specifications. Appropriate construction staff will need to notify the Bureau of Landscape Architecture and Environmental Solutions, through the DOT Project Manager, if any compliance problem is anticipated or encountered.
- Construction activities shall be performed in accordance with the NJDOT Standards for Soil Erosion and Sediment Control. Best Management Practices (such as inlet protection, sediment and erosion controls, and periodic cleaning of debris) will be utilized to prevent sediment and debris from entering the stormwater inlets and environmentally sensitive areas.
- Implement standard measures for minimization of construction-related noise impacts during construction, in appropriate areas.
- A Right-of Way waiver is being requested in order to finalize the Green Acres and Right-of Way process for Parcel 90-Block 71.01, Lot 1. Work may not proceed on Parcel 90-Block 71.01, Lot 1 until the Right-of-Way is cleared for this parcel.

DETERMINATION OF CATEGORICAL EXCLUSION

Project name and location: I- 287/78, Rt. 202/206 Interchange Improvements, Bridgewater Twp. and Bedminster Twp., Somerset County, New Jersey

CE #: 23 CFR 771.117 (d) (13) Actions described in paragraph 771.117 (c)(26) that do not meet the constraints in paragraph 771:117 (e).

The proposed project satisfies the Categorical Exclusion definition outlined in 23 CFR 771.117 (a) and will not result in significant environmental impacts.

Zoila Mejia-Aragona
Project Manager, Division of Project Management

Date

Recommended by:

Tina M. Shutz
Environmental Supervisor

Date

Certified
(or)
Approved

Joseph Sweger
Manager, BLAES

Date

Concurrence

(non-self certified CEs)

Robert Clark
Division Administrator, Federal Highway Administration

Date

enclosures (please include any correspondence referenced in the CED):

- Project Location Map
- NJ Natural Heritage Program letter
- USFWS coordination letter(s)
- NMFS coordination letter
- SHPO Eligibility & Effects concurrence letters (three)
- Signed MOA
- Final Nationwide Section 4(f) Programmatic Evaluation for:
 - Minor Involvement with Historic Sites
 - Use of Historic Bridges
 - Minor Involvement with Publicly Owned Park, Recreation Area, Wildlife or Waterfowl Refuge
 - Independent Walkway and Bikeway Construction Projects
 - Net Benefits
 - De minimis* Evaluation of Impacts documentation (i.e., notice to SHPO, *de minimis* template)
- Final Individual Section 4(f)
- Resolution of Support from Municipality/County
- Other (specify): Section 4(f) Significance Finding Letters.

DETERMINATION OF CATEGORICAL EXCLUSION

Project name and location: I- 287/78, Rt. 202/206 Interchange Improvements, Bridgewater Twp. and Bedminster Twp., Somerset County, New Jersey

CE #: 23 CFR 771.117 (d) (13) Actions described in paragraph 771.117 (c)(26) of that do not meet the constraints in paragraph 771:117 (e).

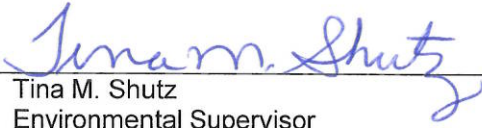
The proposed project satisfies the Categorical Exclusion definition outlined in 23 CFR 771.117 (a) and will not result in significant environmental impacts.



Zoila Mejia-Aragona
Project Manager, Division of Project Management

4/27/16

Date

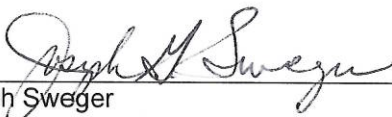
Recommended by: 

Tina M. Shutz
Environmental Supervisor

4/27/16

Date

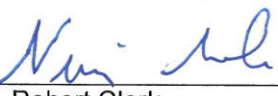
Certified
(or)
Approved



Joseph Sweger
Manager, BLAES

27 Apr 2016

Date

Concurrence 
(non-self certified CEs) _____
for Robert Clark
Division Administrator, Federal Highway Administration

4/27/16

Date

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