



Hazardous Waste Screening Technical Environmental Study

March 2006

**US Department of Transportation
Federal Highway Administration
New Jersey Department of Transportation**



**I-295/I-76/ROUTE 42 DIRECT CONNECTION
 BELLMAWR, GLOUCESTER CITY AND MT. EPHRAIM
 CAMDEN COUNTY**

HAZARDOUS WASTE SCREENING TECHNICAL ENVIRONMENTAL STUDY

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GLOSSARY OF ACRONYMS, ABBREVIATIONS AND TERMS

ACM	asbestos-containing material
AOC	area of concern
AST	above ground storage tank
BFO-INS	Bureau of Field Operations – Initial Notice Section
BTEX	benzene, toluene, ethylbenzene, and xylene
EDR [®]	Environmental Data Resources, Inc.
FINDS	Facility Index System List
ISRA	Industrial Site Recovery Act
KCS	Known Contaminated Sites
KCS-NJ	Known Contaminated Sites – New Jersey
LBP	lead-based paint
LUST	Leaking Underground Storage Tank
MTBE	methyl tertiary butyl ether
NJAC	New Jersey Administrative Code
NFA	No Further Action
NJDEP	New Jersey Department of Environmental Protection
NJDOT	New Jersey Department of Transportation
PCB	polychlorinated biphenyls
PP+40	priority pollutants plus forty
RCRA	Resource Conservation and Recovery Act
RCRA LQG	Large Quantity Generator
RCRA SQG	Small Quantity Generator
SIC	Standard Industrial Classification
SLF-LF	Sanitary Landfill Facility – Land Fill
SLF	sanitary landfill
TBA	tertiary butyl alcohol
TPH	total petroleum hydrocarbons
TRSR	Technical Requirements for Site Remediation
USEPA	United States Environmental Protection Agency
UST	underground storage tanks

EXECUTIVE SUMMARY

This Hazardous Waste Screening Technical Environmental Study (TES) has been prepared for properties located proximal to the roadway improvements proposed for the I-295/I-76/Route 42 Direct Connection project in Bellmawr, Mt. Ephraim and Gloucester City in Camden County, New Jersey. Five build alternatives were selected to be advanced through the Environmental Impact Statement (EIS) process for this project. The study area extends approximately 250 feet from the limits of construction of the proposed alternatives.

Prior to this study, an initial hazardous waste evaluation of the entire project area was conducted to aid in the alternative screening process. The initial hazardous waste evaluation, conducted in 2002, included a project area reconnaissance, review of federal and state records, and limited aerial photograph review. The results of the initial evaluation identified several potentially hazardous/contaminated sites in the project area. After an analysis of various environmental and engineering criteria, five alternatives were selected for study in the EIS process. The Hazardous Waste Screening TES described herein was conducted for properties proximal to each of the five proposed alternatives. As part of the Hazardous Waste Screening TES of the study area, a site reconnaissance was performed, historical records were reviewed, federal and state records were reviewed, and inquiries were made with several state and local agencies regarding properties, businesses and cases within the study area.

This report presents the findings of the hazardous waste screening study and makes specific recommendations for further study in conjunction with these properties, including soil and groundwater sampling and analysis for right-of-way (ROW) and easement acquisition and construction support purposes. In addition, further studies are also recommended to verify the presence and quantities of asbestos-containing materials (ACM) and lead-based paint (LBP) on the structures affected by the project and to develop an approach to address these issues during construction.

The site reconnaissance and records review identified 52 businesses within the study area. Only four of these businesses have a Standard Industrial Classification (SIC) code for which Industrial Site Recovery Act (ISRA) regulations are applicable. Additionally, nine sites listed on the Underground Storage Tanks (USTs) database and one site listed on the Known Contaminated Sites List (KCSL) database has been identified in the study area.

In total, 17 Areas of Concern (AOCs) within the study area were identified based on the potential impacts to properties from proposed construction activities. Of these AOCs, further investigation is recommended, depending on the alternative selected, for the following properties:

- Area of Ramp C I-295, MP 27, Bellmawr (AOC No. 4)
- New St. Mary's Cemetery, Browning Road, Bellmawr (AOC No. 7)
- Bill Seas Towing, Essex Avenue, Bellmawr (AOC No. 9).

Alternatives D, D1 and K are anticipated to affect AOC No. 4, AOC No. 7 and AOC No. 9. Alternatives G2 and H1 are anticipated to affect AOC No. 4 and AOC No. 7.

Upon selection of a preferred alternative, it is recommended that a soil and groundwater sampling plan be developed and implemented in the proposed construction areas of these properties to assess the presence, type, and level of contamination. Sample locations would be biased toward the areas of excavation, based on the engineering design.

Should contamination be present on these properties, a Remedial Action Work Plan (RAWP) or Soil Reuse Plan (SRP) would be prepared to document the remedial options available. Potential mitigation would likely include institutional and engineering controls. It is anticipated that areas where potentially contaminated soil is excavated will be backfilled, as necessary, with appropriate material generated during construction activities. However, contaminated soils left in place will require institutional control in the form of a Deed Notice to document any contaminated soil remaining on site, and engineering control such as capping with impervious material, roadways, or seeded topsoil.

A Remedial Action Report (RAR) would be prepared to document soil excavation activities and the management of contaminated soil and groundwater during construction. Additionally, the RAR would document the extent of contamination left in place or reused within the project limits and the remedial activities completed to obtain case closure from the NJDEP.

Based on a review of the aerial photographs and Sanborn Fire Insurance Maps, two buildings on AOCs proposed for NJDOT acquisition may require further investigation to confirm the presence and extent of potential ACM and LBP. A portion of the Bellmawr Park Mutual Housing Corporation community will be acquired and up to fourteen residential units may be demolished, depending on the alternative selected. Further studies are recommended to verify the presence and quantities of ACM and LBP on the structures affected by the project and to develop an approach to address these issues during construction.

1.0 INTRODUCTION

This Hazardous Waste Screening TES has been prepared for properties located proximal to the roadway improvements proposed for the I-295/I-76/Route 42 Direct Connection project in Bellmawr, Gloucester City, and Mt. Ephraim in Camden County, NJ. Five build alternatives were selected to be advanced through the EIS process for this project.

The objective of this study is to assess the potential for contamination due to past or current land use activities within the study area. The study area extends approximately 250 feet from the limits of construction of the improvement alternatives. If contamination is suspected at a site within the proposed ROW or easement area, further investigation may be recommended.

The scope of work for this report included:

- Study area reconnaissance,
- Historical records review,
- Review of federal and state records, and
- Inquiries with state and local agencies.

The findings are presented in the following sections of this report, prepared by Dewberry-Goodkind, Inc. on behalf of the New Jersey Department of Transportation (NJDOT).

2.0 PROJECT DESCRIPTION

2.1 Project Area Overview

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 Mt. Ephraim, and Gloucester City, Camden County. 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 of local streets, adversely affects the quality of life in the surrounding communities.

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

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

2.2 Description of Existing Facilities

The following is a description of the existing roadways. Figure 2 is an excerpt from the NJDOT Straight Line Diagram which provides an overview of the interchange configuration.

2.2.1 Ramps

Ramp A

Ramp A connects northbound Route 42 with northbound I-295.

Ramp B

Ramp B connects southbound I-295 with northbound I-76.

Ramp C

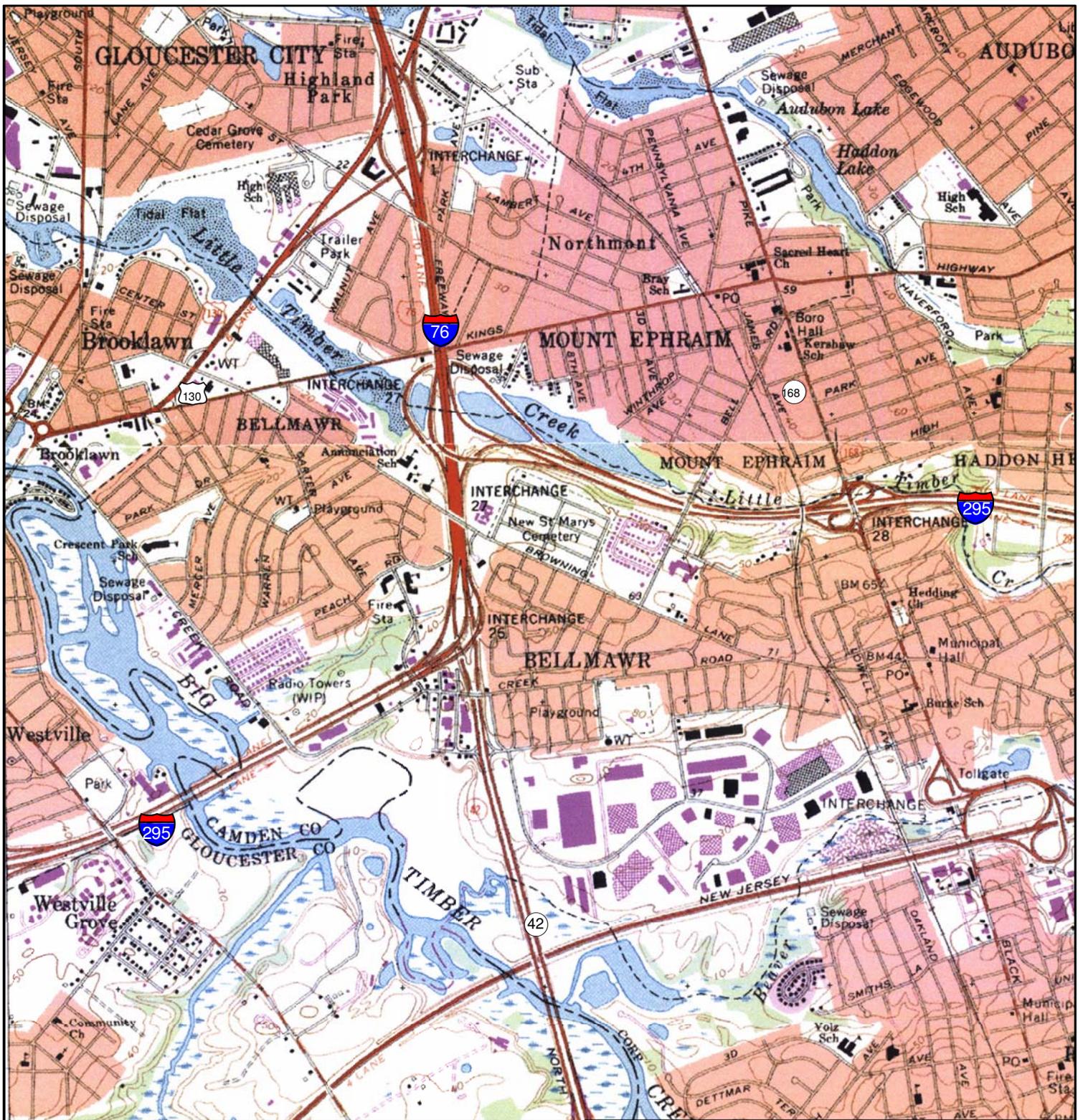
Ramp C connects southbound I-295 with southbound Route 42.

Ramp D

Ramp D connects southbound I-76 with northbound I-295.

Ramp E

Ramp E connects northbound I-295 with northbound I-76.



SOURCE:

- Camden, NJ-PA
USGS 7.5 Minute Quadrangle
1967, Revised 1994
- Runnemede, NJ
USGS 7.5 Minute Quadrangle
1964, Revised 1994

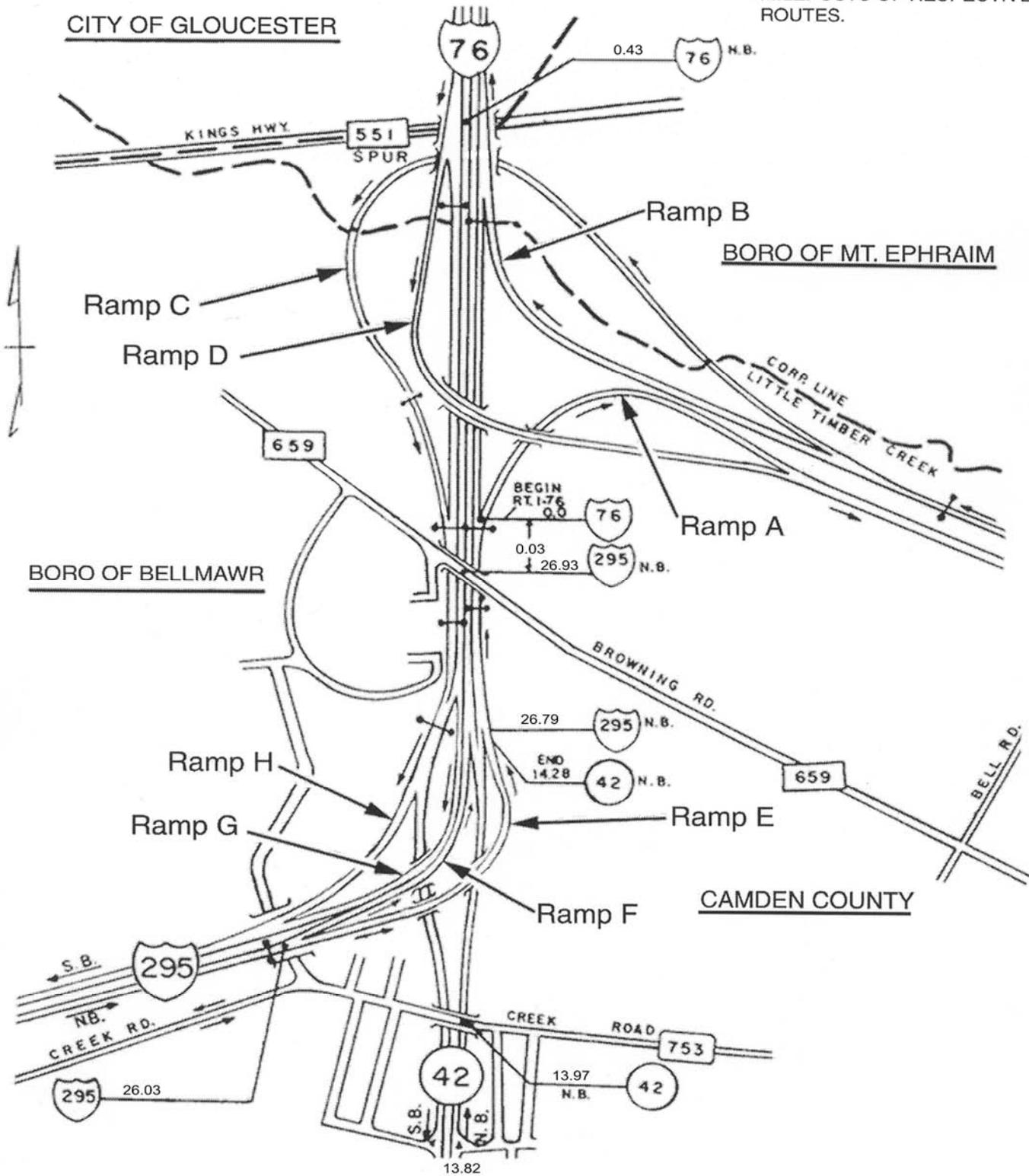
0 1,000 2,000 4,000
Feet



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I-295 / I-76/ ROUTE 42
Direct Connection
Camden County
Figure 1
Project Location Map

NOTE: DECIMAL NUMBERS SHOW MILEPOSTS OF RESPECTIVE ROUTES.



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I-295 / I-76 / ROUTE 42

Direct Connection

Camden County

Figure 2

Overview of Existing Interchange Configuration

Ramp F

Ramp F connects northbound I-295 with the I-76 northbound express lanes.

Ramp G

Ramp G connects the I-76 southbound express traffic with southbound I-295.

Ramp H

Ramp H connects southbound I-76 with southbound I-295.

2.2.2 I-295, I-76, Route 42 from the Southern Project Limit

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

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

2.2.3 I-295, I-76, Route 42 from the Northern Project Limit

I-295 southbound consists of three 12' lanes with a 12' right shoulder. Approximately 1,000' south of the Bell Road overpass in Mt. Ephraim, the travel lanes diverge into Ramps B and C. Ramp B carries traffic to I-76 northbound lanes. Ramp C, also known as "Al Jo's Curve," carries I-295 southbound through-traffic via Ramp H, while traffic to Route 42 exits from the left lane. Ramp G, carrying I-76 and Route 42 southbound traffic merges with Ramp H, re-forming the 3-lane southbound section of I-295.

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

2.3 Purpose and Need

2.3.1 Purpose

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

2.3.2 Need

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

Improve Safety

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

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

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

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

Geometric and Structural Deficiencies

The existing interchange has numerous substandard geometric design elements. These include horizontal curvature, stopping sight distance, super elevation, shoulder widths and acceleration and deceleration lane lengths. These are present along I-295, I-76, Route 42 and ramps at various locations.

Since a majority of the improvements will be on new alignments, these substandard features will be addressed as part of the project.

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

Driver Expectations

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

Operational Deficiencies

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

The effective operation of any roadway network, be it highway, local arterial or street intersection, is measured by the LOS categories ranging from A to F. LOS A represents the most favorable operating conditions with little or no delay. LOS F is the worst operating condition occurring when demand volume exceeds the capacity of the roadway resulting in severe congestion. Specific sections of the interchange that experience a poor LOS (LOS E or F) are highlighted in Table 1. Of the eight ramps studied in detail, five operate at a LOS E or worse for at least one of the two peak hours (AM and PM).

In addition, a weaving condition exists on I-76/Route 42 between Ramp E and Ramp A. Traffic on Ramp E wishing to proceed north on I-76 must weave with traffic from northbound Route 42 proceeding north on I-295. Due to the volumes of traffic involved in this section of the interchange (specifically the high volume of traffic from Ramp E proceeding to Ramp A) this section of the roadway experiences failure. It should be noted that the traffic exiting Ramp E and proceeding on Ramp A is "through" traffic that could be expected to stay on mainline I-295 if a mainline section of the highway were available.

Table 1 – Existing Level of Service

Roadway/Ramp	Peak Hour Level of Service	
	AM	PM
I-295 - Northbound		
South of Interchange	D	C
North of Interchange	D	E
I-295 - Southbound		
South of Interchange	E	E
North of Interchange	C	C
I-76 - Northbound		
South of Interchange	n/a ¹	n/a ¹
North of Interchange	E	C
Express Lanes	D	B
I-76 - Southbound		
South of Interchange	n/a ¹	n/a ¹
North of Interchange	C	E
Route 42 - Northbound		
South of Interchange	D	C
North of Interchange	n/a ¹	n/a ¹
Route 42 - Southbound		
South of Interchange	B	D
North of Interchange	n/a ¹	n/a ¹
Ramp A	F	F
Ramp B	E	B
Ramp C	F	F
Ramp D	B	C
Ramp E	E	E
Ramp F	E	E
Ramp G	B	C
Ramp H	C	B

¹Section of roadway does not exist (see Figure 1).

2.3.3 Goals and Objectives

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

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

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

2.4 Description of Alternatives

The following section provides a description of the alternatives selected for further study. The alternatives were developed through a collaborative effort between stakeholder groups and were based on the objectives set forth in the project Purpose and Need statement. Graphics illustrating each alternative follow the narrative.

2.4.1 Alternative D

Alternative D, shown in Figure 3, begins in the vicinity of the Grenloch Secondary Railroad Bridge over I-295. Mainline I-295 shifts slightly south and elevates to a third level viaduct over Browning Road and Route 42 and a second level viaduct over Ramp C. The roadway meets existing I-295 pavement north of the Creek Road overpass. The I-295 Alternative D alignment crosses I-76/Route 42 at a skew through an unused area of New St. Mary's Cemetery.

Vehicles on northbound Route 42, whose destination is I-295 northbound, exit on Ramp A. This ramp configuration, in conjunction with the new I-295 mainline alignment, eliminates the current substandard weaving condition with Ramp E at this location. Ramp A crosses under Ramp E and then crosses over Route 42 northbound before joining the elevated I-295 northbound alignment just north of Browning Road.

Ramp B provides the movement from southbound I-295 to northbound I-76. Ramp C provides the movement from southbound I-295 to southbound I-76/Route 42. Ramp B and Ramp C exit I-295 from the right. Ramp B follows a similar alignment to its existing one to meet I-76 northbound. Ramp C splits from Ramp B and crosses under Ramp D, I-76, Browning Road, and I-295 to connect with Route 42 north of the Creek Road Bridge.



-  - Ramp Designation
-  - Roadway
-  - Bridge
-  - Ramps for Missing Moves
-  - Roadway to be Removed



0 750 1,500 3,000 Feet

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I-295 / I-76/ ROUTE 42
 Direct Connection
 Camden County
 Figure 3
 Alternative D

Ramp D is the move from I-76 southbound to I-295 northbound. Ramp D exits I-76 in much the same way that it does now. The Ramp D alignment crosses over I-76, over Ramp C, and under I-295 before merging with I-295 northbound south of Bell Road.

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

Southbound I-76 traffic heading to I-295 southbound utilizes Ramp F. Ramp F diverts from I-76 from the right (existing exit is from the left), and then passes under Browning Road. Ramp F first runs parallel to Ramp C and then runs adjacent to I-295 southbound. Ramp F rises from a depressed section at Browning Road to an elevated section as it ties into I-295 southbound prior to Essex Avenue.

A summary of design features of this alternative are:

- Northbound and Southbound I-295 are side-by-side
- I-295 crosses over Route 42/I-76 on a viaduct on a skew
- I-295 on viaduct over Ramp C and Browning Road
- Ramp D on viaduct over I-76/Route 42, Ramp C and under I-295
- Two lane ramps except for Ramp F
- Removes express/local lanes on I-76 Westbound
- I-295 Posted Speed Limit: 55 mph (Design Speed: 60 mph)
- Ramp Speed Limits: 40 mph (Design Speed: 45 mph)

2.4.2 Alternative D1

Alternative D1, shown in Figure 4, is almost identical to Alternative D. The primary difference is the configuration of Ramps B and C. Ramp C exits I-295 southbound from the tangent section of I-295 southbound. Ramp B exits from the right approximately 1,000' later. Ramp B is on a new alignment south of its present location, but ties into I-76 at a similar location. Ramp C generally follows (within 150'±) the existing Ramp C alignment (Al Jo's Curve) and passes under I-76 and Ramp F before merging with Route 42 southbound. The substandard radius on the existing Ramp C is replaced with a larger radius. Ramp D follows the same alignment as in Alternative D.

A summary of design features of this alternative are:

- Northbound and Southbound I-295 are side-by-side
- I-295 crosses over Route 42/I-76 on a viaduct on a skew
- I-295 on viaduct over Ramp C and Browning Road
- Ramp D on viaduct over I-76/Route 42 and under I-295
- Two lane ramps except for Ramp F
- Removes express/local lanes on I-76 Westbound
- I-295 Posted Speed Limit: 55 mph (Design Speed: 60 mph)
- Ramp Speed Limits: 40 mph (Design Speed: 45 mph)



-  - Ramp Designation
-  - Roadway
-  - Bridge
-  - Ramps for Missing Moves
-  - Roadway to be Removed



0 750 1,500 3,000 Feet

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I-295 / I-76/ ROUTE 42
 Direct Connection
 Camden County
 Figure 4
 Alternative D1

2.4.3 *Alternative G2*

Alternative G2, shown in Figure 5, also begins in the vicinity of the Grenloch Secondary Railroad Bridge over I-295. The southbound and northbound lanes of I-295 align over top of each other as an over-and-under viaduct and shift south. The I-295 viaduct alignment is elevated to cross over all of the ramps as well as I-76 and Browning Road. I-295 crosses over I-76 on a skewed alignment and then diverges and lowers in elevation to meet the existing I-295 pavement following the same alignment as in Alternative D to a point just north of the Creek Road Bridge. I-295 southbound is a fourth level viaduct and northbound is a third level viaduct at the Route 42 and Browning Road crossings. I-295 southbound passes over Bell Road, whereas, I-295 northbound passes under Bell Road.

Vehicles on Route 42 whose destination is I-295 northbound, exit on Ramp A. Ramp A crosses under Ramp E and then crosses over Route 42 northbound before joining the elevated I-295 northbound alignment just north of Browning Road, similar to Alternative D.

Ramp B provides the movement from southbound I-295 to northbound I-76. Ramp C provides the movement from southbound I-295 to southbound Route 42. Ramps B and C exit I-295 from the right. Ramp B follows a similar alignment to its existing alignment to meet I-76 northbound. Ramp C crosses under Ramp D, I-76, Browning Road, and I-295 to connect with Route 42 north of the Creek Road Bridge.

Ramp D is the move from I-76 southbound to I-295 northbound. Ramp D exits I-76 in much the same way that it does now. The Ramp D alignment crosses over I-76, over Ramp C, and under I-295 before merging with I-295 northbound south of Bell Road.

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

Southbound I-76 traffic heading to I-295 southbound utilizes Ramp F. Ramp F diverts from I-76 from the right (existing exit is from the left), and then passes under Browning Road. Ramp F first runs parallel to Ramp C and then runs adjacent to I-295 southbound. Ramp F rises from a depressed section at Browning Road to an elevated structure as it ties into I-295 southbound prior to Essex Avenue.

A summary of design features of this alternative are:

- Southbound I-295 placed above Northbound I-295 using a double-decker configuration
- I-295 crosses over Route 42/I-76 on a viaduct on a skew
- I-295 on viaduct over Ramp C and Browning Road
- I-295 on viaduct over Ramp D
- Ramp D on viaduct over I-76/Route 42 and Ramp C
- Two lane ramps except for Ramp F
- Removes express/local lanes on I-76 Westbound
- I-295 Posted Speed Limit: 55 mph (Design Speed: 60 mph)
- Ramp Speed Limits: 40 mph (Design Speed: 45 mph)



- Ramp Designation
- Roadway
- Bridge
- Ramps for Missing Moves
- Roadway to be Removed



0 750 1,500 3,000 Feet

NEW JERSEY DEPARTMENT OF TRANSPORTATION

I-295 / I-76/ ROUTE 42
 Direct Connection
 Camden County
 Figure 5
 Alternative G2

2.4.4 Alternative H1

Alternative H1, shown in Figure 6, is almost identical to Alternative G2. The primary difference is the configuration of Ramps B and C. Ramps B and C exit from I-295 from the right. Ramp C generally follows (within 150'±) the existing Ramp C alignment (Al Jo's Curve) and passes under I-76 and Ramp F before merging with Route 42 southbound. The substandard radius on the existing Ramp C is replaced with a larger radius. Ramp B splits from Ramp C to meet I-76 northbound.

A summary of design features of this alternative are:

- Southbound I-295 placed above Northbound I-295 using a double-decker configuration
- I-295 crosses over Route 42/I-76 on a viaduct on a skew
- I-295 on viaduct over Ramp C and Browning Road
- I-295 on viaduct over Ramp D
- Ramp D on viaduct over I-76/Route 42
- Two lane ramps except for Ramp F
- Removes express/local lanes on I-76 Westbound
- I-295 Posted Speed Limit: 55 mph (Design Speed: 60 mph)
- Ramp Speed Limits: 40 mph (Design Speed: 45 mph)

2.4.5 Alternative K

Alternative K makes I-295 a continuous direct-through alignment in the form of a tunnel beneath I-76/Route 42, as shown in Figure 7. Alternative K begins in the vicinity of the Grenloch Secondary Railroad Bridge over I-295. Mainline I-295 shifts slightly south and begins to descend at a 3.5%± grade close to New St. Mary's Cemetery. The road reaches a depth of 60' in the northwestern corner of New St. Mary's Cemetery, and a depth of 35' below the I-76/Route 42 pavement. The roadway begins to ascend at a 4% grade beside the baseball fields and is at grade to meet the I-295 pavement north of the Creek Road overpass.

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

Ramp B provides the movement from southbound I-295 to northbound I-76. Ramp C provides the movement from southbound I-295 to southbound Route 42. Ramp C exits I-295 from the right and Ramp B exits from the right approximately 1,000' further. Ramp B follows a similar path but to the south of its existing location to meet I-76 northbound. Ramp C crosses over Ramps B and D, and I-76. Then Ramp C passes over Browning Road and I-295 to connect with Route 42 north of the Creek Road Bridge.

Ramp D is the move from I-76 southbound to I-295 northbound. Ramp D exits I-76 in much the same way that it does now. The Ramp D alignment crosses over I-76, under Ramp C, and over I-295 before merging with I-295 northbound south of Bell Road.



- Ramp Designation
- Roadway
- Bridge
- Ramps for Missing Moves
- Roadway to be Removed



NEW JERSEY DEPARTMENT OF TRANSPORTATION

I-295 / I-76/ ROUTE 42
 Direct Connection
 Camden County
 Figure 6
 Alternative H1



-  - Ramp Designation
-  - Roadway
-  - Bridge
-  - Ramps for Missing Moves
-  - Roadway to be Removed



0 750 1,500 3,000 Feet

NEW JERSEY DEPARTMENT OF TRANSPORTATION

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

Figure 7
Alternative K

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

Southbound I-76 traffic heading to I-295 southbound utilizes Ramp F. Ramp F diverts from I-76 from the right (existing exit is from the left) and then passes under Browning Road. Ramp F first runs parallel to Ramp C and then runs adjacent to I-295 southbound. Ramp F rises from a depressed section at Browning Road to tie into I-295 southbound prior to Essex Avenue.

A summary of design features of this alternative are:

- Northbound and Southbound I-295 are side-by-side
- Mainline I-295 is a tunnel under I-76/Route 42 on a skew
- Ramp C on viaduct over Ramps B and D and I-76/Route 42
- Two lane ramps except for Ramp F
- Removes express/local lanes on I-76 Westbound
- I-295 Posted Speed Limit: 55 mph (Design Speed: 60 mph)
- Ramp Speed Limits: 40 mph (Design Speed: 45 mph)

Three local bridges are impacted by each of the alternatives. The Bell Road, Browning Road, and Creek Road bridges will be raised to provide proper vertical clearance and lengthened to accommodate the wider typical section of I-295 or I-76/Route 42. In addition, King's Highway will be lowered by approximately one foot under each alternative and Alternative K may require Essex Avenue to be lowered by approximately two feet.

2.4.6 No Build Alternative

This alternative proposes no changes to the existing interchange. Impacts to the project area will be evaluated in the same way as the other proposed alternatives, with the assessment of current conditions projected to the design year serving as the impact assessment for the no-build alternative. The no-build alternative serves as the benchmark to measure the costs and benefits of each build alternative evaluated.

3.0 METHODOLOGY

The following sections discuss the methodology employed during this study. Particular attention was paid to the properties with potential for acquisition by the NJDOT.

3.1 General

Prior to this study, an initial hazardous waste evaluation of the entire project area was conducted to aid in the alternative screening process. The initial hazardous waste evaluation, conducted in 2002, included a project area reconnaissance, review of federal and state records, and limited aerial photograph review. The results of the initial evaluation identified several potentially hazardous/contaminated sites in the project area, as shown in Appendix A. After an analysis of various environmental and engineering criteria, five alternatives were selected for study in the EIS process. The Hazardous Waste Screening TES described herein was conducted for properties proximal to each of the five proposed alternatives. The scope-of-work for this report included:

- Study corridor reconnaissance
- Historical records review
- Review of Federal and State records
- Inquiries with State and local agencies

The methodology associated with each of the specific items listed above is discussed in Sections 3.2 through 3.5. Section 4.0, Summary of Findings/Existing Conditions, presents the information obtained from the study area reconnaissance, historical records review, a review of federal and state records, and agency coordination. Resources that were reviewed, but which yielded no pertinent information, are not cited in this report. In Section 5.0, Discussion, only those properties with a likely potential to impact the proposed alternatives are discussed.

3.2 Study Corridor Reconnaissance

A field reconnaissance of the study corridor was conducted to assess specific environmental criteria as they pertain to the proposed construction activities along the I-295/I-76/Route 42 Interchange study area. Businesses within the study area were inspected from the street or curb to determine the nature of the operations and any impacts they may have on the proposed work. Additionally, all properties within the study area were inspected for above ground storage tanks (ASTs), storage containers or drums of hazardous materials, stained pavement/soil/sediment, stressed vegetation, electrical transformers or hydraulic equipment that possibly contain polychlorinated biphenyls (PCBs), and surface indications of underground storage tanks (USTs).

3.3 Historical Records Review

To determine if any historic land uses in the project corridor were of a contamination concern, Sanborn Fire Insurance Maps from 1923, 1925, 1927, 1930, 1945, 1949, 1959, and 1960 were reviewed. Information obtained from a review of the Sanborn Fire Insurance Maps is provided in Section 4.2.1 of this report. Copies of the Sanborn Fire Insurance Maps and details of the review are included in Appendix B.

Additionally, historical aerial photographs from 1940, 1951, 1962, 1963, 1970 and 1974 were reviewed. Information obtained from a review of the aerial photographs is provided in Section 4.2.2 of this report. Copies of the aerial photographs and details of the review are provided in Appendix C. The overall study area has been overlain on the aerial photographs.

3.4 Review of Federal and State Records

Information from federal and state environmental records, identifying sites with recorded environmental activities, was obtained from Environmental Data Resources, Inc. (EDR[®]), of Southport, Connecticut, from New Jersey Department of Environmental Protection (NJDEP) database searches accessed through the NJDEP website, and United States Environmental Protection Agency (USEPA) database searches accessed through the USEPA website. All record searches were conducted to identify sites with recorded environmental activities within the study area which includes the boundaries of the proposed alternatives. The EDR[®] report was reviewed, the location of each site was verified within the study area, additional information regarding each site was gathered, and a summary of the findings was compiled. A copy of the EDR[®] - Radius Map with GeoCheck report is not included in this report but is available upon request.

A listing of the various federal and state electronic databases that were reviewed to identify known and potentially contaminated sites within the project area is provided in Appendix D. A summary of findings is provided in Section 4.3.

3.5 Agency Coordination

State and county regulatory agencies, as well as municipal Health and Building Departments, were contacted or visited. These agencies were contacted concerning environmental incidents at businesses or other locations within the study corridor that may have an impact on the proposed work. Special emphasis was directed toward the properties proposed for acquisition by the NJDOT as part of the proposed improvements.

4.0 SUMMARY OF FINDINGS/ EXISTING CONDITIONS

4.1 Study Area Reconnaissance / AOC Identification

A reconnaissance of the study area was performed on April 25, 2005. Previous visits were conducted in 2002. During this site reconnaissance, the information presented in the EDR[®] report was evaluated and existing environmental conditions were assessed. As summarized in Table 2 below, 17 potential AOCs were identified in the study corridor and are shown in Figures 8-12 for each of the alternatives.

Table 2 – Areas of Environmental Concern

AOC	BLOCK/LOT	PROPERTY DESCRIPTION	PROPERTY LOCATION	TOWN
1	Block 261, adjacent to Lots 1 & 4	Vacant Lot	Near intersection of Route 130 & Klemm Avenue	Gloucester City
2	Block 260	I-76 ROW	Near intersection of Route 130 and Klemm Avenue	Gloucester City
3	Block 123.01, Lot 3.03	Mt. Ephraim Sewage Plant & Garage	33 Linden Avenue	Mt. Ephraim
4	NJDOT ROW	Area of Ramp C at I-295, MP 27	Near Al Jo's Curve	Bellmawr
5	Block 50.02, Lot 1.01	Annunciation Regional School	603 West Browning Road	Bellmawr
6	Block 122, Lots 1, 2.01, 2.02 & 3.01	Exxon Service Station	403-415 South Blackhorse Pike	Mt. Ephraim
7	Block 50, Lot 1.01	New St. Mary's Cemetery	Browning Road	Bellmawr
8	Block 49, Lot 3	Bellmawr Park Elementary School	Essex and Peach Streets	Bellmawr
9	Block 56, Lots 1-7	Bill Seas Towing	Essex Avenue	Bellmawr
10	Block 57, Lots 1.01 & 9	Ana Labs	80 Coolidge Avenue	Bellmawr
11	Block 70, Lots 1, 2, 3 & 4	Mobil Service Station	464 Creek Road	Bellmawr
12	Block 58, Lots 1, 2, 3 & 4	B&G Tool & Die Company	Creek Road / Essex Street	Bellmawr
13	Block 49, Lot 4	Infinity Broadcasting	775-785 Creek Road	Bellmawr
14	Block 49.05, Lot 6	LEIDKA	719-737 Creek Road	Bellmawr
15	Block 49.05, Lot 2.01	Bellmawr Truck Repair	781 Creek Road	Bellmawr
16	Block 70, Lot 6.02	Sunoco Service Station	Leaf and Wellwood	Bellmawr
17	Block 67, Lot 7	Quality Patterns Inc. / Oxygen Support Systems	601 Leaf Avenue	Bellmawr

Four of these properties, located in Bellmawr, are proposed for full or partial acquisition by the NJDOT. Demolition of existing buildings may be required at some of these sites:

- Annunciation Regional School (AOC No. 5)
- New St. Mary's Cemetery (AOC No. 7)
- Bellmawr Park Elementary School (AOC No. 8)
- Bill Seas Towing (AOC No. 9)

4.2 Historical Records Review

This section presents a summary of the historical records review. Section 4.2.1 presents information obtained from the historical Sanborn Fire Insurance Map review and Section 4.2.2 summarizes the findings of the aerial photograph review.

4.2.1 Sanborn Fire Insurance Map Review

Limited Sanborn Fire Insurance coverage was available for the study area for the years 1923, 1925, 1927, 1930, 1945, 1949, 1959 and 1960 for portions of Gloucester City and Mt. Ephraim. A review of the available Sanborn Maps indicates that most of the area was sparsely developed with residential properties prior to 1930. However, most of the properties adjacent to areas of proposed roadway construction have since become more densely developed with residential and commercial properties, with the exception of wetlands areas in Mt. Ephraim. Appendix B contains copies of the Sanborn Fire Insurance Maps and a detailed summary of the observations made during the historical Sanborn Map review.

4.2.2 Aerial Photograph Review

Aerial photographs of the study area were reviewed for the years 1940, 1951, 1962, 1963, 1970, and 1974. In general, the historical aerial photography coverage indicates a land use pattern similar to that of the Sanborn Maps – primarily residential/commercial and vacant properties.

The aerial photographs indicate that farmland existed over most of the project area in 1940 and 1951. However, most of the properties adjacent to areas of proposed roadway construction have since been developed and currently there are no farmlands within the study area. Based on the area's development history, pesticide contamination from past agricultural activity is not a concern. Appendix C contains copies of the aerial photographs and detailed observations made during the review. The overall study area for all alternatives has been overlain on the aerial photographs.

4.3 Regulatory File Review/Environmental Information Inventory

A review of regulatory files and subsequent investigations revealed that the following four NJDEP cases that are considered AOCs within the study area have been issued letters of No Further Action, as shown in Table 3.

- Mt. Ephraim Sewage Plant & Garage, 33 Linden Avenue, Mt. Ephraim (AOC No. 3)
- Exxon Service Station, 403-415 South Blackhorse Pike, Mt. Ephraim (AOC No. 7)
- Mobil Service Station, 464 Creek Road, Bellmawr (AOC No. 11)
- Quality Patterns Inc. / Oxygen Support Systems, 601 Leaf Avenue, Bellmawr (AOC No. 17)

4.3.1 ISRA Sites

During the study area reconnaissance, commercial and industrial properties and types of businesses operating within the study area were identified. The Standard Industrial Classification (SIC) codes of the identified businesses and their applicability to the Industrial Site Recovery Act (ISRA) were determined.

Four businesses within the study area were determined to be subject to ISRA based on the SIC code that best suited their operations. The remaining 48 businesses were determined not to be subject to ISRA regulations. Table 4 presents a summary of the investigation findings for businesses and ISRA applicability. The following properties are subject to ISRA:

- B&G Tool & Die Company, 700-708 Creek Road, Bellmawr (AOC No. 12)
- Family Custom Screen Printing, 130 Harding Avenue, Bellmawr
- Lawnmower Parts, 717 Creek Road, Bellmawr
- Cross Wire, 121 Harding Avenue, Bellmawr

4.3.2 UST Sites

A review of the UST Registration Database revealed that registered USTs are or had been located on nine sites within the study area. Most of the registered USTs have been removed from the sites. Only three of the properties have registered USTs that are currently in-use. Based on a review of the EDR[®] data and the proposed roadway improvements, construction activities are proposed near the following four sites:

- Exxon Service Station, 403-415 South Blackhorse Pike, Mt. Ephraim (AOC No. 6)
- Mobil Service Station, 464 Creek Road, Bellmawr (AOC No. 11)
- Sunoco Service Station, Leaf and Wellwood Avenues, Bellmawr (AOC No. 16)
- Quality Patterns Inc./Oxygen Support Services, 601 Leaf Avenue, Bellmawr (AOC No. 17)

These sites are also listed on the Leaking Underground Storage Tank (LUST) database. With the exception of the Sunoco site (AOC No. 16), each of the above sites has been issued a Letter of No Further Action. Table 5 summarizes the UST Registration information for all sites identified within the study area.

4.3.3 Known Contaminated Sites

One site within the study area is listed on the NJDEP's October 2005 Known Contaminated Sites List (KCSL). The Sunoco Service Station, located at Leaf and Wellwood Avenues in Bellmawr (AOC No. 16), was identified on the KCSL as an active NJDEP case. Table 6 presents a summary of the KCSL information for the site. The Exxon Service Station located at 403-415 South Blackhorse Pike in Mt. Ephraim (AOC No. 6) was included on the prior 2001 KCSL.

4.3.4 Potential Asbestos-Containing Material / Lead-Based Paint Sites

Demolition of existing structures, including roadway bridges to be replaced, may be required as part of the proposed construction activities associated with the I-295/I-76/Route 42 Direct Connection project. Federal regulations were implemented in 1978 to restrict the use of lead in residential and commercial paints. EPA promulgated the asbestos ban rule in 1989. Based on the estimated age of a structure, there may be a likelihood of encountering ACM (i.e., piping insulation, roofing materials, wallboard, etc.) and LBP during demolition. Demolition activities are anticipated at the following sites:

- New St. Mary's Cemetery, Browning Road, Bellmawr (AOC No. 7)
- Bill Seas Towing, Essex Avenue, Bellmawr (AOC No. 9)

4.3.5 Other Database Reviews

Other regulatory databases were reviewed during this study as identified in Appendix D. Table 3 summarizes the findings of this review. According to the data contained in these sources, nine sites within the study area have known environmental concerns. One or more sites were listed on the following databases: Resource Conservation and Recovery Information System (RCRIS) Small Quantity Generator (SQG); NJ Spills; Leaking Underground Storage Tanks (LUST); Facility Index System/Facility Identification Initiative Program Summary Report (FINDS); and NJ Release. Based on the current I-295/I-76/Route 42 project design, construction activities are proposed near these sites:

- Route 76 ROW, Near intersection of Route 42 and Klemm Avenue, Gloucester City (AOC No. 2)
- Mt. Ephraim Sewage Plant & Garage, 33 Linden Avenue, Mt. Ephraim (AOC No. 3)
- NJDOT ROW, Area of Ramp C at I-295, MP 27 (AOC No. 4)
- Annunciation Regional School, 603 West Browning Road, Bellmawr (AOC No. 5)
- Exxon Service Station, 403-415 South Blackhorse Pike, Mt. Ephraim (AOC No. 6)
- Ana Labs, 80 Coolidge Avenue, Bellmawr (AOC No. 10)
- Mobil Service Station, 464 Creek Road, Bellmawr (AOC No. 11)
- Sunoco Service Station, Leaf and Wellwood Avenues, Bellmawr (AOC No. 16)
- Quality Patterns Inc./Oxygen Support Services, 601 Leaf Avenue, Bellmawr (AOC No. 17)

4.4 Agency Coordination

4.4.1 NJDEP Offices

The Bureau of Underground Storage Tanks (BUST) and the Office of Legal Affairs within the NJDEP were contacted to verify information regarding properties/sites of environmental concern within the study area. The NJDEP was unable to provide more detailed information than was provided by the EDR Report.

4.4.2 Local Agencies

Property ownership information and land use of properties within the study area was verified with the Building Department and Tax Assessor offices within the municipalities of Gloucester City, Mt. Ephraim and Bellmawr. The Bellmawr Fire Department was also contacted.



AREAS OF CONCERN

1. Block 261, adjacent to Lots 1 & 4; Vacant Lot
2. Block 260; I-76 ROW
3. Block 123.01, Lot 3.03; Mt. Ephraim Sewage Plant & Garage
4. Area of Ramp C at I-295, MP 27
5. Block 50.02, Lot 1.01; Annunciation Regional School
6. Block 122, Lots 1, 2.01, 2.02 & 3.01; Exxon Service Station
7. Block 50, Lot 1.01; New St. Mary's Cemetery
8. Block 49, Lot 3; Bellmawr Park Elementary School
9. Block 56, Lots 1-7; Bill Seas Towing
10. Block 57, Lots 1.01 & 9; Ana Labs
11. Block 70, Lots 1,2,3 & 4; Mobil Service Station
12. Block 58, Lots 1,2,3 & 4; B&G Tool & Die Company
13. Block 49, Lot 4; Infinity Broadcasting
14. Block 49.05, Lot 6; LEIDKA
15. Block 49.05, Lot 2.01; Bellmawr Truck Repair
16. Block 70, Lot 6.02; Sunoco Service Station
17. Block 67, Lot 7; Quality Patterns Inc. / Oxygen Support Systems

Legend

- 1 Area of Concern
- Alternative D Limit of Disturbance
- Alternative D 250-ft Buffer



NEW JERSEY DEPARTMENT OF TRANSPORTATION

I-295 / I-76/ ROUTE 42

Direct Connection

Camden County

Figure 8

Areas of Environmental Concern
Alternative D



AREAS OF CONCERN

1. Block 261, adjacent to Lots 1 & 4; Vacant Lot
2. Block 260; I-76 ROW
3. Block 123.01, Lot 3.03; Mt. Ephraim Sewage Plant & Garage
4. Area of Ramp C at I-295, MP 27
5. Block 50.02, Lot 1.01; Annunciation Regional School
6. Block 122, Lots 1, 2.01, 2.02 & 3.01; Exxon Service Station
7. Block 50, Lot 1.01; New St. Mary's Cemetery
8. Block 49, Lot 3; Bellmawr Park Elementary School
9. Block 56, Lots 1-7; Bill Seas Towing
10. Block 57, Lots 1.01 & 9; Ana Labs
11. Block 70, Lots 1,2,3 & 4; Mobil Service Station
12. Block 58, Lots 1,2,3 & 4; B&G Tool & Die Company
13. Block 49, Lot 4; Infinity Broadcasting
14. Block 49.05, Lot 6; LEIDKA
15. Block 49.05, Lot 2.01; Bellmawr Truck Repair
16. Block 70, Lot 6.02; Sunoco Service Station
17. Block 67, Lot 7; Quality Patterns Inc. / Oxygen Support Systems

Legend

- ① Area of Concern
- Alternative D1 Limit of Disturbance
- Alternative D1 250-ft Buffer



NEW JERSEY DEPARTMENT OF TRANSPORTATION

I-295 / I-76 / ROUTE 42
Direct Connection
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Figure 9
Areas of Environmental Concern
Alternative D1



AREAS OF CONCERN

1. Block 261, adjacent to Lots 1 & 4; Vacant Lot
2. Block 260; I-76 ROW
3. Block 123.01, Lot 3.03; Mt. Ephraim Sewage Plant & Garage
4. Area of Ramp C at I-295, MP 27
5. Block 50.02, Lot 1.01; Annunciation Regional School
6. Block 122, Lots 1, 2.01, 2.02 & 3.01; Exxon Service Station
7. Block 50, Lot 1.01; New St. Mary's Cemetery
8. Block 49, Lot 3; Bellmawr Park Elementary School
9. Block 56, Lots 1-7; Bill Seas Towing
10. Block 57, Lots 1.01 & 9; Ana Labs
11. Block 70, Lots 1,2,3 & 4; Mobil Service Station
12. Block 58, Lots 1,2,3 & 4; B&G Tool & Die Company
13. Block 49, Lot 4; Infinity Broadcasting
14. Block 49.05, Lot 6; LEIDKA
15. Block 49.05, Lot 2.01; Bellmawr Truck Repair
16. Block 70, Lot 6.02; Sunoco Service Station
17. Block 67, Lot 7; Quality Patterns Inc. / Oxygen Support Systems

Legend

- ① Area of Concern
- Alternative G2 Limit of Disturbance
- Alternative G2 250-ft Buffer



NEW JERSEY DEPARTMENT OF TRANSPORTATION

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

Figure 10

Areas of Environmental Concern
Alternative G2



AREAS OF CONCERN

1. Block 261, adjacent to Lots 1 & 4; Vacant Lot
2. Block 260; I-76 ROW
3. Block 123.01, Lot 3.03; Mt. Ephraim Sewage Plant & Garage
4. Area of Ramp C at I-295, MP 27
5. Block 50.02, Lot 1.01; Annunciation Regional School
6. Block 122, Lots 1, 2.01, 2.02 & 3.01; Exxon Service Station
7. Block 50, Lot 1.01; New St. Mary's Cemetery
8. Block 49, Lot 3; Bellmawr Park Elementary School
9. Block 56, Lots 1-7; Bill Seas Towing
10. Block 57, Lots 1.01 & 9; Ana Labs
11. Block 70, Lots 1,2,3 & 4; Mobil Service Station
12. Block 58, Lots 1,2,3 & 4; B&G Tool & Die Company
13. Block 49, Lot 4; Infinity Broadcasting
14. Block 49.05, Lot 6; LEIDKA
15. Block 49.05, Lot 2.01; Bellmawr Truck Repair
16. Block 70, Lot 6.02; Sunoco Service Station
17. Block 67, Lot 7; Quality Patterns Inc. / Oxygen Support Systems

Legend

- ① Area of Concern
- Alternative H1 Limit of Disturbance
- Alternative H1 250-ft Buffer



NEW JERSEY DEPARTMENT OF TRANSPORTATION

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Figure 11
Areas of Environmental Concern
Alternative H1



AREAS OF CONCERN

1. Block 261, adjacent to Lots 1 & 4; Vacant Lot
2. Block 260; I-76 ROW
3. Block 123.01, Lot 3.03; Mt. Ephraim Sewage Plant & Garage
4. Area of Ramp C at I-295, MP 27
5. Block 50.02, Lot 1.01; Annunciation Regional School
6. Block 122, Lots 1, 2.01, 2.02 & 3.01; Exxon Service Station
7. Block 50, Lot 1.01; New St. Mary's Cemetery
8. Block 49, Lot 3; Bellmawr Park Elementary School
9. Block 56, Lots 1-7; Bill Seas Towing
10. Block 57, Lots 1.01 & 9; Ana Labs
11. Block 70, Lots 1,2,3 & 4; Mobil Service Station
12. Block 58, Lots 1,2,3 & 4; B&G Tool & Die Company
13. Block 49, Lot 4; Infinity Broadcasting
14. Block 49.05, Lot 6; LEIDKA
15. Block 49.05, Lot 2.01; Bellmawr Truck Repair
16. Block 70, Lot 6.02; Sunoco Service Station
17. Block 67, Lot 7; Quality Patterns Inc. / Oxygen Support Systems

Legend

- ① Area of Concern
- Alternative K Limit of Disturbance
- Alternative K 250-ft Buffer



NEW JERSEY DEPARTMENT OF TRANSPORTATION

I-295 / I-76/ ROUTE 42

Direct Connection

Camden County

Figure 12

Areas of Environmental Concern
Alternative K

5.0 DISCUSSION

As part of the Hazardous Waste Screening TES of the study area, a site reconnaissance was performed, historical records were reviewed, federal and state records were reviewed, and inquiries were made with several state and local agencies regarding properties, businesses and cases within the study area.

The site reconnaissance and records review identified 52 businesses within the study area. Only four of these businesses have an SIC code for which ISRA regulations are applicable. Seven sites have former USTs, three have active USTs, and one site is on the KCSL. The aerial photographs and Sanborn Maps indicated that most of the study area consisted of farmland and scattered residential properties prior to 1940. However, most of the properties adjacent to areas of proposed roadway construction have been developed and currently there is no agriculture within the study area.

There are 17 AOCs within the study area as detailed in Section 4.1 of this report. The AOCs were identified based on the potential impacts from the proposed construction activities. The properties identified as AOCs are discussed below and their locations are shown on Figures 8-12. Tables 3-6 contain administrative information and details of the contamination incidents for the various AOCs. Table 7 provides a summary of the conclusions and recommendations for each AOC.

AOC No. 1: Block 261, adjacent to Lots 1 & 4, Vacant Lot, Gloucester City. This site is located near the intersection of Route 130 and Klemm Avenue in Gloucester City and is of environmental concern based on information obtained from the historical records review. The 1930 Sanborn Map indicates that this parcel contained six gasoline tanks as part of a filling station. Contaminants typically associated with gasoline filling stations include volatile organic compounds (VOCs), methyl tertiary butyl ether (MTBE), tertiary butyl alcohol (TBA) and lead. This site is within the study area but is not adjacent to the potential alternatives associated with the Direct Connection project and is not proposed for acquisition. It is located at grade or slightly down-gradient from the potential alternatives being considered and presents a minimal risk to the proposed construction activities. No further investigation is currently recommended.

AOC No. 2: Block 260, I-76 Right of Way, Gloucester City. This site is located near the intersection of Route 130 and Klemm Avenue and within the I-76 right-of-way (ROW) in Gloucester City. Sanborn Maps indicate that this parcel contained a Sewage Disposal Plant in 1930 and an auto service facility with a filling station and two gasoline tanks in 1945. Contaminants typically associated with gasoline filling stations include VOCs, MTBE, TBA and lead. This site is within the study area but is not adjacent to the potential alternatives associated with the Direct Connection project and is not proposed for acquisition. It is located at grade or slightly down-gradient from the potential alternatives being considered and presents a minimal risk to the proposed construction activities. No further investigation is currently recommended.

AOC No. 3: Block 123.01, Lot 3.03, Mt. Ephraim Sewage Plant & Garage. This site is located at 33 Linden Avenue in Mt. Ephraim and is of environmental concern based on information obtained from the regulatory database search. This site is listed on the Leaking Underground Storage Tank (LUST) database. According to the EDR[®] report, the site had one area of concern with one media of concern. The NJDEP issued a Letter of No Further Action on March 6, 2000, for the site's discharge incident. This site is within the study area and adjacent to the potential alternatives associated with the Direct Connection project and is not proposed for acquisition. It is located down-gradient from the potential

alternatives being considered and presents a minimal risk to the proposed construction activities. No further investigation is currently recommended.

AOC No. 4: Area of Ramp C at I-295, MP 27, Bellmawr. This area is located at the I-295/I-76 interchange ramp and is of environmental concern based on information obtained from the regulatory database search, and from the site reconnaissance. This area is listed on the NJ Spills and NJ Release databases due to a spill of approximately 200 gallons of diesel fuel during a motor vehicle accident. Soil contamination was confirmed and no cleanup was reported. During the site reconnaissance, an adjacent undeveloped wooded fill area was observed between I-295 and the western end of Linwood Avenue and the southern end of Cleveland Avenue in Mt. Ephraim. According to the NJDEP, it appears that fill, possibly containing demolition debris, was placed within this area of former tidal wetlands. This site presents a moderate risk to the potential alternatives. Further investigation is currently recommended.

AOC No. 5: Block 50.02, Lot 1.01, Annunciation Regional School, Bellmawr. This site is located at 603 West Browning Road in Bellmawr and is of environmental concern based on the regulatory database review. In 2001, the site was listed on the UST database for having a 5,000 gallon home heating oil (No. 2) tank that had been removed due to non-compliance. Based upon information obtained during the NJDEP file review, the 5,000-gallon heating oil tank was removed by McAllister Fuel Company on November 20, 1998. There was no information in the report pertaining to any soil contamination observed during the removal. The NJ Release and NJ Spills databases also identified a release in the vicinity of 603 West Browning Road where an overflow of 2,000 gallons of sewage resulted from a blocked line on April 25, 1998. The material was reported to have been cleaned up. The site is proposed for partial acquisition; however, the existing building areas where the contamination incidents occurred will not be disturbed. It is located at grade with the potential alternatives being considered and presents a minimal risk to the proposed construction activities. No further investigation is currently recommended.

AOC No. 6: Block 122, Lots 1, 2.01, 2.02 & 3.01, Exxon Service Station, Mt. Ephraim. This site is located at 403-415 South Blackhorse Pike in Mt. Ephraim and is of environmental concern based on information obtained from the regulatory database review. The site is listed on the UST and LUST databases as having three 6,000 and one 8,000-gallon unleaded gasoline USTs. A 1,000-gallon waste oil UST was reportedly removed on December 13, 1993. The station is also included on the NJ Spills database for two incidents. On April 3, 1991, a five gallon gasoline spill was reported. The material was contained and cleaned up by Exxon employees. On February 19, 1996, there was a report of gasoline odors. The gasoline distribution line was replaced and soils were tested for contamination. Soil and groundwater contamination were confirmed. A letter of No Further Action was issued on December 15, 1999. Two additional letters of No Further Action were issued for LUSTs on April 30, 1996 and October 18, 1996. The site was previously listed on the KCSL, but has been removed. In addition, the site is listed on the RCRIS-SQG and FINDS databases as a small-quantity generator with no violations found. This site is within the study area but is not adjacent to the potential alternatives associated with the Direct Connection project and is not proposed for acquisition. It is located slightly up-gradient from the potential alternatives being considered and presents a minimal risk to the proposed construction activities. No further investigation is currently recommended.

AOC No. 7: Block 50, Lot 1.01, New St. Mary's Cemetery, Bellmawr. This site is located on Browning Road near the I-295/Route 42 Interchange and is of environmental concern based on information obtained during the site reconnaissance. Based on a review of aerial photographs, buildings were constructed on the property prior to 1940. There may be a likelihood of encountering ACM (i.e.,

pipng insulation, roofing materials, wallboard, etc.) and LBP during demolition. An UST fill cap was observed near the administration building and a gasoline AST was observed in the maintenance area. In addition, maintenance equipment and storage space were observed. Since maintenance areas often contain chemicals and petroleum products, there is a concern that these items may be or may have been present. Partial acquisition of this site in the area near the administration office and maintenance area is proposed. It is located up-gradient from the potential alternatives being considered and presents a moderate risk to the proposed construction activities. Further investigation is currently recommended.

AOC No. 8: Block 49, Lot 3, Bellmawr Park Elementary School, Bellmawr. This site is located at Peach Road and Essex Street, adjacent to Route 42 in Bellmawr. The site is of environmental concern based on information obtained from a regulatory database review. In 2001, the site was listed as having a 6,000-gallon home heating oil (No. 2) tank that had been removed due to non-compliance. Partial acquisition of the property is proposed. The existing building and tank will not be disturbed. It is located at grade with the potential alternatives being considered and presents a minimal risk to the proposed construction activities. No further investigation is currently recommended.

AOC No. 9: Block 56, Lots 1-7, Bill Seas Towing, Bellmawr. This site is located on Essex Avenue in Bellmawr and is of environmental concern based on information obtained during the site reconnaissance. Based on a review of aerial photographs, buildings were constructed on the property prior to 1964. Therefore, there may be a likelihood of encountering ACM (i.e., piping insulation, roofing materials, wallboard, etc.) and LBP during demolition. In addition, motor vehicles and equipment are stored on the site. Use of the site for maintenance and storage of motor vehicles and equipment raises concerns regarding the presence of chemicals and petroleum products. It is located slightly down-gradient from the potential alternatives being considered and presents a moderate risk to the proposed construction activities. This site is proposed for partial acquisition under alternatives D, D1 and K. Further investigation is currently recommended.

AOC No. 10: Block 57, Lots 1.01 & 9, Ana Labs, Bellmawr. This site is located at 80 Coolidge Avenue in Bellmawr and is of environmental concern based on information obtained from the regulatory database review. This site is listed on the NJ Spills database due to the reported observation of oil being disposed in a dumpster on the property. This site is also listed on the NJ Release database for the same incident. This site is within the study area but is not adjacent to the potential alternatives associated with the Direct Connection project and is not proposed for acquisition. It is located at grade to slightly down-gradient from the potential alternatives being considered and poses a minimal risk to the proposed construction activities. No further investigation is currently recommended.

AOC No. 11: Block 70, Lots 1-4, Mobil Service Station, Bellmawr. This site is located at 464 Creek Road in Bellmawr and is of environmental concern based on information obtained from the regulatory database review. This site is listed on the LUST database as having one area of concern with one media of concern. The NJDEP issued a Letter of No Further Action on December 30, 1992, for the station's discharge incident. The site is also listed on the UST database as having three active unleaded gasoline tanks and two waste oil tanks that were removed due to non-compliance. The site is also listed on the RCRIS-SQG database as a small-quantity generator with no violations. This site is within the study area but is not adjacent to the potential alternatives associated with the Direct Connection project and is not proposed for acquisition. It is located slightly up-gradient from the potential alternatives being considered and poses a minimal risk to the proposed construction activities. No further investigation is currently recommended.

AOC No. 12: Block 58, Lots 1-4, B&G Tool & Die Company, Bellmawr. This site is located at the intersection of Creek Road and Essex Street in Bellmawr and is of environmental concern based on the nature of its operations. This site is within the study area but is not adjacent to the potential alternatives associated with the Direct Connection project and is not proposed for acquisition. It is located slightly down-gradient from the potential alternatives being considered and poses a minimal risk to the proposed construction activities. No further investigation is currently recommended.

AOC No. 13: Block 49, Lot 4, Infinity Broadcasting, Bellmawr. This site is located at 775-785 Creek Road in Bellmawr and is of environmental concern based on information obtained during the site reconnaissance. The site was observed to contain a vacant building, ASTs, and radio towers that were approximately 100-foot high in the rear of the property. This site is within the study area and is adjacent to the potential alternatives associated with the Direct Connection project and is not proposed for acquisition. It is located down-gradient from the potential alternatives being considered and poses a minimal risk to the proposed construction activities. No further investigation is currently recommended.

AOC No. 14: Block 49.05, Lot 6, LEIDKA, Bellmawr. This site is located at 719-737 Creek Road in Bellmawr and is of environmental concern based on the site reconnaissance. The site has an AST as well as an area utilized for truck parking. This site is within the study area and is adjacent to the potential alternatives associated with the Direct Connection project and is not proposed for acquisition. It is located at grade with the potential alternatives being considered and poses a minimal risk to the proposed construction activities. No further investigation is currently recommended.

AOC No. 15: Block 49.05, Lot 2.01: Bellmawr Truck Repair, Bellmawr. This site is located at 781 Creek Road and is of environmental concern based on the nature of its operations and the potential for soil and groundwater contamination. This site is within the study area and is adjacent to the potential alternatives associated with the Direct Connection project and is not proposed for acquisition. It is located slightly up-gradient from the potential alternatives being considered and poses a moderate risk to the proposed construction activities. No further investigation is currently recommended.

AOC No. 16: Block 70, Lot 6.02, Sunoco Service Station, Bellmawr. This site is located at the intersection of Leaf and Wellwood Avenues in Bellmawr and is of environmental concern based on information obtained from the regulatory database review. The site is listed on the UST database as containing three unleaded gasoline USTs and one light diesel fuel UST. In addition, this site is listed on the NJ Release and NJ Spills databases for a 20-gallon gasoline spill that occurred on March 21, 1991. The cleanup was handled by the local Fire Department; however, some product had entered the storm drain. On September 26, 1991, a 300-gallon gasoline spill was reported. The spill occurred during a tank removal and the material entered storm drains and Little Timber Creek. The NJDEP BUST was contacted for further details on the UST removal, but no additional information was available. The site is also listed on the NJ Release and NJ Spills databases for a five-gallon gasoline spill reported on April 3, 1992. The material was contained, although some of the product entered the storm drain. According to the NJ Spills database, a spill from a leaking fuel pump was reported on June 1, 2003; cleanup was in progress at the time of reporting. The site is also listed on the SHWS database as having source(s) of contamination and on the RCRIS-SQG and FINDS databases as a conditionally exempt small-quantity generator, however, no violations were found. The site is not listed on the LUST database. The site is within the study area but is not adjacent to the potential alternatives associated with the Direct Connection project and is not proposed for acquisition. It is located up-gradient from the potential alternatives being considered and poses minimal risk to the proposed construction activities. No further investigation is currently recommended.

AOC No. 17: Block 67, Lot 7, Quality Patterns Inc. / Oxygen Support Systems, Bellmawr. This site is located at 601 Leaf Avenue in Bellmawr and is of environmental concern based on information obtained during the regulatory database review. The site is listed on the UST and LUST databases and has a 200-gallon unleaded gasoline UST that reportedly has been empty for more than 12 months. Even though one media of concern was identified, the site received a letter of No Further Action dated March 15, 2001. The site is also listed on the FINDS database. This site is within the study area but is not adjacent to the potential alternatives associated with the Direct Connection project and is not proposed for acquisition. It is located at grade with the potential alternatives being considered and poses minimal risk to the proposed construction activities. No further investigation is currently recommended.

6.0 IMPACT ANALYSIS AND CONCEPTUAL MITIGATION

The following sections describe the AOCs that would be specifically impacted by each of the proposed alternatives. Table 7 provides a summary of the conclusions and recommendations for each AOC.

6.1 Alternatives D, D1 and K

The following AOCs may be impacted by the potential construction activities associated with these alternatives:

- Area of Ramp C I-295, MP 27, Bellmawr (AOC No. 4)
- New St. Mary's Cemetery, Browning Road, Bellmawr (AOC No. 7)
- Bill Seas Towing, Essex Avenue, Bellmawr (AOC No. 9)

Due to the presence of an UST, AST, maintenance equipment, and outdoor maintenance and storage space located on AOC No. 7 and based on the nature of operations at AOC No. 9, there is the potential for soil and groundwater contamination. Since maintenance areas often contain chemicals and petroleum products, there is a concern that these items may be or may have been present at these sites. The potential for soil and groundwater contamination also exists within the NJDOT ROW in the vicinity of AOC No. 4. The need for site investigation activities will be determined by the NJDOT. A soil sampling plan would then be developed in accordance with the NJDEP's Technical Requirements for Site Remediation NJAC 7:26E, outlining the depths of excavation and the potential need to collect soil and groundwater samples, as appropriate, to determine the presence, type, and level of contamination in the proposed construction areas of these sites.

Should soil contamination exist, potential management would likely consist of the reuse of such material beneath the roadway pavement and embankments within the project limits. Potential mitigation for contaminated groundwater encountered during construction would likely consist of redeposition in a trench or basin without treatment. The redeposition would be handled through either a Permit-by-Rule or On-Scene Coordinator authorization issued by the NJDEP. Health and safety precautions would be instituted for the protection of the public and construction personnel.

Based on a review of aerial photographs that dates buildings prior to 1964, there is also a high potential that ACM and LBP would be encountered during demolition on AOC No. 7 and AOC No. 9. The potential for ACM and LBP also exists on roadway bridges to be replaced and residential properties to be acquired. Therefore, further investigation by the NJDOT is recommended to establish the presence and quantity of ACM and LBP prior to demolition.

6.2 Alternatives G2 and H1

The following AOCs may be impacted by the proposed construction activities associated with these alternatives within the project area:

- Area of Ramp C I-295, MP 27, Bellmawr (AOC No. 4)
- New St. Mary's Cemetery, Browning Road, Bellmawr (AOC No. 7)

Due to the presence of an UST, AST, maintenance equipment, and outdoor maintenance and storage space located on AOC No. 7, there is the potential for soil and groundwater contamination. Since

maintenance areas often contain chemicals and petroleum products, there is a concern that these items may be or may have been present at this site. The potential for soil and groundwater contamination also exists within the NJDOT ROW in the vicinity of AOC No. 4. The need for site investigation activities will be determined by the NJDOT. A soil sampling plan would then be developed in accordance with the NJDEP's Technical Requirements for Site Remediation NJAC 7:26E, outlining the depths of excavation and the potential need to collect soil and groundwater samples, as appropriate, to determine the presence, type and level of contamination in the proposed construction areas of these sites.

Should soil contamination exist, potential management would likely consist of the reuse of such material beneath the roadway pavement and embankments within the project limits. Potential mitigation for contaminated groundwater encountered during construction would likely consist of redeposition in a trench or basin without treatment. The redeposition would be handled through either a Permit-by-Rule or On-Scene Coordinator authorization issued by the NJDEP. Health and safety precautions would be instituted for the protection of the public and construction personnel.

Based on a review of aerial photographs that dates buildings prior to 1940, there is also a high potential that ACM and LBP would be encountered during demolition of the buildings on AOC No. 7. The potential for ACM and LBP also exists on roadway bridges to be replaced and residential properties to be acquired. Therefore, further investigation by the NJDOT is recommended to establish the presence and quantity of ACM and LBP prior to demolition.

6.3 No Build Alternative

Since no construction activity would occur with this alternative, potential impacts would be eliminated.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Of the 17 AOCs in the study corridor, three have a possibility of being affected by the five build alternatives. Upon selection of a preferred alternative, it is recommended that a soil/groundwater sampling plan be developed and implemented in the proposed construction areas of these properties to assess the presence, type and level of contamination. Sample locations would be biased toward the areas of excavation, based on the engineering design.

Should contamination be detected on these properties, a Remedial Action Work Plan (RAWP) or Soil Reuse Plan (SRP) would be prepared to document the remedial options available. Potential mitigation would include institutional and engineering controls. It is anticipated that excavated areas will be backfilled with appropriate material generated during construction activities. However, contaminated soils left in place will require institutional control in the form of a Deed Notice. The Deed Notice will document any reused contaminated soil and the use of engineering controls such as capping with impervious material, roadways, or seeded topsoil.

Potentially contaminated soils requiring excavation will be temporarily stockpiled pending waste characterization results. Excavation and staging will be performed using methods that minimize the disturbance of the soil. At a minimum, all potentially contaminated soils will be staged on an impervious surface and covered with plastic sheeting. Localized areas of contamination may necessitate removal and disposal at a licensed facility.

Should groundwater contamination be identified at the properties, it may present a health risk to workers if encountered during construction. Groundwater would need to be handled in an NJDEP-approved manner. Drainage controls including dewatering may be instituted to keep groundwater levels from rising in the project area. A Remedial Action Report (RAR) would be prepared to document soil excavation activities and the management of contaminated soil and groundwater during construction. Additionally, the RAR would document the extent of contamination left in place or reused within the project limits and the remedial activities completed to obtain case closure from the NJDEP.

Based on a review of the aerial photographs and Sanborn Fire Insurance Maps, two buildings on AOCs proposed for NJDOT acquisition may require further investigation to confirm the presence and extent of potential ACM and LBP. A portion of the Bellmawr Park Mutual Housing Corporation community will be acquired and up to fourteen residential units may be demolished, depending on the alternative selected. Further studies are recommended to verify the presence and quantities of ACM and LBP on the structures affected by the project and to develop an approach to address these issues during construction.

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9.0 REFERENCES

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TABLES

**TABLE 3
SUMMARY OF REGULATORY DATABASE INFORMATION - BELLMAWR**

**NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295 / I-76/ ROUTE 42 DIRECT CONNECTION
BELLMAWR, MT. EPHRAIM AND GLOUCESTER CITY, CAMDEN COUNTY**

AOB	EDR MAP NO.	BLOCK	LOT	EDR SITE LOCATION/ OWNER INFORMATION	REGULATORY DATABASES	REGULATORY CASE NUMBER(S)	COMMENTS	ENVIRONMENTAL CONCERNS
4	12			Area of Ramp C at I-295 MP 27 (Area of/Ramp at 76) Near Al Jo's Curve Route 295 MP 27 Bellmawr, NJ	NJ Spills, NJ Release	96-11-26-1052-11 96-11-26-1109-10 96-11-26-1107-29	Diesel fuel in excess of 200 gallons was spilled due to an MVA. The roadway was closed. No cleanup was reported. In a separate incident, <100-gallons of diesel fuel spilled due to a MVA. Material entered a storm drain. Cleanup reportedly conducted by FD.	Land contamination has been confirmed on-site with no cleanup reported. Facility has potential to impact the study area. This site will not be acquired. No further investigation recommended.
	18			NJDOT Structure 0428-151 I-295 Ramp over I-76 Bellmawr, NJ	RCRIS-SQG, FINDS		Site has a Small Quantity Generator on the property with no violations.	Not anticipated to have the potential to impact the study area.
	19			NJDOT Bridge Painting contract Rt 168 Route 168 over Route 295 Bellmawr, NJ	RCRIS-LQG, FINDS		Site has a Large Quantity Generator on the property with no violations found. Other pertinent environmental activity identified at the site: Resource Conversation and Recovery Act Information system.	Not anticipated to have the potential to impact the study area.
	19			In front of 20 Blackhorse Pike Route 168 / Route 295 Bellmawr, NJ	NJ Spills	95-5-17-1426-50	Spill on roadway of an oil-like substance. Cause unknown. Cleanup in progress at time of report.	Not anticipated to have the potential to impact the study area.
	20	49		Iris Quinn 503 Fir Place Bellmawr, NJ	NJ Spills	91-5-21-1042-24	1-gallon spill of waste oil from illegal painting of metal fence.	Not anticipated to have the potential to impact the study area.
5	20	50.02	1.01	Annunciation Regional School 603 West Browning Road Bellmawr, NJ	FINDS			Site has been known to have USTs on property as well as a liquid sewage spill. Material has been cleaned up. No further investigation is necessary.
	20			Area of 605 West Browning Road Bellmawr, NJ	NJ Spills, NJ Release	98-04-25-1414-24	A release of 2000 gallons of sewage occurred due to overflow of a blocked line. Cleanup was conducted.	Not anticipated to have the potential to impact the study area.
	21	81	1	Bellmawr Board of Education Bell Oaks School 256 Anderson Avenue Bellmawr, NJ	RCRIS-SQG, FINDS, UST		Site has a Small Quantity Generator on the property with no violations. Other pertinent environmental activity identified at the site: Aerometric Information Retrieval System / AIRS Facility Subsystem, National Compliance Database, Resource Conservation and Recovery Act Information system. One Home Heating Oil (No. 2) tank was removed due to non-compliance.	Not anticipated to have the potential to impact the study area.
	21			EM Burke School Bell Road & Anderson Avenue Bellmawr, NJ	RCRIS-SQG, FINDS		Site has a Small Quantity Generator on the property with no violations. Other pertinent environmental activity identified at the site: New Jersey Environmental Management System, Resource Conservation and Recovery Act Information system.	Not anticipated to have the potential to impact the study area.
	22	83	12	Shell Service Station Bellmawr Borough 132 Black Horse Pike N Bellmawr Borough, NJ	SHWS, LUST	76250, 93-09-14-1320	Site has confirmed soil and groundwater contamination.	Not anticipated to have the potential to impact the study area.
	22	83	12	Jim's Service Station 132 Black Horse Pike N Bellmawr Borough, NJ	UST		Site has 1 unleaded gasoline, 2 leaded gasoline, and 1 waste oil tank removed due to non-compliance. Site also has 2 unleaded gasoline tanks in-use at time of report.	Not anticipated to have the potential to impact the study area.
	22	83	12	Shell Oil Co 132 N Blackhorse Pike Route 168 Bellmawr, NJ	RCRIS-SQG, FINDS		Site has a Small Quantity Generator on the property with no violations. Other pertinent environmental activity identified at the site: Resource Conservation and Recovery Act Information system.	Not anticipated to have the potential to impact the study area.
	23	81	1	Bellmawr Board of Ed 256 Anderson Avenue Bellmawr, NJ	FTTS INSP		Site inspected due to a violation. Investigation type was AHERA, Enforcement, State Conducted. Inspection number: 19960131NJ003 1.	Not anticipated to have the potential to impact the study area.
	24			Route 295 South/Exit 26 Bellmawr, NJ	ERNS			Not anticipated to have the potential to impact the study area.
	25	83	12	Shell Service Station 132 North Blackhorse Pike Bellmawr, NJ	NJ Spills	93-9-14-1320-20	3-8,000 gallon USTs removed. Soil contaminated with hydrocarbons. Cleanup in progress at time of report.	Not anticipated to have the potential to impact the study area.
	26			Corner of Dewy / Ivy Ridge Bellmawr, NJ	NJ Spills	92-4-6-0937-03	1-pint spill of hydraulic oil from the hydraulic line on a truck. Material was contained and being cleaned up at time of reporting.	Not anticipated to have the potential to impact the study area.
	27			NJDOT Structure 0427-155 I-295 NB Ramp E over Route 42 Bellmawr, NJ	RCRIS-SQG, FINDS		Facility listed as SQG with no violations found.	Not anticipated to have the potential to impact the study area.
	27			On Roadway of I-295 at Route 42 Bellmawr, NJ	NJ Spills	95-9-27-1150-22	25 to 75 gallons of diesel fuel spilled on the roadway from a ruptured saddle tank on a tractor trailer.	Not anticipated to have the potential to impact the study area.
	28			Leaseway Motorcar Transport Exit 26, I-295 SB Bellmawr, NJ	RCRIS-SQG, FINDS		Facility is listed as a LQG with no violations found.	Not anticipated to have the potential to impact the study area.

- Listings in **bold** print are Areas of Concern (AOBs)

**TABLE 3
SUMMARY OF REGULATORY DATABASE INFORMATION - BELLMAWR**

**NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295 / I-76/ ROUTE 42 DIRECT CONNECTION
BELLMAWR, MT. EPHRAIM AND GLOUCESTER CITY, CAMDEN COUNTY**

AOC	EDR MAP NO.	BLOCK	LOT	EDR SITE LOCATION/ OWNER INFORMATION	REGULATORY DATABASES	REGULATORY CASE NUMBER(S)	COMMENTS	ENVIRONMENTAL CONCERNS
	28			R. Economy Company Harding Avenue Bellmawr, NJ	NJ Spills	96-9-19-1036-49	Complaint that facility has containers on the property that are leaking onto the ground.	Not anticipated to have the potential to impact the study area.
	28			Access Road Between Route 42/Creek Road Bellmawr, NJ	NJ Spills	95-1-9-1302-53	2-gallon spill of fuel oil #2 from a hose breaking off a tractor trailer. Cleanup was completed.	Not anticipated to have the potential to impact the study area.
	28	60, 61, 67,68		Fazio Landfill Harding Avenue Bellmawr, NJ	CERCLIS, FINDS, NJPDES		A site inspection and preliminary assessment have been completed. This facility has received a low CERCLIS site status. Other pertinent environmental activity identified at the site: Comprehensive Environmental Response, Compensation and Liability Information System, New Jersey Environmental Management System, Resource Conservation and Recovery Act Information system.	Not anticipated to have the potential to impact the study area.
	28	59	2	Nordt Engraving & Machine Lotto Creek Road Bellmawr Boro, NJ 08031	RCRIS-SQG		This facility is listed as a SQG with no violations found.	Not anticipated to have the potential to impact the study area.
16	28	70	6.02	Sunoco Service Station Leaf and Wellwood (Route 42 / Creek) Bellmawr, NJ	NJ Spills	93-5-19-1705-27	A spill of an unknown amount of gasoline caused contamination found at the site of former gas tanks.	A number of spills have occurred on the property and due to the nature of facility operations, the site has the potential to impact the construction activities. The site will not be acquired. No further investigation is necessary.
10	29	57	1.01 & 9	Ana Labs 80 Coolidge Avenue Bellmawr, NJ	NJ Spills	95-5-1-1203-00	Complaint that an unknown amount of oil was being dumped into a dumpster on-site. No further information.	Due to the nature of the facility operations, this site has the potential to impact the study area. The site will not be acquired and no further investigation is necessary.
11	30	70	1-4	Mobil Service Station (Mobil Oil Corporation Mobil # 15-L8Y) 464 Creek Road (Creek / Edgewood Road) Bellmawr, NJ	LUST, FINDS		Site has 1 area of concern with 1 media of cern. Issued No Further Action Letter on 12/30/92. Other pertinent environmental activity identified at the site: New Jersey Environmental Management System.	Site is listed on a number of regulatory databases but will not be acquired. No further investigation is necessary.
16	30	70	6.02	Sunoco Service Station (Sunoco S/S #0011-6798) Leaf and Wellwood (Edgewood Ave / Creek Road) Bellmawr, NJ	LUST	90-01-11-1720	Site has confirmed soil and ground water contamination.	A number of spills have occurred on the property and due to the nature of facility operations, the site has the potential to impact the construction activities. The site will not be acquired. No further investigation is necessary.
5	30	50.02	1.01	Annunciation Regional School 603 West Browning Road Bellmawr, NJ	NJ Spills	00-01-01-0833-56	The location of the spill is listed as "Transportation" and the facility type is reported as "Residential". The report was received on 1/1/00. Police and FD were at the scene. No other information is reported in the EDR.	Site has been known to have USTs on property as well as a liquid sewage spill. Material has been cleaned up. No further investigation is necessary.
	31			600-700 Creek Road Delanco, NJ	ERNS			Not anticipated to have the potential to impact the study area.
	31			Ana Labs 641 Creek Road Bellmawr, NJ	NJ Spills, NJ Release, RCRIS-SQG, FINDS	95-10-24-1431-36, 95-10-27-1531-51, 04-01-30-1227-26	Incident is described as improper disposal / storage. RP put samples into drains. No clean up. Site is listed in the NJ Spill database due to a complaint that the lab had oil spillage on the ground and stores a lot of drums on site. Illegal dumping of product into dumpster on side of building also reported. No cleanup was done. The property has a Conditionally Exempt Small Quantity Generator on site with no violations found.	Not anticipated to have the potential to impact the study area.
	31	59	2	Nordt Engraving & Machine Co. 640 Creek Road Bellmawr, NJ 08031	RCRIS-SQG, FINDS		The facility has a Small Quantity Generator on site with 2 violations. Other pertinent environmental activity identified at the site: Resource Conservation and Recovery Act Information System.	Not anticipated to have the potential to impact the study area.
	31	62	1.01	J&S Auto Body 621 Creek Road Bellmawr, NJ	RCRA, RCRIS-SQG, FINDS		Facility is listed as a LQG with no violations found. Site is listed as having a Small Quantity Generator with no violations.	Not anticipated to have the potential to impact the study area.
	31	62	1	J&S Auto Body 625 Creek Road Bellmawr, NJ	NJ Spills	98-12-28-1434-56	A spill of Heating Oil #2 was reported in 1998, resulting in contamination of the land on site. One 550 gallon UST was removed along with contaminated soil.	Not anticipated to have the potential to impact the study area.
	31	67	1	Tar Lyn Iron 612 Creek Road Bellmawr Boro, NJ 08031	FINDS		Other pertinent environmental activity identified at the site: New Jersey Environmental Management System.	Not anticipated to have the potential to impact the study area.
	31	61	3	Metrologic Instruments Inc 620 Creek Road Bellmawr Boro, NJ 08031	FINDS		Other pertinent environmental activity identified at the site: New Jersey Environmental Management System.	Not anticipated to have the potential to impact the study area.
11	32	70	1-4	Mobil Service Station (Mobil Oil Corp SS L8Y) 464 Creek Road (Creek & Edgewood Road) Bellmawr, NJ 08030	RCRIS-SQG, FINDS, UST		The facility has a Small Quantity Generator on site with no violations. Other pertinent environmental activity identified at the site: Resource Conservation and Recovery Act Information System. This site also has 3 unleaded gasoline tanks in use, and in compliance. Two waste oil tanks were removed (1989, 1992) due to non-compliance.	Site is listed on a number of regulatory databases but will not be acquired. No further investigation is necessary.

- Listings in **bold** print are Areas of Concern (AOCs)

**TABLE 3
SUMMARY OF REGULATORY DATABASE INFORMATION - BELLMAWR**

**NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295 / I-76/ ROUTE 42 DIRECT CONNECTION
BELLMAWR, MT. EPHRAIM AND GLOUCESTER CITY, CAMDEN COUNTY**

AOC	EDR MAP NO.	BLOCK	LOT	EDR SITE LOCATION/ OWNER INFORMATION	REGULATORY DATABASES	REGULATORY CASE NUMBER(S)	COMMENTS	ENVIRONMENTAL CONCERNS
	33			Crane Co. Chempump Service Center 130-D Harding Avenue Bellmawr, NJ	RCRIS-SQG, FINDS		Site has a Small Quantity Generator on the property with no violations. Other pertinent environmental activity identified at the site: Resource Conservation and Recovery Act Information system.	Not anticipated to have the potential to impact the study area.
	33			Loris Corp 130 Harding Avenue Bellmawr Boro, NJ	FINDS		Other pertinent environmental activity identified at the site: New Jersey Environmental Management System.	Not anticipated to have the potential to impact the study area.
	34	67	6.01, 6.02, 6.03	Metrologic Instruments Incorporated 143 Harding Avenue Bellmawr, NJ	RCRIS-SQG, FINDS		This facility is listed as a Conditionally Exempt SQG with two violations reported. Violations have achieved compliance.	Not anticipated to have the potential to impact the study area.
	35	68		Envirocraft Corp. 204 Harding Avenue Bellmawr, NJ	PADS, RCRIS-SQG, NJ Spills	01-11-26-1535-06	This facility is listed as a SQG with thirteen violations reported. All violations were of low priority and have achieved compliance. Soil and groundwater contamination confirmed onsite with various compounds found during testing.	Not anticipated to have the potential to impact the study area.
	35	60	3	CV Environmental Inc. 204 Harding Avenue Bellmawr, NJ	RCRIS-SQG		The facility is listed as an SQG with no violations found.	Not anticipated to have the potential to impact the study area.
	35	60	3	John P Fazio Landfill Co Inc 204 Harding Avenue Bellmawr, NJ 08031	RCRIS-SQG, FINDS		The facility has a Small Quantity Generator on site with no violations. Other pertinent environmental activity identified at the site: Resource Conservation and Recovery Act Information System.	Not anticipated to have the potential to impact the study area.
	35	60	3	Singular Services Inc 204 Harding Avenue Bellmawr Boro, NJ 08031	FINDS		Other pertinent environmental activity identified at the site: New Jersey Environmental Management System.	Not anticipated to have the potential to impact the study area.
	35	60	3	Continental Vanguard, Inc. 204 Harding Avenue Bellmawr, NJ 08031	Ind. Haz Waste		This facility is a registered transporter of waste.	Not anticipated to have the potential to impact the study area.
	36			Wawa Store 125 Wellwood Avenue Bellmawr, NJ	NJ Spills	99-08-16-1040-04	A 4-gallon gasoline spill was reported at the site.	Not anticipated to have the potential to impact the study area.
	37			Blanton-Bellmawr SLF / Bellmawr Boro Compost Creek Rd / Rte 295 Bellmawr, NJ	Hist LF		Sanitary landfill that has been closed - authorized to handle municipal (household, commercial & institutional) and vegetative waste. Site is operating as a recycling center authorized to handle vegetative waste.	Not anticipated to have the potential to impact the study area.
	38			Aluf Plastics 500 A Benino Boulevard Bellmawr, NJ 08031	RCRIS-SQG, FINDS		Site has a Small Quantity Generator with no violations. Other pertinent environmental activity identified at the site: Resource Conservation and Recovery Act Information system.	Not anticipated to have the potential to impact the study area.
16	38	70	6.02	Sunoco Service Station (Leaf Leaf / Edgewood Avenue) and Wellwood Bellmawr, NJ	UST, NJ Spills, NJ Release	91-3-21-2324-42, 92-4-1419-00, 91-9-26-0921-01, 91-9-26-0903-16, 91-9-26-1226-12, 03-06-01-0921-48	Site has 4 tanks in use (3 containing unleaded gasoline, 1 containing light diesel fuel). All tanks are in compliance. An unknown citizen overfilled vehicle, then left the scene. A spill of 20 gallons of gasoline occurred. Some of gasoline entered storm drain. Fire Dept. to handle cleanup. Another report of same incident cites 5 gallons of gasoline were spilled. A third report for the same facility cites a 300 gallon gasoline spill while removing a tank - gasoline entered storm drains and creek.	A number of spills have occurred on the property and due to the nature of facility operations, the site has the potential to impact the construction activities. The site will not be acquired. No further investigation is necessary.
	38			Area of Leaf Road. / Edgewood Bellmawr Boro, NJ	NJ Spills	03-03-21-1538-29	Spill of unknown substance reported due to MVA. Fire Dept. cleaning up.	Not anticipated to have the potential to impact the study area.
5	38	50.02	1.01	Annunciation Regional School 603 West Browning Road Bellmawr, NJ	LUST, NJ Spills	94-10-05-1618, 10-5-1618-31	Site has confirmed soil and groundwater contamination. Issued NFA in 1997. An unknown amount of diesel fuel was spilled during the removal of 2 10,000 gallon diesel USTs. Cleanup was in progress at the time of reporting.	Site has been known to have USTs on property as well as a liquid sewage spill. Material has been cleaned up. No further investigation is necessary.
	38 & 39	61, 60	9-9.01, 3, 4	Airco Welding Supply / Airco Corp Industrial Gases & Welding Supply Leaf & Harding Avenues Bellmawr, NJ	UST, FINDS		Facility is listed as having a 2,000-gallon diesel fuel UST that was removed on 11/91. No further information was provided.	USTs were present on-site. Facility has the potential to impact the study area if ground breaking work is to be conducted on or adjacent to this property.
	39			In Roadway Coolidge Avenue/Leaf Bellmawr, NJ	NJ Release, NJ Spills	93-12-4-1204-02	Approximately 5-gallons of gasoline was spilled on the roadway from a leak on a trucks saddle tank.	Not anticipated to have the potential to impact the study area.
17	39	67	7	Quality Patterns Inc./Oxygen Support Systems 601 Leaf Avenue Bellmawr, NJ	UST, LUST, FINDS		Site has 1 area of concern, with 1 media of concern and was issued NFA in 2001. In addition, 1 unleaded gasoline UST was removed in 2000 due to non-compliance.	Contamination has been confirmed on-site. Facility has potential to impact the study area. Site will not be acquired.
	39			In area of Creek Road and Harding Avenue Bellmawr, NJ	NJ Spills	95-1-7-1630-53	An unknown amount of gasoline was spilled when a tanker truck left valve open. Spill occurred along 800-900 feet of roadway. No cleanup scheduled.	Not anticipated to have the potential to impact the study area.

- Listings in **bold** print are Areas of Concern (AOCs)

**TABLE 4
BUSINESSES AND ISRA APPLICABILITY**

**NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295 / I-76/ ROUTE 42 DIRECT CONNECTION
BELLMAWR, MT. EPHRAIM AND GLOUCESTER CITY, CAMDEN COUNTY**

AOC	OCCUPANT	TYPE OF BUSINESS	BUSINESS LOCATION		NAICS	SUBJECT TO ISRA	SIC
	Gormley's Auto Center	Used Car Dealership	Rt. 130 South & Klemm Ave	Gloucester City	441120	No	5521
		Liquor Store	Rt. 130 South & Klemm Avenue	Gloucester City	445310	No	5921
3	Mt. Ephraim Sewage Plant & Garage	Waste management	33 Linden Avenue	Mt. Ephraim	562111	No	9511
	Redner Plastics Co.	Unknown	19 Thompson Avenue.	Mt. Ephraim	*	*	*
	BP Service Station	Gasoline Station / Car Wash	Thompson Avenue. / Blackhorse Pike	Mt. Ephraim	447110	No	5541
	F&H Paint	Paint retail store	301 South Blackhorse Pike	Mt. Ephraim	444120	No	5231
	Yankee Caroler	Retail	289 South Blackhorse Pike	Mt. Ephraim	45322	No	5947
6	Exxon Service Station	Gasoline Station	403-415 South Blackhorse Pike	Mt. Ephraim	447110	No	5541
	Rite Aid	Pharmacy / Convenience Store	831 West Browning Road	Bellmawr	446110	No	5912
5	Annunciation BVM Church & Regional School	Catholic School	603 West Browning Road	Bellmawr	611110	No	8211
8	Bellmawr Park Elementary School	School	Peach & Essex Street	Bellmawr	611110	No	8211
15	Bellmawr Truck Repair	Truck Repair Shop	781 Creek Road(764-74 Creek Road)	Bellmawr	811111	No	7538
14	LEIDKA	Industrial	719-737 Creek Road	Bellmawr	484110	No	4212
10	Ana Laboratory	Laboratory	Creek Road/80 Coolidge Avenue	Bellmawr	541380	No	8734
12	B&G Tool & Die Company	Tool & Die	Creek Road and Essex Street (700-708 Creek Road)	Bellmawr	333514	Yes	3544
	J&S Auto Body	Auto Body Repairs	625 Creek Road	Bellmawr	811121	No	7532
	Nordt Engraving & Machine, Inc.	Engraving / Manufacturing	640 Creek Road	Bellmawr	333298	*	9999
11	Mobil Service Station	Gasoline Station	464 (456) Creek Road	Bellmawr	447110	No	5541
	Envirocraft Corp.	Waste brokering	600-608 Leaf Avenue	Bellmawr	484220	No	4213
16	Sunoco Service Station	Gasoline Station	Leaf and Wellwood Avenues	Bellmawr	447110	No	5541
	NJ State Police	Police Department	133 Wellwood/Leaf Avenue	Bellmawr	922120	No	9221
	Family Custom Screen Printing	Screen Printing	130 Harding Avenue	Bellmawr	323113	Yes	2759
	Ulysses Machine Company	Machine Shop	620 Creek Road	Bellmawr	4238	No	5084
	Acme Plumbing & Heating	Plumbing & Heating Service	612 Harding Avenue	Bellmawr	235110	No	1711
	Formulated Polymers Corp.	Industrial	109 Harding Avenue	Bellmawr	*	*	*
	Gilbert Surgical Instruments, Inc.	Wholesale surgical equipment	121 Harding Avenue	Bellmawr	421450	No	5047
	John's A/C Heat, Inc.	A/C & Heating Service	125 Harding Avenue	Bellmawr	235110	No	1711
	Keystone Towers, Inc.	Office Building	135-151 Harding Avenue	Bellmawr	531120	No	6512
	Wawa	Convenience Store	125 Wellwood Avenue	Bellmawr	445120	No	5411
	Office Building/Keystone's Carousels	Office Building	716 Creek Road	Bellmawr	*	*	9999
	T & T Flooring Co.	Hardwood Floor Wholesale	741-74 Creek Road	Bellmawr	42322	No	5023
	Lawnmower Parts	Lawnmower Repairs	717 Creek Road	Bellmawr	811411	Yes	7699
	D'astuto Construction	Construction Company	703-13 Creek Road	Bellmawr	331210	No	1522
7	New St. Mary's Cemetery	Cemetery	301-615 Browning Road	Bellmawr	812220	No	6553
	Office Tech.	Office Equipment sales and service (Fax, Copier etc.)	625 Creek Road	Bellmawr	421420	No	5044
	Aflag Fletcher Supply Company	Commercial	77 Coolidge Avenue	Bellmawr	*	*	9999
	American Legion	American Legion	172 Essex Street	Bellmawr	813410	No	8641
	Polish National Catholic Cemetery	Cemetery	201 Bell Road	Bellmawr	812220	No	6553
	Ready Pallet Company	Pallet sales	776 Creek Road	Bellmawr	421830	No	5084
	Office Buildings	Office Building	Block 55, Lots 1 & 2, Essex Avenue	Bellmawr	531120	No	6512
	Rita's Fruit and Produce	Fruit Stand	Block 56, Lot 3, Essex Avenue	Bellmawr	445230	No	5431
9	Bill Seas Towing	Car Towing Service	Block 49, Lot 1, Essex Avenue	Bellmawr	488410	No	7549
	ABC Enforcement Bureau	Federal Law Enforcement Building	Block 57, Lot 1, Creek Road	Bellmawr	922120	No	9221
	Hylton Paper Co.	Unknown	541 Benigno Boulevard.	Bellmawr	*	*	9999
	Cross Wire	Galvanized Wire Cloth Manufacturing	121 Harding Avenue	Bellmawr	332618	Yes	3496
17	Quality Patterns Inc. / Oxygen Support Systems	Medical Equipment Company	Leaf and Wellwood Avenues (601 Leaf Avenue)	Bellmawr	423450	No	5047

- Listings in **bold** are Areas of Concern (AOCs)

* - Cannot be identified

TABLE 5
UNDERGROUND STORAGE TANK REGISTRATION INFORMATION
NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295 / I-76/ ROUTE 42 DIRECT CONNECTION
BELLMAWR, MT. EPHRAIM AND GLOUCESTER CITY, CAMDEN COUNTY

AOC	UST REG #	OCCUPANT	OWNER	UST LOCATION	TOWN	TANK #	PRODUCT STORED	CAPACITY	STATUS
		Chatham Square Apartments	TC CHU	Rt. 130 & Reading Avenue	Gloucester City	01	Home Heating Oil #2	Unknown	Removed
						02			
						03			
6	78618	Exxon Service Station (Exxon S/S 36913)	Eric M McPhee	403 - 415 South Blackhorse Pike (I-295 & Blackhorse Pike)	Mt. Ephraim	E1	Unleaded Gasoline	Unknown	In Use
						E2			
						E3			
						E4			
						E5	Waste Oil	Unknown	Removed
		Bell Oaks School	Bellmawr Board of Education	256 Anderson Avenue	Bellmawr	E1	Home Heating Oil #2	Unknown	Removed
						00E4	Waste Oil	Unknown	Removed
11	72128	Mobil Service Station (Mobil Oil Corp SS L8Y)	William C Bunch	464 Creek Road (Creek & Edgewood Road)	Bellmawr	E1	Unleaded Gasoline	Unknown	In-Use
						E2			
						E3			
						E4			
						E1	Waste Oil	Unknown	Removed
16	145514	Sunoco Service Station (Sunoco 0011-6798)	Compliance AD	Leaf and Wellwood Avenues (N-S Freeway & Bell Garden Ave.)	Bellmawr	E1	Unleaded Gasoline	Unknown	In-Use
						E2			
						E3			
						E4	Light Diesel Fuel		
		Airco Welding Supply	Les Pearce	Leaf & Harding Avenues	Bellmawr	01	Medium Diesel Fuel	Unknown	Removed
17	261317	Quality Patterns Inc. / Oxygen Support Systems	James Navghton	601 Leaf Avenue	Bellmawr	E1	Unleaded Gasoline	Unknown	Removed
	65748	US Postal Service	Robert Boyer	421 Benigno Boulevard	Bellmawr	E1	Home Heating Oil #2	Unknown	Removed
	146234	Interstate Industrial Park	Barry P Mertz	500-B Benigno Boulevard.	Bellmawr	E8	Light Diesel Fuel	Unknown	Removed

- Listings in **bold** are Areas of Concern (AOCs)

TABLE 6
SUMMARY OF NJDEP KNOWN CONTAMINATED SITES
NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295 / I-76/ ROUTE 42 DIRECT CONNECTION
BELLMAWR, MT. EPHRAIM AND GLOUCESTER CITY, CAMDEN COUNTY

AOC	BLOCK	LOT	CASE NAME	OWNER	SITE LOCATION	NJDEP OVERSIGHT
6*	122	1, 2.01, 2.02 & 3.01	Exxon Service Station Mt. Ephraim Borough	Eric M McPhee	403 - 415 South Blackhorse Pike, Mt. Ephraim	BUST
16	70	6.02	Sunoco Service Station Bellmawr Borough	Compliance AD	Leaf & Wellwood Avenues N-S Freeway & Bell Garden Avenue, Bellmawr	BUST

NOTES : BUST - Bureau of Underground Storage Tanks
AOC6 does not appear on the 2005 KCSL, but appears on the 2001 KCSL.

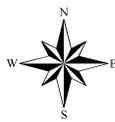
TABLE 7
SUMMARY OF FINDINGS AND RECOMMENDATIONS
NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295/I-76/ROUTE 42 DIRECT CONNECTION
BELLMAWR, MT. EPHRAIM, AND GLOUCESTER CITY, CAMDEN COUNTY

AOC		AOC No. 1	AOC No. 2	AOC No. 3	AOC No. 4	AOC No. 5	AOC No. 6	AOC No. 7	AOC No. 8
Property Location		Vacant Lot Near intersection of Route 130 & Klemm Avenue, Gloucester City Block 261, Lots 1&4	I - 76 ROW Near intersection of Route 130 and Klemm Avenue, Gloucester City Block 260	Mt. Ephraim Sewage Plant & Garage 33 Linden Avenue, Mt. Ephraim Block 123.01, Lot 3.03	Area of Ramp C at I-295, MP 27, Bellmawr	Annunciation Regional School 603 West Browning Road, Bellmawr Block 50.02, Lot 1.01	Exxon Service Station 403-415 South Blackhorse Pike, Mt. Ephraim Block 122, Lots 1, 2.01, 2.02 & 3.01	New St. Mary's Cemetery 615 West Browning Road, Bellmawr Block 50, Lot 1.01	Bellmawr Park Elementary School Essex & Peach Streets, Bellmawr Block 49, Lot 3
Environmental Concerns		•Former gasoline filling station •Potential soil / groundwater contamination	•Former Sewage Disposal Plant •Former auto service with gas tanks •Potential soil / groundwater contamination	•LUST •Potential soil / groundwater contamination	•Diesel fuel spill •Historic fill area •Potential soil / groundwater contamination	•UST •Liquid sewage spill •Potential soil / groundwater contamination	•Gasoline spill •UST •LUST •Potential soil / groundwater contamination	•Maintenance equipment •Outdoor maintenance & storage space •Potential soil / groundwater contamination	•UST •Potential soil / groundwater contamination
Alternative D	Impact	No Impact	No Impact	No Impact	Site contamination may impact construction activities	No Impact	No Impact	Site contamination may impact construction activities	No Impact
	Mitigation	No Further Investigation	No Further Investigation	No Further Investigation	Further Investigation Recommended	No Further Investigation	No Further Investigation	Further Investigation Recommended	No Further Investigation
Alternative D1	Impact	No Impact	No Impact	No Impact	Site contamination may impact construction activities	No Impact	No Impact	Site contamination may impact construction activities	No Impact
	Mitigation	No Further Investigation	No Further Investigation	No Further Investigation	Further Investigation Recommended	No Further Investigation	No Further Investigation	Further Investigation Recommended	No Further Investigation
Alternative G2	Impact	No Impact	No Impact	No Impact	Site contamination may impact construction activities	No Impact	No Impact	Site contamination may impact construction activities	No Impact
	Mitigation	No Further Investigation	No Further Investigation	No Further Investigation	Further Investigation Recommended	No Further Investigation	No Further Investigation	Further Investigation Recommended	No Further Investigation
Alternative H1	Impact	No Impact	No Impact	No Impact	Site contamination may impact construction activities	No Impact	No Impact	Site contamination may impact construction activities	No Impact
	Mitigation	No Further Investigation	No Further Investigation	No Further Investigation	Further Investigation Recommended	No Further Investigation	No Further Investigation	Further Investigation Recommended	No Further Investigation
Alternative K	Impact	No Impact	No Impact	No Impact	Site contamination may impact construction activities	No Impact	No Impact	Site contamination may impact construction activities	No Impact
	Mitigation	No Further Investigation	No Further Investigation	No Further Investigation	Further Investigation Recommended	No Further Investigation	No Further Investigation	Further Investigation Recommended	No Further Investigation
No Build	Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
	Mitigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation

TABLE 7
SUMMARY OF FINDINGS AND RECOMMENDATIONS
NEW JERSEY DEPARTMENT OF TRANSPORTATION
I-295/I-76/ROUTE 42 DIRECT CONNECTION
BELLMAWR, MT. EPHRAIM, AND GLOUCESTER CITY, CAMDEN COUNTY

AOC		AOC No. 9	AOC No. 10	AOC No. 11	AOC No. 12	AOC No. 13	AOC No. 14	AOC No. 15	AOC No. 16	AOC No. 17
Property Location		Bill Seas Towing Essex Avenue Bellmawr Block 56, Lots 1-7	Ana Labs 80 Coolidge Avenue Bellmawr Block 57, Lots 1.01 & 9	Mobil Service Station 464 Creek Road, Bellmawr Block 70, Lots 1-4	B&G Tool & Die Company Creek Road / Essex Street, Bellmawr Block 58, Lots 1-4	Infinity Broadcasting 775-785 Creek Road Bellmawr Block 49, Lot 4	LEIDKA 719-737 Creek Road Bellmawr Block 49.05, Lot 6	Bellmawr Truck Repair 781 Creek Road Bellmawr Block 49.05, Lot 2.01	Sunoco Service Station Leaf & Wellwood Avenues Bellmawr Block 70, Lot 6.02	Quality Patterns Inc. / Oxygen Support Systems 601 Leaf Avenue Bellmawr Block 67, Lot 7
Environmental Concerns		•Motor vehicles & equipment stored on property •Potential soil / groundwater contamination	•Oil spill •Potential soil / groundwater contamination	•LUST •UST •RCRIS-SQG •Potential soil / groundwater contamination	•Nature of operations •Potential soil / groundwater contamination	•ASTs & radio towers •Potential soil / groundwater contamination	•AST •Trucking parking •Potential soil / groundwater contamination	•Nature of operations •Potential soil / groundwater contamination	•Gasoline spills •USTs •Potential soil / groundwater contamination	•UST •LUST •Potential soil / groundwater contamination
Alternative D	Impact	Site contamination may impact construction activities	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
	Mitigation	Further Investigation Recommended	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation
Alternative D1	Impact	Site contamination may impact construction activities	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
	Mitigation	Further Investigation Recommended	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation
Alternative G2	Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
	Mitigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation
Alternative H1	Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
	Mitigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation
Alternative K	Impact	Site contamination may impact construction activities	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
	Mitigation	Further Investigation Recommended	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation
No Build	Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
	Mitigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation	No Further Investigation

APPENDIX A



Potential Hazardous Sites

Legend

- 1 Potential Hazardous Sites
- Project Screening Study Area Boundary
- Municipal Boundary

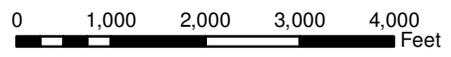


FIGURE 13

I-295/I-76/Route 42

Direct Connection

Camden County

www.state.nj.us/transportation/works/studies/rt295

APPENDIX A
SUMMARY OF POTENTIALLY CONTAMINATED SITES - INITIAL SCREENING

I-295/I-76/ROUTE 42 DIRECT CONNECTION
BELLMAWR, GLOUCESTER CITY and MT. EPHRAIM
CAMDEN COUNTY

MAP NO.	BLOCK	LOT	SITE LOCATION/ OWNER INFORMATION	ENVIRONMENTAL ISSUES
19			On Roadway Route 295 MM 27NB Bellmawr, NJ	<100-gallons of diesel fuel spilled due to a MVA. Material entered a stormdrain. Cleanup reportedly conducted by FD.
20			NJDOT Structure 0428-151 I-295 Ramp over I-76 Bellmawr, NJ	
21	49		Iris Quinn 503 Fir Place Bellmawr, NJ	1-gallon spill of waste oil from illegal painting of metal fence with waste oil.
22	50.04	1.01	Annunciation Regional School 603 West Browning Road Bellmawr, NJ	This facility reportedly had a 5,000-gallon heating oil tank removed.
23	81	1	Bellmawr Board of Education 256 Anderson Avenue Bellmawr, NJ	Violation of AHERA regulations observed.
23	81	1	Bell Oaks School 256 Anderson Avenue Bellmawr, NJ	Facility listed as a LQG with no violations found. A 10,000-gallon heating oil UST was reportedly removed on July 20, 1990.
24			Route 295 South/Exit 26 Bellmawr, NJ	
25	49	3	Bellmawr Park Elementary School Essex & Peach Street Bellmawr, NJ	Soil contamination observed during the removal of a 6,000-gallon oil tank. No additional information was observed.
26	49		Front of 12 Essex Street Bellmawr, NJ	50-gallon spill of diesel fuel from a MVA. Cleanup was reportedly conducted by the fire department.
27	51	1	Hyde Park Apartments 430 W. Browning Avenue Bellmawr, NJ	50-gallon spill of sodium hypochlorite from a ruptured elbow pipe. Cleanup was reportedly conducted. Six heating-oil tanks were reportedly removed from this facility.
28	52.06	4	Jack Wolf Waste Oil 29 S. Bell Road Bellmawr, NJ	Facility listed as SQG with no violations found.
29	81.08	13	Bell and Evans Inc. 239 W. Browning Road Bellmawr, NJ	Facility listed as having a 2,000-gallon unleaded gasoline and a 550-gallon diesel fuel UST that were removed.
30	48	11.03	Best Uniform Rental Inc. 800 Creek Road Bellmawr, NJ	Facility is listed as having a 8,000-gallon home heating oil UST that was removed.
31	49.05	2.01	Bellmawr Truck Repair 781 Creek Road Bellmawr, NJ	Caller complaint regarding sloppy housekeeping. Transmission oil and motor oil reportedly being dumped on the property.
32	48	12.03	Ready Pallet Inc. 776 Creek Road Bellmawr, NJ	No information provided.
32	48	12.02	Sealion Metal Fabricators 776 Creek Road Bellmawr, NJ	No information provided.
33			NJDOT Structure 0427-155 I-295 NB Ramp over Rt. 42 Bellmawr, NJ	Facility listed as SQG with no violations found.

APPENDIX A
SUMMARY OF POTENTIALLY CONTAMINATED SITES - INITIAL SCREENING

I-295/I-76/ROUTE 42 DIRECT CONNECTION
BELLMAWR, GLOUCESTER CITY and MT. EPHRAIM
CAMDEN COUNTY

MAP NO.	BLOCK	LOT	SITE LOCATION/ OWNER INFORMATION	ENVIRONMENTAL ISSUES
33			On Roadway of I-295 at Route 42 Bellmawr, NJ	25 to 75 gallons of diesel fuel spilled on the roadway from a ruptured saddle tank on a tractor trailer.
34	52.05	19	Pole Mounted Transformer 239 Meyner Drive Bellmawr, NJ	Approximately 1-quart of non-PCB transformer oil spilled due to a leaking transformer. Cleanup was reportedly done.
35			Best Cleaners 150 W. Browning Road Bellmawr, NJ	Anonymous complaint regarding an intermittent discharge of an unknown material. No further information.
36	52.03	5	In Area of 271 Creek Road Bellmawr, NJ	Trucks reportedly hauling smelly substances through neighborhood.
37			Leaseway Motorcar Transport Exit 26, I-295 SB Bellmawr, NJ	Facility is listed as a LQG with no violations found.
38	57	1.01 & 9	Ana Labs 80 Coolidge Avenue Bellmawr, NJ	Complaint that an unknown amount of oil was being dumped into a dumpster on-site.
39			R. Economy Company Harding Avenue Bellmawr, NJ	Complaint that facility has containers on the property that are leaking onto the ground.
40			Access Road Between Route 42/Creek Road Bellmawr, NJ	2-gallon spill of fuel oil from a hose breaking off a tractor trailer.
41	60, 61, 67,68		Fazzio Landfill Harding Avenue Bellmawr, NJ	A site inspection and preliminary assessment have been completed. This facility has received a low CERCLIS site status.
42	70	6.02	Sunoco Service Station Edgewood Avenue/Creek Road Bellmawr, NJ	Site has confirmed soil and groundwater contamination from a UST removal. This case has been assigned to BUST.
43			At Intersection of Creek Road/Edgewood Avenue Bellmawr, NJ	Approximately 5 gallons of gasoline was spilled on the roadway from a motor vehicle accident (MVA).
44	70	1, 2, 3, 4	Mobil Oil Corp. SS L8Y Creek/Edgewood Avenue Bellmawr, NJ	Facility is listed as a LQG with no violations found. Facility has three unleaded gasoline USTs and one waste oil UST.
45	59	2	Nordt Engraving & Machine 640 Creek Road Bellmawr, NJ	This facility is listed as a SQG with two violations reported. Both were of low priority and have achieved compliance.
38	57	1.01 & 9	Ana Labs 641 Creek Road Bellmawr, NJ	Facility is listed as a SQG with no violations found. Caller reported that an unknown amount of oil is being dumped into the dumpster on the side of the building.
46	62	1.01	JS Auto Body 621 Creek Road Bellmawr, NJ	Facility is listed as a LQG with no violations found.
47	67	6.01, 6.02, 6.03	Metrologic Inc. 143 Harding Avenue Bellmawr, NJ	This facility is listed as a SQG with five violations reported. All violations were of low priority and have achieved compliance.
48	68		Envirocraft Corp. 204 Harding Avenue Bellmawr, NJ	This facility is listed as a SQG with thirteen violations reported. All violations were of low priority and have achieved compliance.
49	70	4, 4.01	Wawa Store 125 Wellwood Avenue Bellmawr, NJ	Approximately 4 gallons of gasoline was spilled in the parking lot from a motor vehicle.
50			Consolidated Freight Ways 651 Benigno Boulevard Bellmawr, NJ	Site has confirmed soil and groundwater contamination from a UST removal. This facility has been issued a NFA Letter.
51	78		Bellmawr Boro Compost Creek Road/Rte 295 Bellmawr, NJ	Facility is listed as an operating recycling center that collects vegetative waste.
51	78, 79.01		Blanton-Bellmawr SLF Creek Road/Rte 295 Bellmawr, NJ	Facility listed as a closed sanitary landfill which accepted household, commercial and institutional waste.
52			On the Ground/Pole # 1533 Leaf Avenue/Dobbs Bellmawr, NJ	Approximately 1 quart of transformer oil spilled on the ground from a leaking transformer.
53			In Roadway Coolidge Avenue/Leaf Avenue Bellmawr, NJ	Approximately 5 gallons of gasoline was spilled on the roadway from a leak on a truck's saddle tank.

APPENDIX A
SUMMARY OF POTENTIALLY CONTAMINATED SITES - INITIAL SCREENING

I-295/I-76/ROUTE 42 DIRECT CONNECTION
BELLMAWR, GLOUCESTER CITY and MT. EPHRAIM
CAMDEN COUNTY

MAP NO.	BLOCK	LOT	SITE LOCATION/ OWNER INFORMATION	ENVIRONMENTAL ISSUES
54	61, 60	9-9.01, 3, 4	Airco Welding Supply Leaf & Harding Avenues Bellmawr, NJ	Facility is listed as having a 2,000-gallon diesel fuel UST that was removed on 11/91. No further information was provided.
55	67	7	Quality Patterns Inc. 601 Leaf Avenue Bellmawr, NJ	This facility has a 200-gallon unleaded gasoline UST that has been empty for more than 12 months. The site has one media of concern but has received a NFA Letter from BFO-INS.
50			CF Motor Freight 561 Benigno Boulevard Bellmawr, NJ	This facility is listed as a LQG with no violations found.
50			Consolidated Freight Ways 561 Benigno Boulevard Bellmawr, NJ	Two 10,000-gallon UST that contained diesel fuel were removed on 10/5/94.
6	76	6.05	Carr Residence 47 Remington Avenue Mt. Ephraim, NJ	20-gallon spill of fuel oil. No additional information was provided.
7	76	7	Residence at 43 Remington Avenue Mt. Ephraim, NJ	One 200-gallon UST suspected to be leaking. Unknown Cleanup.
8	72	20.01	Bill's Texaco 601 W. Kings Highway Mt. Ephraim, NJ	25 gallons of hydraulic oil spilled due to a ruptured line on a garbage truck. Cleanup reported to be in progress. Various USTs were removed, no spills were reported.
9			Glendmore Autobody Market Street/Kings Highway Mt. Ephraim, NJ	Residence has a large number of vehicles on site leaking material. No additional information provided. RCRA-LQG with no violations found.
10	76	18.2	Residence 30 Sartori Avenue Mt. Ephraim, NJ	5 gallons of fuel oil leaked from a line in the basement.
12	77	8.01	Residence 4 Remington Avenue Mt. Ephraim, NJ	50 to 75 gallons of fuel oil spilled in the basement from a fuel storage tank. Cleanup was reported as being conducted.
14	81	1.01	On Roadway 33 Linden Avenue Mt. Ephraim, NJ	15-gallon spill of gasoline on the roadway from an unknown source.
15	123.02	1.01	Vacant Lot area of 1242 Kings Highway Mt. Ephraim, NJ	3-gallon spill of an unknown liquid from three drums found on the lot. No additional information provided.
16	94	1.07	Area of 116-120 Grant Avenue Mt. Ephraim, NJ	Complaint of sloppy housekeeping. No additional information was provided.
17	99	1.02	Area of 101 Jefferson Avenue Mt. Ephraim, NJ	10 to 15 gallons of hydraulic oil spilled from a ruptured hydraulic line. Cleanup reportedly conducted.
			In front of Best Western Route 130/Market Street Gloucester City, NJ	5-10 gallon gasoline spill from motor vehicle.
			Area of Route 130, Market Street, Gloucester City, NJ	5-gallon spill of gasoline due to a MVA.
			Gloucester City High School Route 130/Market Street Gloucester City, NJ	Soil contamination due to leaking 20,000-gallon UST that was removed. LQG with no violations found.
			On Roadway Route 130/Market Street Gloucester City, NJ	Unknown liquid spilled on roadway from an unknown source. Fire Department conducted cleanup.
			At Intersection of Market Street/ So. Route 130 Gloucester City, NJ	A small amount of antifreeze spilled onto the roadway from a MVA. Cleanup was reported done.
			Highland Park Apt. Complex Market St./W of Route 130 Gloucester City, NJ	Soil contamination found during the demolition of the apartment complex.
			On Roadway Route 130/Market Street Gloucester City, NJ	8 foot by 300 foot oil spill on roadway from unknown source.
			B&F Tire Repair Route 130 South Gloucester City, NJ	Four 4,000-gallon leaded gasoline and one 2,500-gallon diesel fuel UST reportedly removed.
			Route 130 Service Station 1430 Route 130 N Gloucester City, NJ	Three 4,000-gallon leaded gasoline USTs were removed. Site issued No Further Action Letter (NFA) was issued on July 9, 1998.

**APPENDIX A
SUMMARY OF POTENTIALLY CONTAMINATED SITES - INITIAL SCREENING**

**I-295/I-76/ROUTE 42 DIRECT CONNECTION
BELLMAWR, GLOUCESTER CITY and MT. EPHRAIM
CAMDEN COUNTY**

MAP NO.	BLOCK	LOT	SITE LOCATION/ OWNER INFORMATION	ENVIRONMENTAL ISSUES
			Area of 157 Park Avenue Gloucester City, NJ	Gloucester MUA struck gas line. Repairs being done. Approximately 20 gallons of natural gas was released into the air.
			On Roadway Route 76W/Market Street Gloucester City, NJ	30 gallons of motor oil spilled on roadway from MVA.
			On Roadway Route 76W/Market Street Gloucester City, NJ	100 gallon spill of diesel fuel from MVA. Cleanup was reportedly conducted.
			Overpass Route 42 Market Street/Park Avenue Gloucester City, NJ	20 gallons of an unknown liquid cleaning compound spills onto the roadway and into a storm drain.
			Ogden Property 416 Holly Avenue Gloucester City, NJ	One gallon spill of waste oil.
			On Roadway Thompson/Oriental Avenue Gloucester City, NJ	10-gallon spill of gasoline from a parked car. The cleanup was reportedly conducted.
	78		Bell Harbor Incorporated Landfill Harding Avenue Bellmawr, NJ	Listed on the Known Contaminated Site List. Case number NJD980779599.
	99		Mt. Ephraim Borough Cleveland Avenue Mount Ephraim	Listed on the Known Contaminated Site List. Case number NJL800023699.
42	70		NJ State Police Edgewood Road Bellmawr, NJ	Facility is listed as having active USTs on-site.
	123.01	3.03	Borough Sewerage Plant & Garage 33 Linden Avenue Mt. Ephraim	AST with waste oil, nature of business.
	56	1 through 7	Bill Seas Towing Essex Avenue Bellmawr, NJ	Towing yard with automotive storage. Soil staining visible.
	49	4	Vacant Building Creek Road Bellmawr, NJ	Vacant warehouse with 5,000-gallon UST.
	78	3	Scrap Yard Creek Road Bellmawr, NJ	Nature of Business.
	49.05	6	Leidka Creek Road Bellmawr, NJ	Industrial facility with above ground storage tanks.
62	58	1, 2, 3 & 4	B & G Tool & Die Company	Historic contamination due to nature of business.
57	50	2	Maytag Laundry Browning & Bell Road Bellmawr, NJ	Historic contamination due to nature of business.
60	61	8.02, 9 & 9.01	BOC Gases Coolidge & Leaf Avenue Bellmawr, NJ	Outside storage of numerous compressed gas cylinders.

APPENDIX B

APPENDIX B
SUMMARY OF SANBORN FIRE INSURANCE MAP REVIEW

I-295/I-76/ROUTE 42 DIRECT CONNECTION
BELLMAWR, GLOUCESTER CITY and MT. EPHRAIM
CAMDEN COUNTY

Year: 1923
Maps Provided: 1
Coverage: Very limited coverage was available for the study area. The map depicts only a small area of Gloucester City between Klemm Avenue and Market Street. The following information was obtained:

Map #23 – Gloucester City

This map provides coverage in Gloucester City at the northwest extreme of the study area. Blocks 242, 243, 246, 247, 248, 249, 250, 251, 252, 253, 258, 259, and 260 are sparsely developed with residential properties. A creek runs north-south through the study area. Sparse residential development is also present in Block 261 on the east side of the creek. The Highland Park Fire Department is located at Block 243, Lot 5. No tanks are noted on the map for any facility within the study area.

Year: 1925
Maps Provided: 3
Coverage: Very limited coverage was available for the study area. Maps only depict a small area of Mt. Ephraim near the Little Timber Creek. The following information was obtained:

Map # 4 – Mt. Ephraim

Blocks 81, 101, and 102 are vacant. Block 97 is mostly vacant except for dwellings located on Lots 1.01, 2, 3.01, 4.01, 8 and 9. Block 98 is mostly vacant except for dwellings on Lots 2, 4.05 and 4.07. Block 99 is mostly vacant except for dwellings located on Lots 1.01, 3.02, 5.02, 5.03 and 9. Block 100 is mostly vacant except for a dwelling on Lot 2.

Block 125 – Lot 27.01 also has an unidentified building on site. Lot 27.03 is comprised of an unidentified building with two gas tanks. Lots 27.04 and 27.05 are comprised of a large building identified as the Spread Eagle Inn. The remainder of the Block is vacant.

Block 123.01 – Most of the Block is vacant except for dwellings on Lots 3.04 and 3.15.

Map # 7 – Mt. Ephraim

Block 120.02 – This Block is mostly vacant except for a few dwellings scattered throughout the Block as well as a stable and two large unidentified buildings (possibly warehouses).

Block 120.01 – This Block is mostly vacant except for a few dwellings located on Lots 2.02, 7, 10 and 12. A stable also exists on Lot 7.

Block 104 – This Block is vacant except for dwellings and a stable located on Lots 2.01 and 2.02.

Bellmawr:

Block 80 – Lot 2.01 is comprised of a residential dwelling and a stable. Lot 3 is identified as the RC Cemetery.

Year: 1927

Maps Provided: 4

Streets Covered: Very limited coverage was available for the study area. Maps only depict a small area of Mt. Ephraim. The following information was obtained:

Map # 21 – Mt. Ephraim

Portions of this map are located within the study area. Coverage is provided for Blocks 102, 101, and portions of Blocks 100, 99 and 98. These Blocks are mostly vacant properties with some residential dwellings located at Block 98, Lots 2, 4.05 and 5 and Block 99, Lots 1.01, 3.02, 5.02, 5.03, 8 and 9. No tanks are noted on the map for properties within the study area.

Map #16 – Mt. Ephraim

The coverage on this map is outside of the study area and includes Blocks 56, 60, 61 and 116. These Blocks are comprised of vacant land and residential dwellings. Mt. Ephraim Public School and an additional building exist on Block 61. No significant changes are noted since the 1925 Sanborn Map.

Year: 1930

Maps Provided: 1

Streets Covered: Very limited coverage is available for the study area. Maps only depict a small area of Gloucester City. The following information was obtained:

Map #23 – Gloucester City

This map provides coverage of Gloucester City at the northwest extreme of the study area. A sewer disposal plant is located on Block 260, north of the study area, along the creek. A Presbyterian Church is located at Block 257, Lot 1. Six gasoline tanks are located on Block 261 along Crescent Boulevard. Since 1923, the creek has been ponded at Block 269.01. Palace Avenue and Crescent Boulevard have been added, and Myrtle Avenue was named. A few more residential homes have been added within the study area.

Map #16 – Gloucester City

Partial coverage is provided for Blocks 269, 270, 271, 272, 273.01, 274 and 275. These Blocks are comprised of vacant land with some residential dwellings scattered throughout the area. A building identified as the Homestead Inn is present on Block 273.01. Buildings identified as automobile garages are located at Block 269, Lot 3; Block 271, Lots 2, 3 and 10; and Block 275, Lot 4. There is no indication of tanks located on these properties.

Year: 1945

Maps Provided: 1

Coverage: Very limited coverage is available for the study area. Maps only depict a small area of Gloucester City. The following information was obtained:

Map #23 – Gloucester City

This map provides coverage of Gloucester City at the northwest extreme of the study area. Dennery's Dairies is located in Block 258, and a cluster of buildings identified as a filling station and auto service, including two gasoline tanks have been added to Block 260, across the creek from the sewer disposal plant. The area west of the study area has seen significant residential development since the 1930 Sanborn Map.

Map #16 – Gloucester City

Partial coverage is provided for Blocks 271, 272, 273.01, 274, 275 and 270. These blocks are comprised of vacant land with some residential dwellings scattered throughout the area. No significant changes are noted since the 1945 Sanborn Map. There is no evidence of any tanks located on any of these properties.

Year: 1949

Maps Provided: 4

Coverage: Very limited coverage is available for the study area. Maps only depict a small area of Mt. Ephraim. The following information was obtained:

Map #21 – Mt. Ephraim

This map provides coverage for Blocks 81, 82, 83, 84, 85, 96, 97, 98, 99, 100, 101, 102, 123.01 and 125. No significant changes are observed in this area since the 1927 Sanborn Map except that a sewerage disposal plant is present on Block 123.01. No tanks are noted on the map for facilities within the study area.

Map #16 – Mt. Ephraim

The coverage on this map is outside of the study area and includes Blocks 56, 60, 61 and 116. These Blocks are comprised of vacant land and residential dwellings. Mt. Ephraim Public School and annex buildings exist on Block 61. No significant changes are noted since the 1927 Sanborn Map.

Year: 1959

Maps Provided: 1

Coverage: Very limited coverage is available for the study area. The map only depicts a small area of Gloucester City. The following information was obtained:

Map #23 – Gloucester City

This map provides coverage of Gloucester City at the northwest extreme of the study area. Route 42 runs northwest-southeast through the study area. The creek and marsh once located within Block 269.01 are no longer present. In addition, two structures marked Auto Service are located west of Crescent Boulevard and east of Route 42. The tanks that were formerly located at Blocks 260 and 261 are no longer shown. Residential development continues west of the study area. Most of the lots in adjacent blocks contain residential homes.

Map #16 – Gloucester City

Partial coverage is provided for Blocks 271, 271.01, 272, 272.01, 273.01, 274, 275 and 276. This area is comprised of residential dwellings and an unidentified building on Block 271, Lot 11. There are no tanks located on these properties.

Year: 1960

Maps Provided: 4

Coverage: Very limited coverage is available for the study area. Maps only depict a small area of Mt. Ephraim. The following information was obtained:

Map #21 – Mt. Ephraim

This map provided coverage for Blocks 81, 82, 83, 84, 85, 86, 96, 97, 98, 99, 100, 101, 102, 123.01 and 125. No significant changes are observed in this area since the 1949 Sanborn Map.

Map #16 – Mt. Ephraim

The area on this map is outside of the study area and includes Blocks 56, 60, 61 and 116. These blocks are comprised of vacant land and residential dwellings. No significant changes are noted since the 1949 Sanborn Map except for the development of additional dwellings throughout the area.

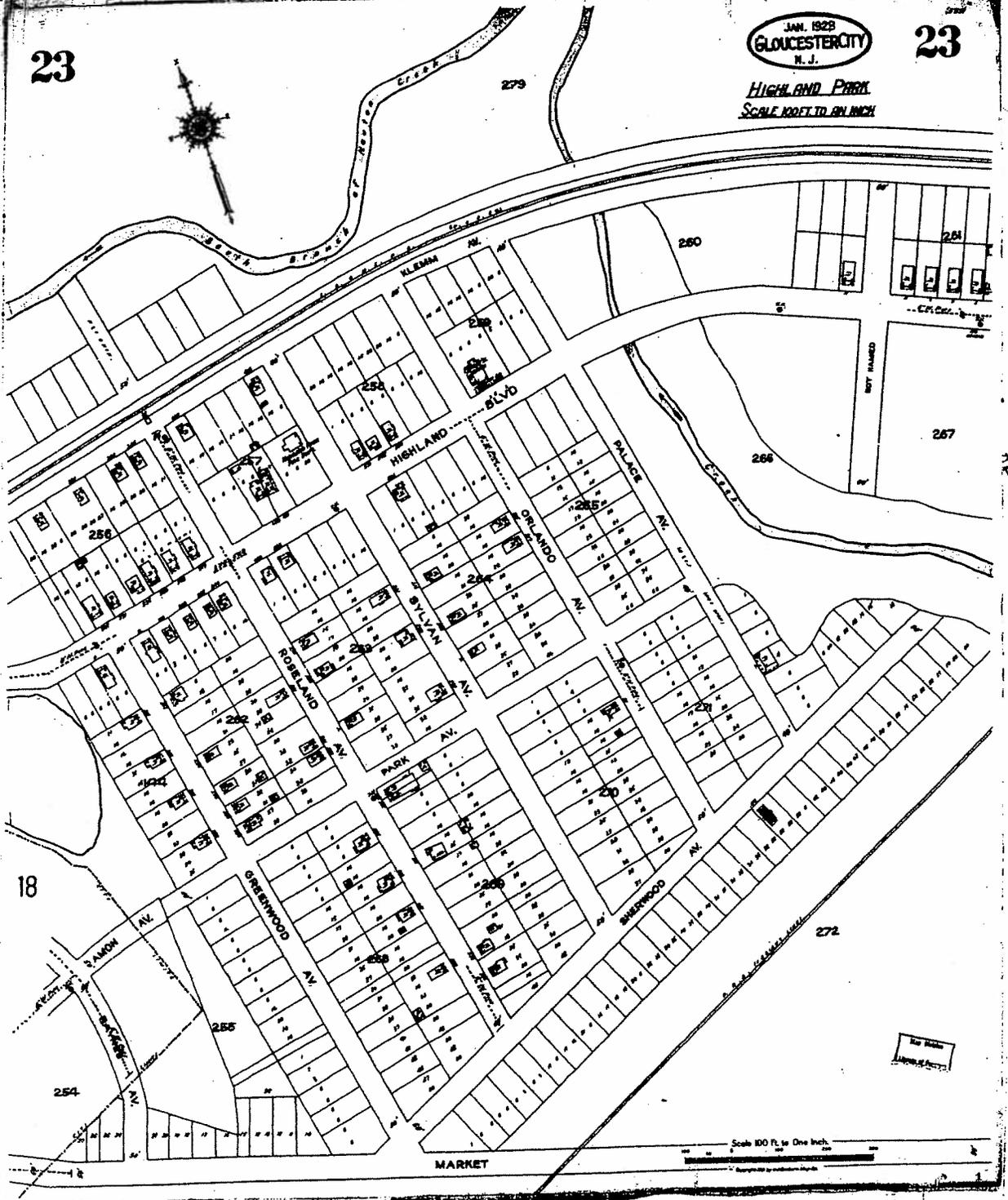
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JAN. 1923
GLOUCESTER CITY
N. J.

23

HIGHLAND PARK
SCALE 100 FT. TO AN INCH



18

MARKET

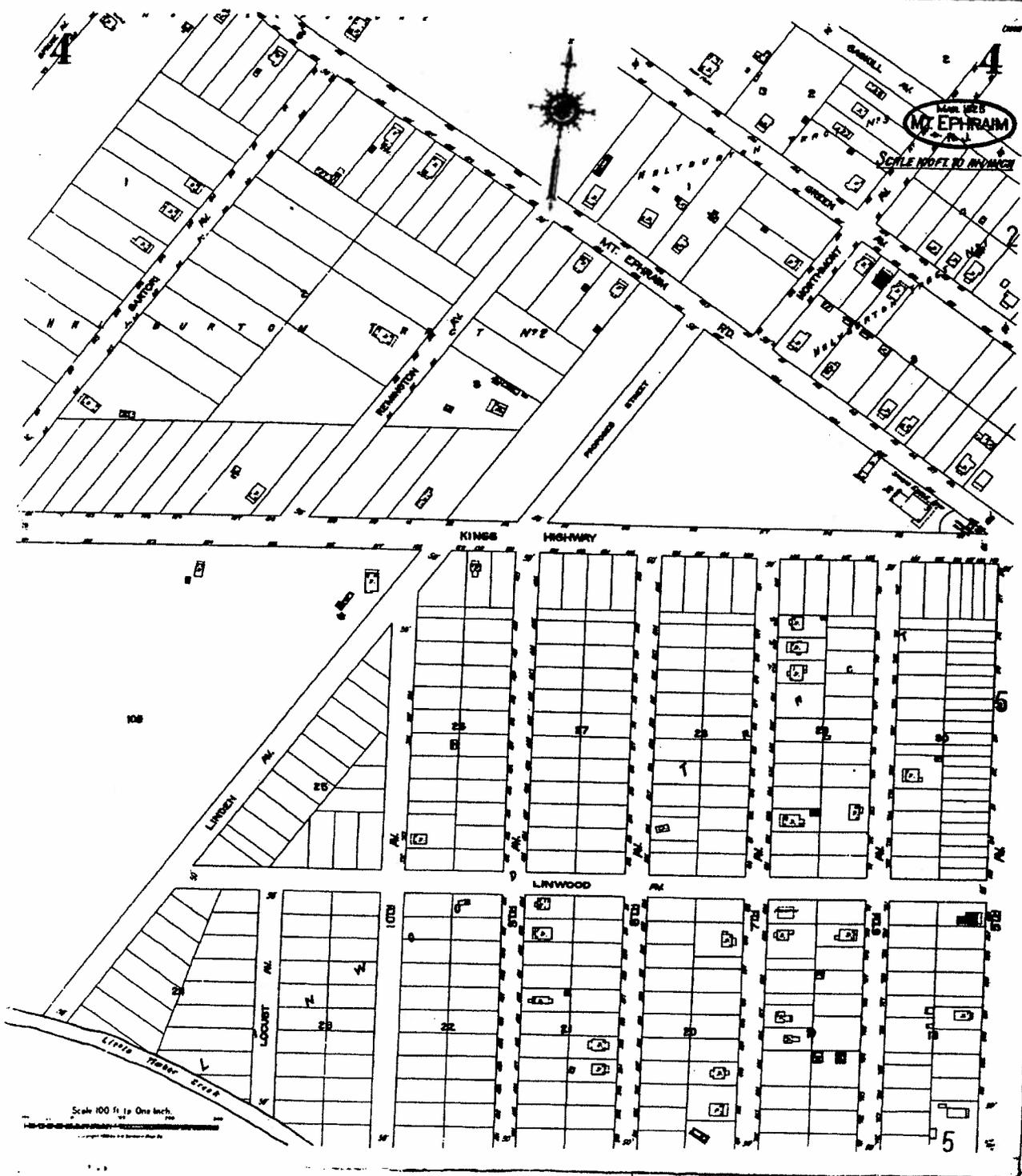
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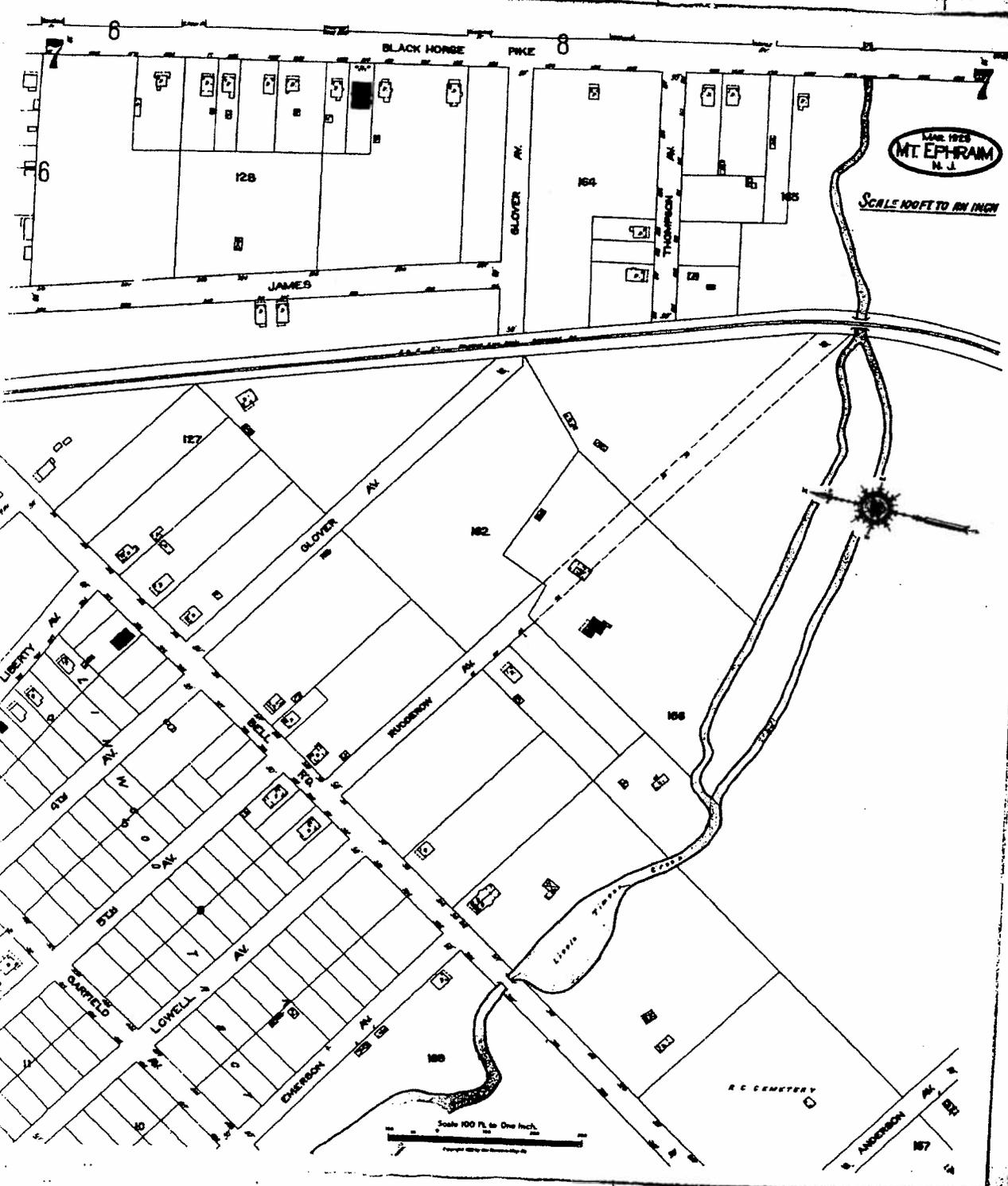


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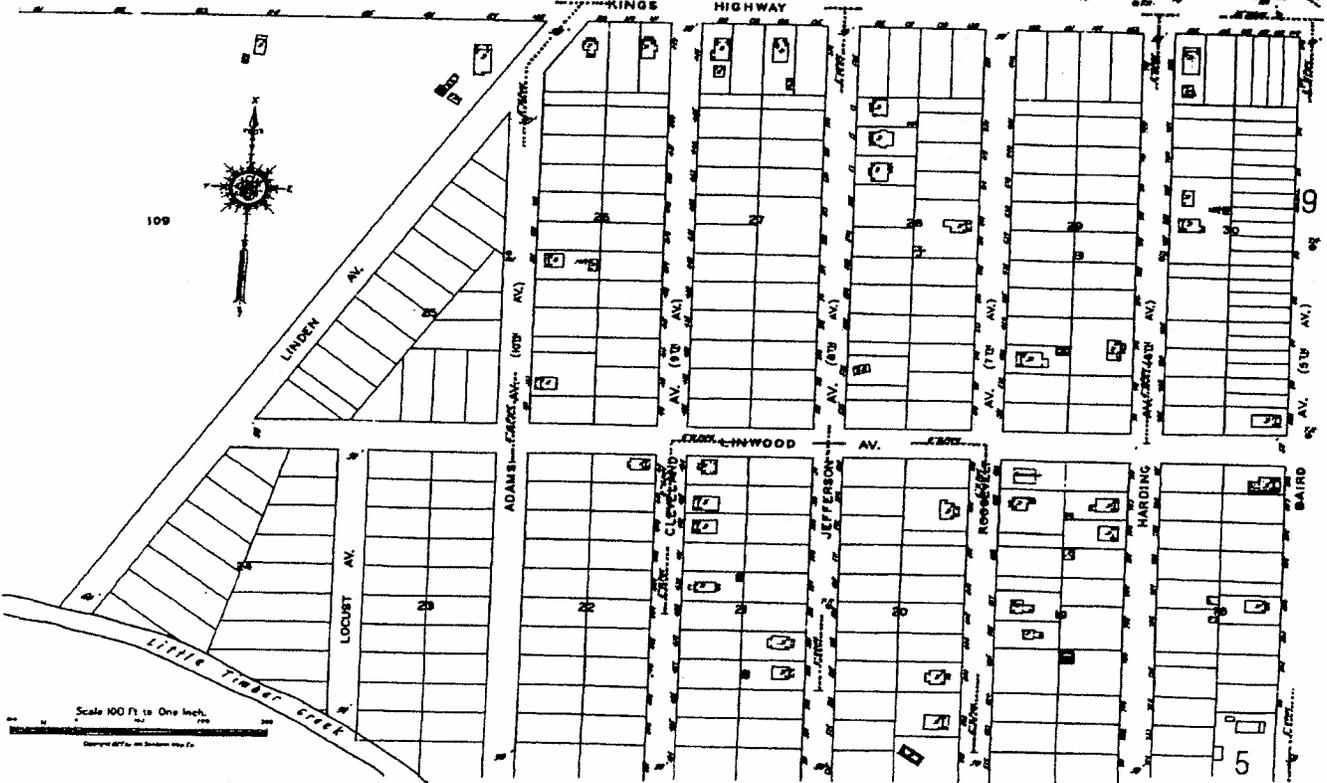
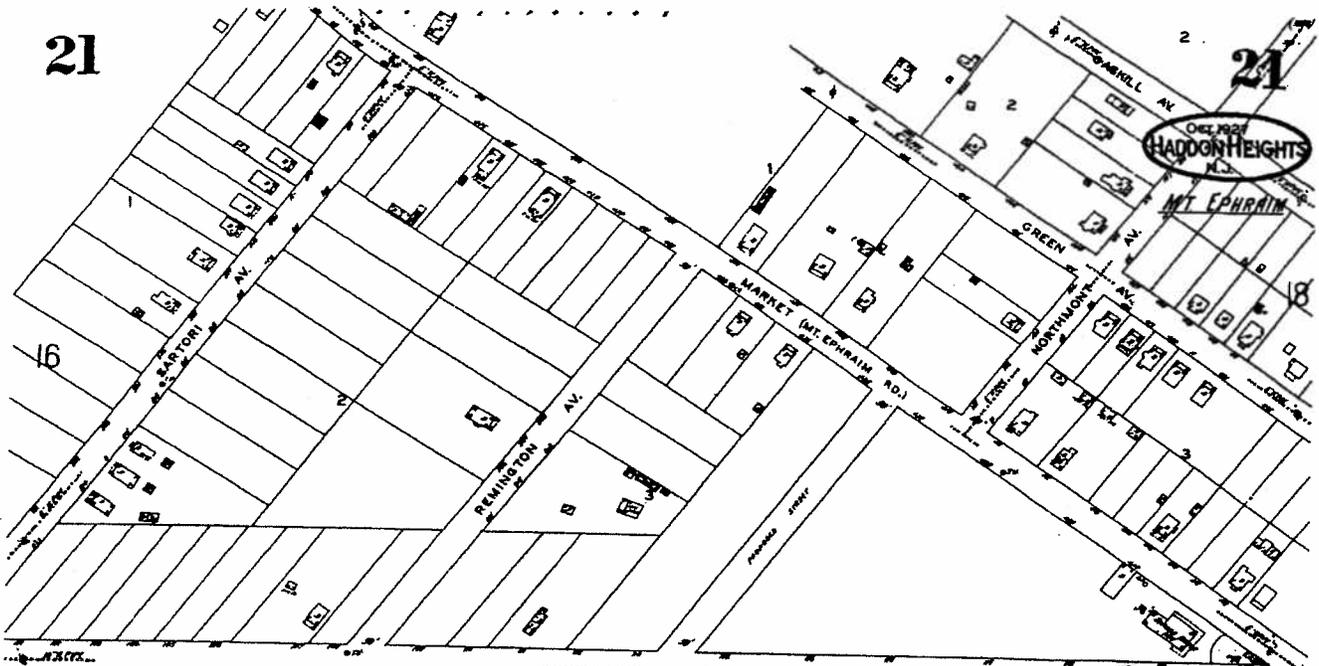
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DEC 1927
HADDON HEIGHTS
MT. EPHRAIM



100

Scale 100 Ft. to One Inch.

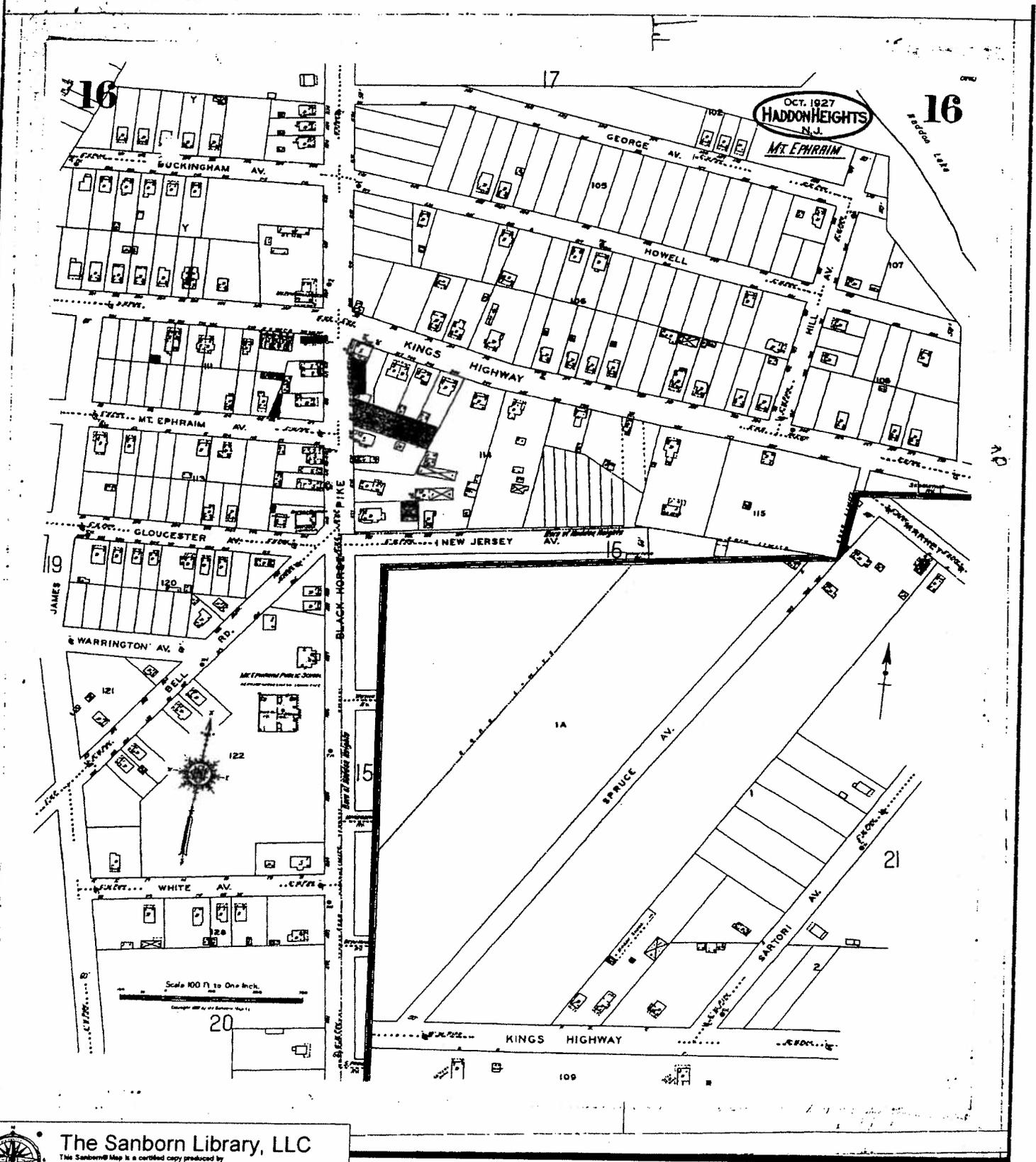


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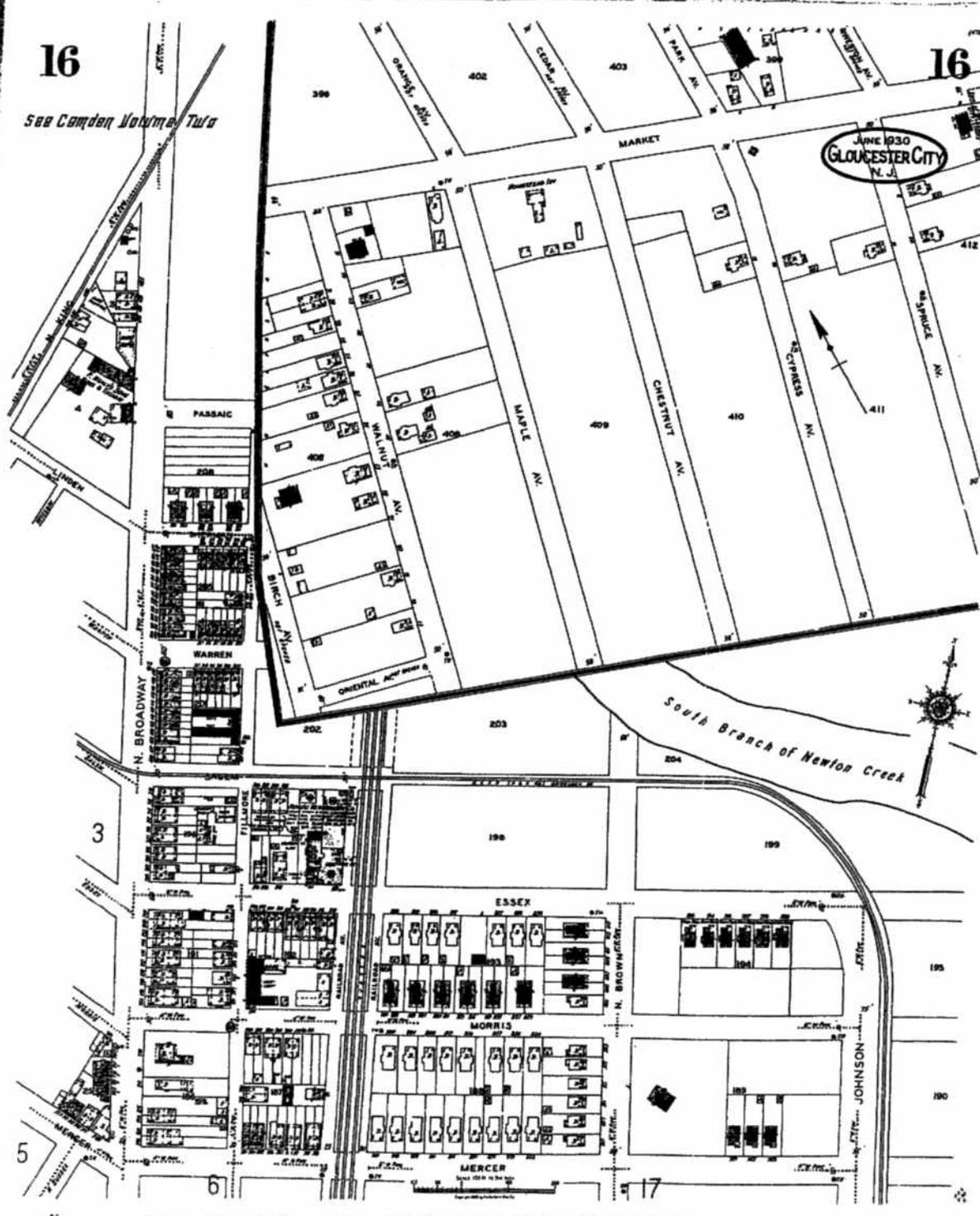
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See Camden Water Tower

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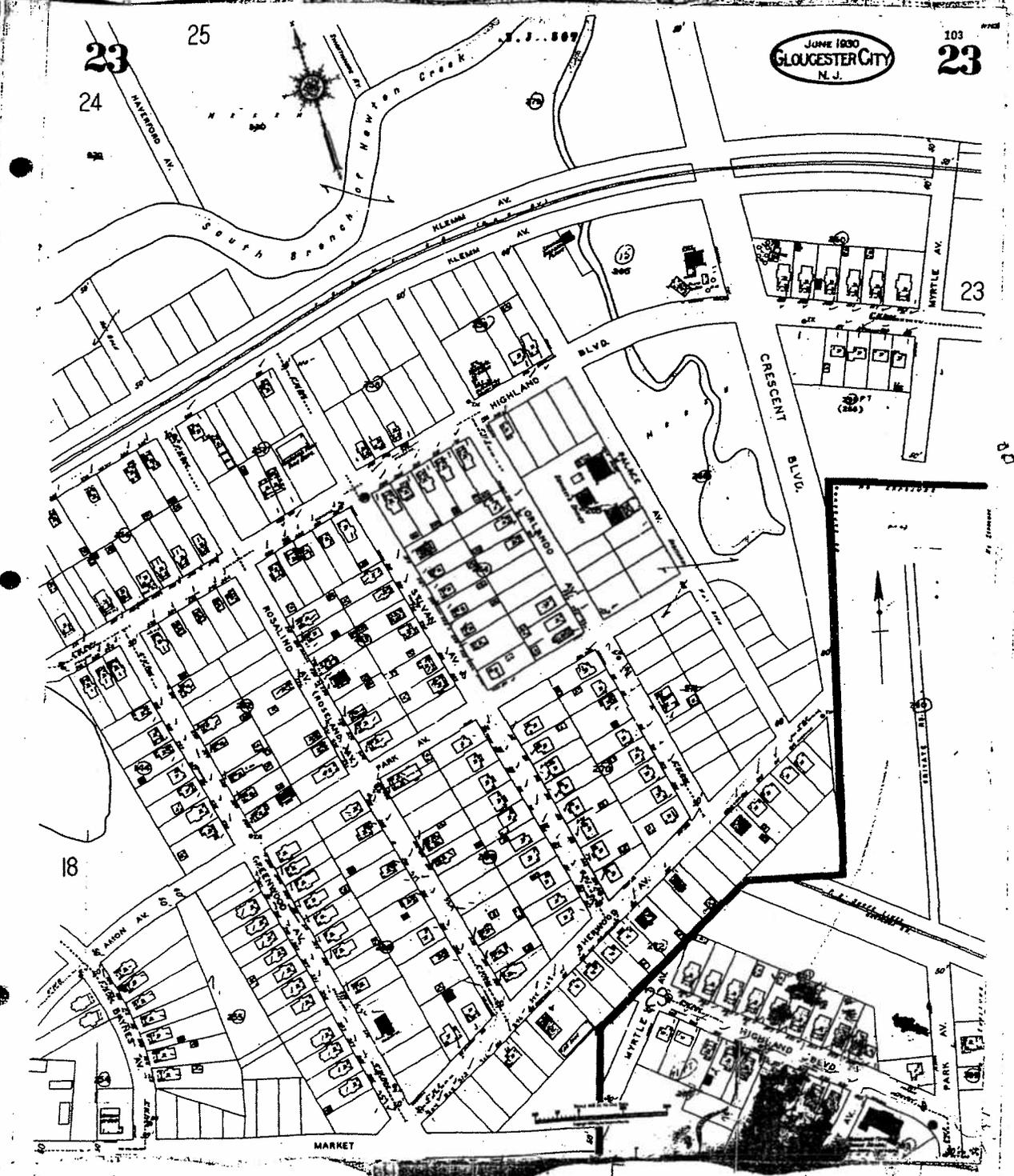
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GLOUCESTER CITY
N.J.



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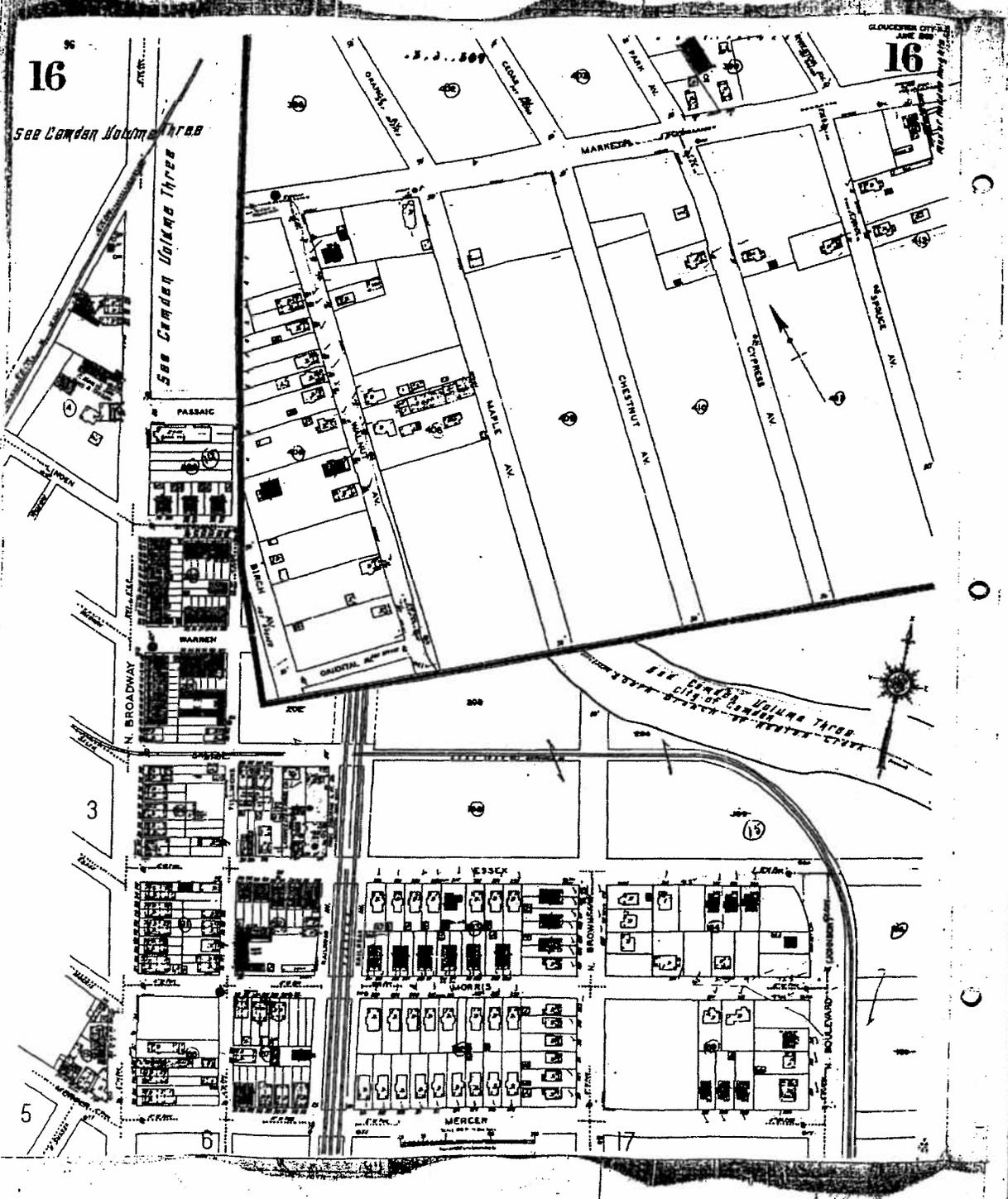
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See Camden Volume Three

See Camden Volume Three

See Camden Volume Three

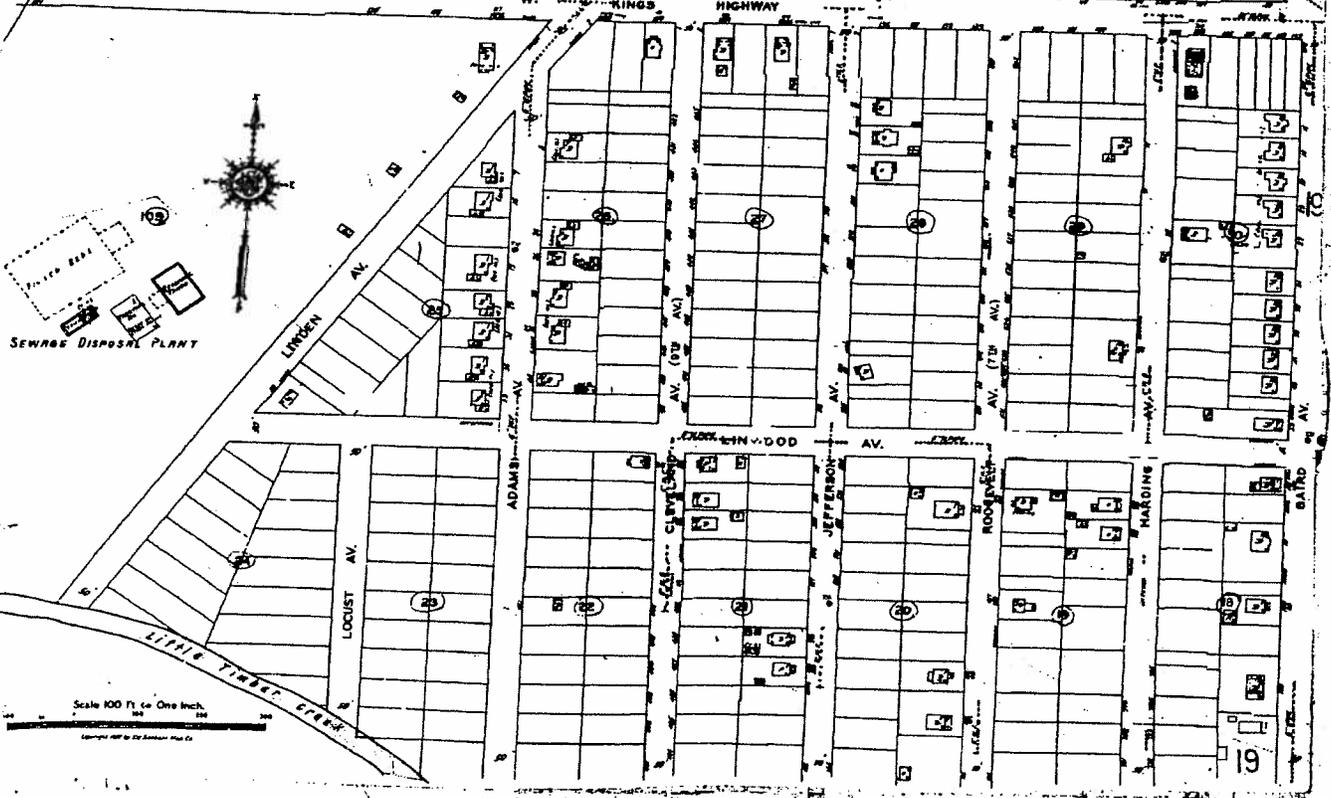
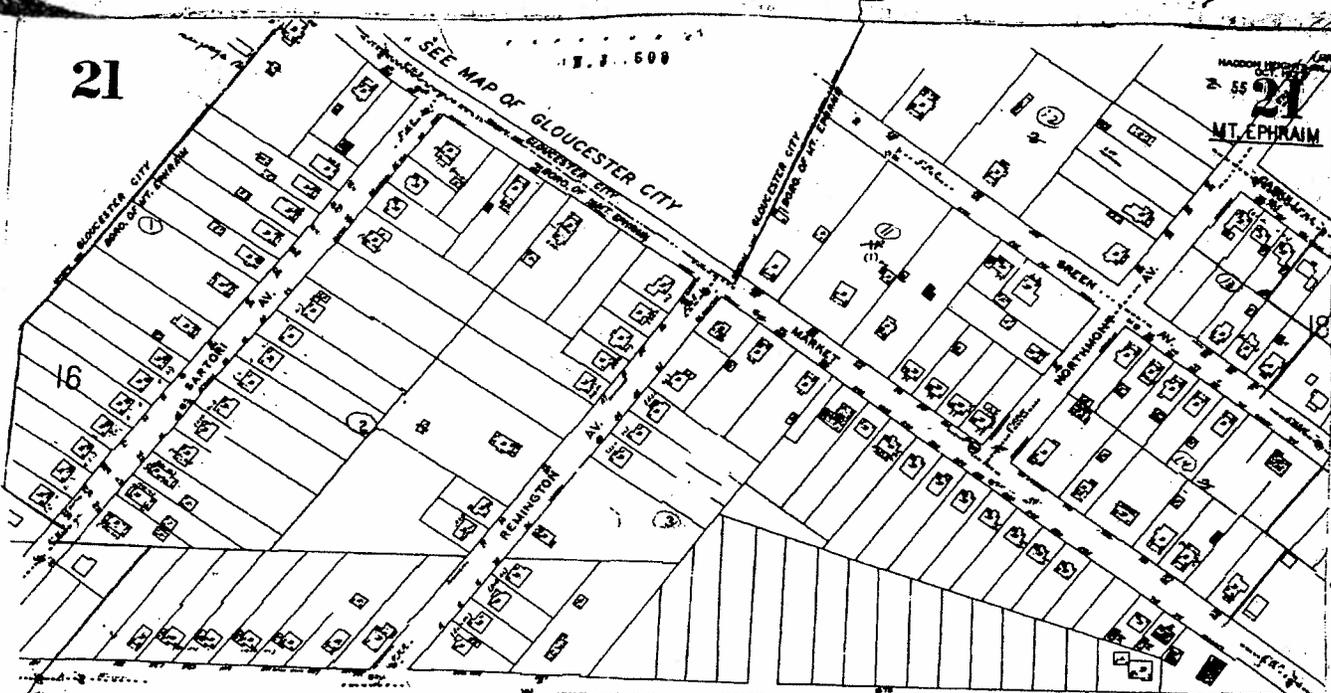


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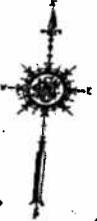
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SEE MAP OF GLOUCESTER CITY
U.S. 500
GLOUCESTER CITY
GLOUCESTER CITY
GLOUCESTER CITY

MASS. HIGHWAY
2-55
MT. EPHRAIM



SEWERAGE DISPOSAL PLANT



Scale 100 Ft. to One Inch.

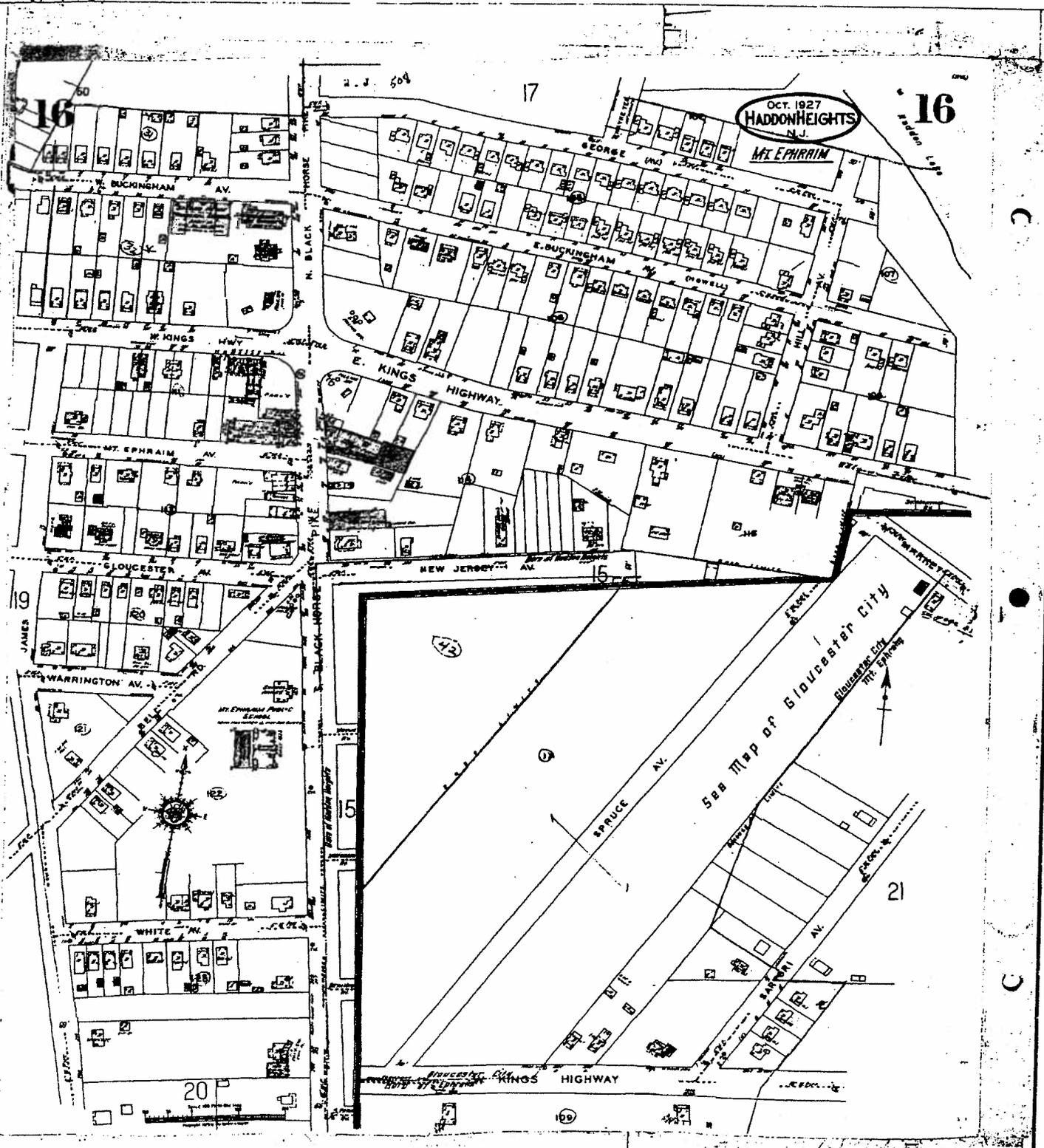
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OCT. 1927
HADDON HEIGHTS
N.J.



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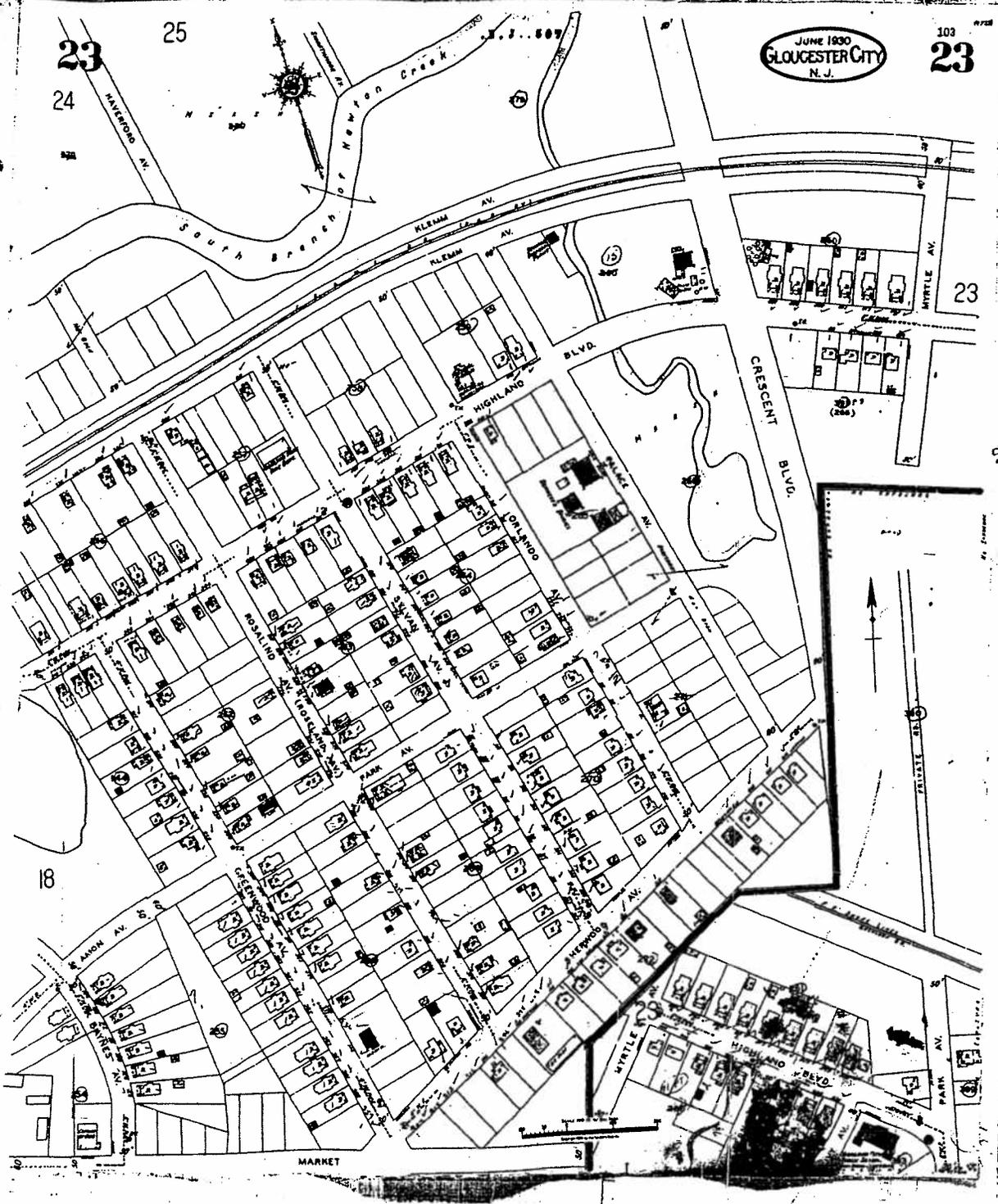
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JUNE 1930
GLOUCESTER CITY
N. J.

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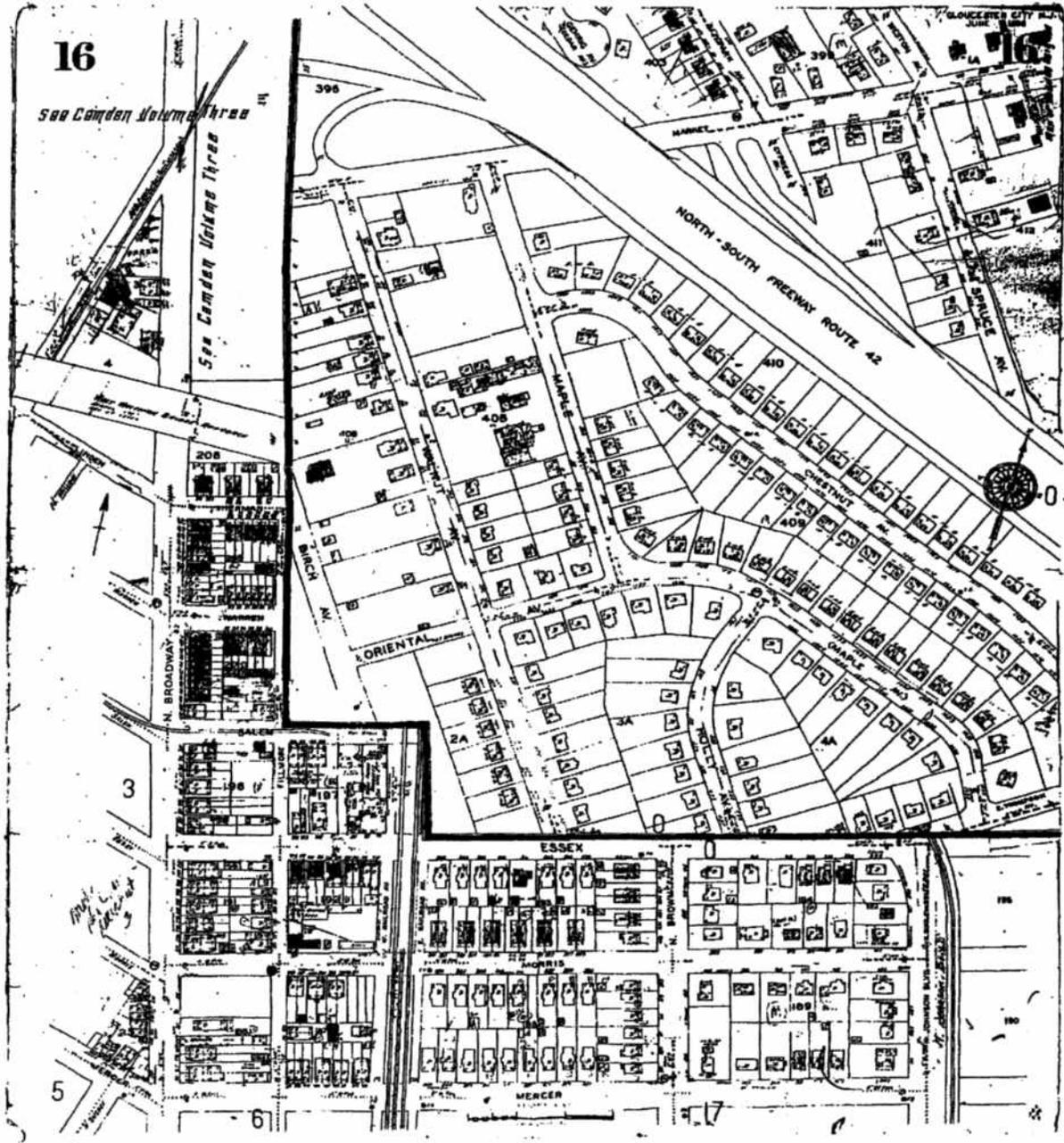
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See Camden Volume Three

See Camden Volume Three



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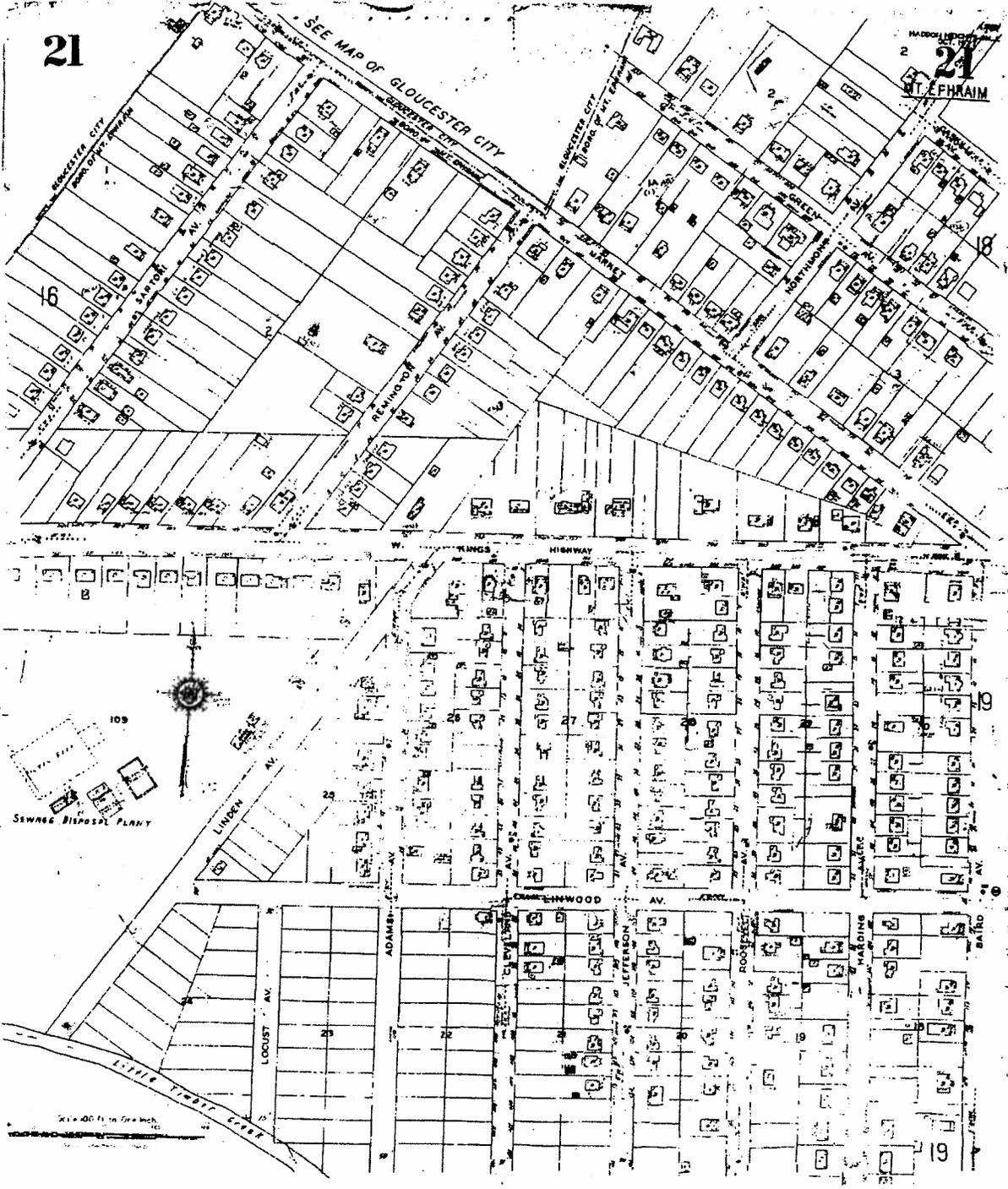
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ST. EPHRAIM

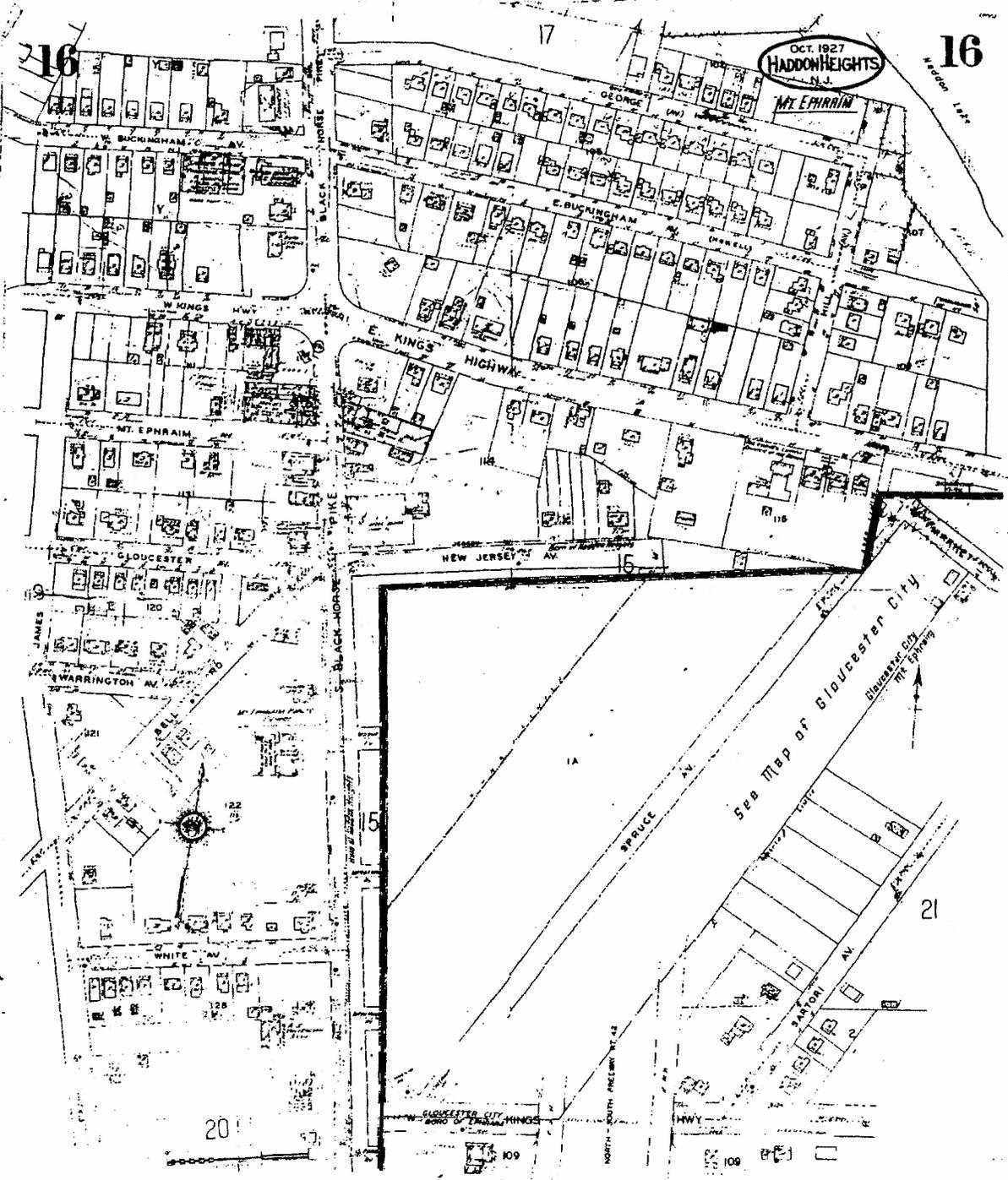


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APPENDIX C

APPENDIX C
SUMMARY OF AERIAL PHOTOGRAPH REVIEW
I-295/I-76/ROUTE 42 DIRECT CONNECTION
BELLMAWR, GLOUCESTER CITY AND MT. EPHRAIM
CAMDEN COUNTY

1940

Bellmawr

The main roads that are identified on this aerial include Creek Road, Browning Road and Kings Highway. I-295 and I-76 and Route 42 are not present. The area currently occupied by the southern portion of I-295 is comprised of farmland and vacant properties. The area just south and adjacent to Little Timber Creek consists primarily of undeveloped wooded property. The following properties were identified:

- Near the intersection of Browning Road and Bell Road (Block 50) – This parcel appears to be in the same configuration as the present day New St. Mary’s Cemetery.
- The area between Creek Road and Browning Road, east of the present day location of I-76 is comprised of farmland. The main farm buildings appear to be located near the intersection of Browning Road and Ivy Ridge (Block 51).
- The area between Creek Road and Browning Lane, west of the present day location of I-76, is comprised of a group of buildings near Victory Drive and Peach Road. Several other small structures are present in the area of Essex Avenue.

Mt. Ephraim

The eastern portion of the study area is located in Mt. Ephraim, north of Little Timber Creek. I-76 is not yet shown on this aerial photograph. The area where the current I-76 exists appears to be primarily comprised of residential properties, farmland and vacant properties. Scattered structures, which appear to be residential dwellings, are located on the blocks north and adjacent to Little Timber Creek.

Gloucester City

The northern portion of the study area is located in Gloucester City. I-76 is not present on this aerial photograph. This area is comprised mostly of farmland with some scattered residential-type structures to the north-northeast.

1951

Bellmawr

The following changes were observed from the 1940 aerial photograph:

- Near the intersection of Peach Road and Essex Avenue (Block 49) – This area is now comprised of apartment type buildings which are in the same configuration as the buildings within the present day Bellmawr Park Mutual Housing Corporation. Additionally, a rectangular shaped building is in the same configuration as the present Fire House. A large L-shaped structure is also present in the location of the current Bellmawr Park Elementary School.
- Near the intersection of I-295 and Essex Avenue (Block 55) – Three small buildings are present on the west side of Essex Avenue.
- Near the intersection of I-295 and Essex Avenue (Block 56) – Several small structures are present on the east side of Essex Street.
- Several small structures are located in the area currently occupied by I-76/Route 42.

Mt. Ephraim

- No significant changes are noted from the 1940 aerial photograph with the exception that more residential dwellings are present in the area.

Gloucester City

- No significant changes are noted from the 1940 aerial photograph with the exception of several residential structures having been erected in the surrounding area.

1962/1963

Bellmawr

The following changes were noted from the 1951 aerial photograph:

- Route 42 and I-76 have been constructed and are shown. Additionally, although not complete, I-295, including Al Jo's Curve is also visible on this aerial photograph.
- Several residential buildings along Victory Drive have been replaced by I-76. A ball field is present between Essex Avenue and Route 42 (Block 49, Lot 1.02).
- Near I-295 and Essex Avenue (Block 53) – Essex Avenue in this area has been re-routed and is now in its present configuration. A building is visible that appears to be the same as the present day VFW facility.

- Intersection of Essex Avenue and Creek Road (Block 57) – Small structures are present on which appear to be in the same configuration as the present day commercial buildings.
- Near intersection of Stanley Avenue and Creek Road (Block 58) – Buildings are now present on five lots. The remainders of the lots remain undeveloped.
- Between Stanley and Coolidge Avenues at Creek Road (Block 59) – Buildings are present on three lots. The remainder of the block remains undeveloped.
- Between Stanley and Harding Avenues at Leaf Avenue (Block 60) – A small structure is present.
- Between Coolidge and Harding Avenues at Creek Road (Block 61) – One building is present on one lot. The remainder of the block remains undeveloped.
- Between Coolidge and Harding Avenues at Creek Road (Block 62) – All lots have been developed with small structures, except for one which remains undeveloped.
- Between Harding Avenue and Route 42 at Creek Road (Block 67) – Small buildings are present on all of the lots within this block.
- Between Harding Avenue and Route 42 at Leaf Avenue (Block 68) – Several small structures are located on this block.
- Near the intersection of Browning Road and Victory Drive (Block 50.02) – This block is now comprised of three structures which are in the same configuration as the present day Annunciation Church and School.

Mt. Ephraim

- Kings Highway at I-76 (Block 123.02) – A building was located on what is currently a vacant lot (formerly Al Jo's Tavern).

1970

Bellmawr

Only partial coverage of the study area is provided on the 1970 aerial photograph. No coverage is provided for the Creek Road portion of the study area.

- Between Browning and Colonial Roads at Clover Road (Block 51) – The Hyde Apartment complex is present.

Mt. Ephraim

No significant changes are noted in Mt. Ephraim from the 1963 aerial photograph.

Gloucester City

No significant changes are noted in Gloucester City from the 1963 aerial photograph.

1974

Bellmawr

Coverage for the study area is provided in two overlapping aerial photographs. The following changes are noted from the 1963 and 1970 aerial photographs, as applicable:

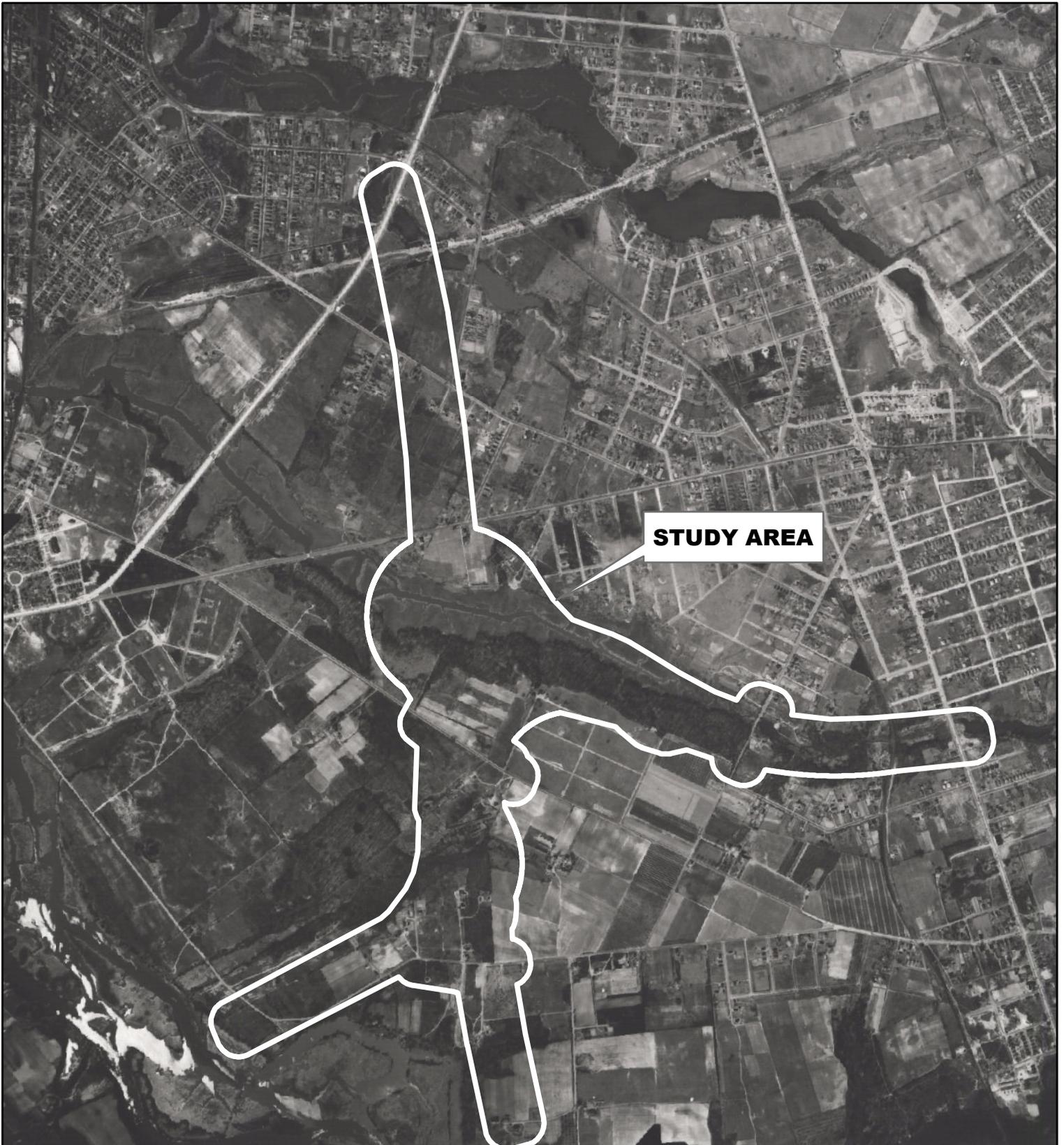
- Near the intersection of I-295 and Essex Avenue (Block 55) – A commercial type building is in the same configuration as the present office building.
- Near the intersection of Peach Road and Essex Avenue (Block 49) – Two baseball fields are present just south of the school.
- Intersection of Essex Avenue and Creek Road (Block 57) – This block is comprised of four buildings which are in the same configuration as the present day structures.
- Between Coolidge and Harding Avenues at Creek Road (Block 62) – This block is comprised of four buildings which are in the same configuration as the present day structures.
- Near intersection of Stanley Avenue and Creek Road (Block 58) – There are three buildings on this block. These buildings appear to be in the same configuration as the present day structures.
- Between Stanley and Coolidge Avenues at Creek Road (Block 59) – There are four buildings on this block. These buildings appear to be in the same configuration as the present day structures.
- Between Coolidge and Harding Avenues at Creek Road (Block 61) – There are seven buildings on this block. The block is in its present day configuration.
- Between Harding Avenue and Route 42 at Creek Road (Block 67) – There are seven buildings located on this block. Lots 1 through 6 appear to be in their present day configuration. Lots 6.01, 6.02 and 6.03 appear to be occupied by residential structures that are similar to their present day configuration.

Mt. Ephraim

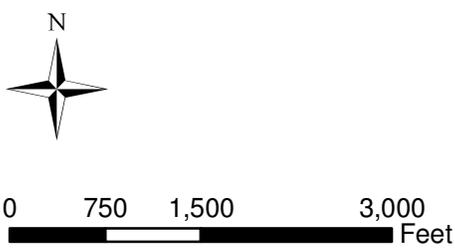
No significant changes were noted in Mt. Ephraim from the 1963 and 1970 aerial photographs.

Gloucester City

No significant changes were noted in Gloucester City from the 1963 and 1970 aerial photographs.



STUDY AREA

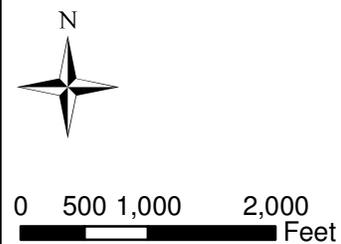
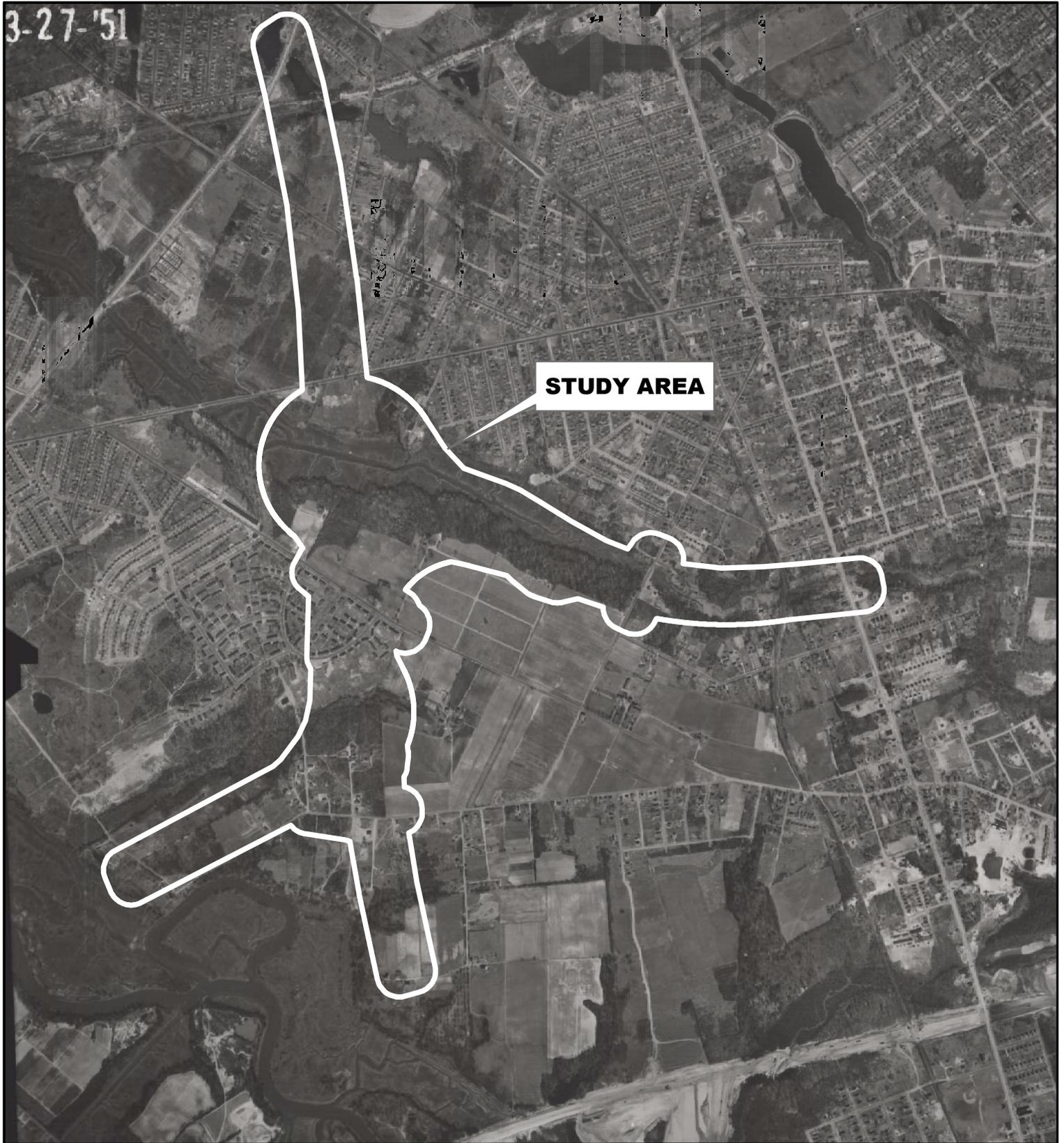


NEW JERSEY DEPARTMENT OF TRANSPORTATION

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

Figure C1

Historical Aerial Photograph - 1940



NEW JERSEY DEPARTMENT OF TRANSPORTATION

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

Figure C2

Historical Aerial Photograph - 1951



STUDY AREA



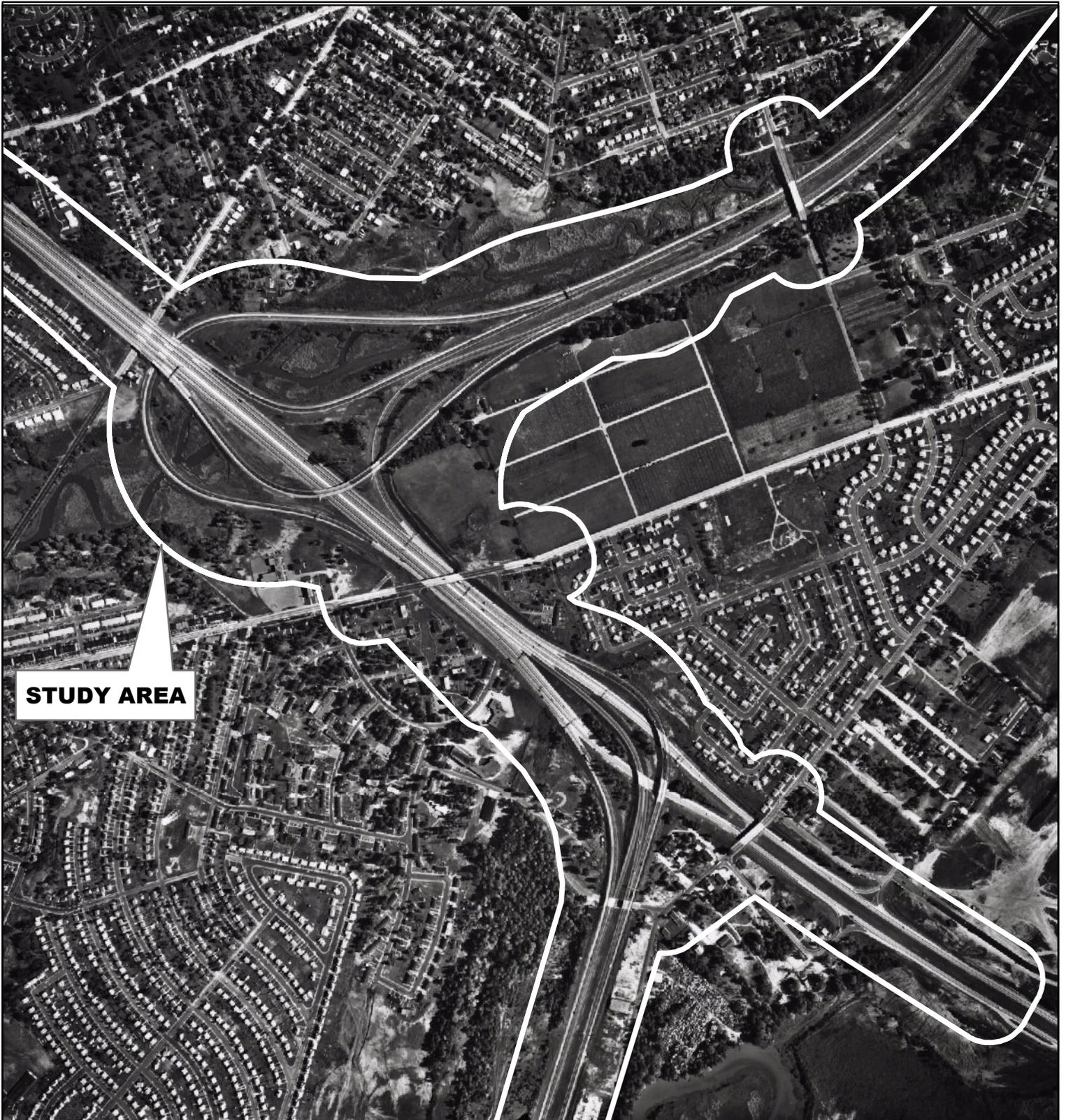
0 750 1,500 3,000 Feet

NEW JERSEY DEPARTMENT OF TRANSPORTATION

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

Figure C3

Historical Aerial Photograph - 1962



STUDY AREA



0 400 800 1,600 Feet

Q:\2652\technical\GIS\GIS Database\HW Sites\HWSCREENING\historic aerial-1963a

NEW JERSEY DEPARTMENT OF TRANSPORTATION

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

Figure C4

Historical Aerial Photograph - 1963 A



0 400 800 1,600
Feet

Q:\2652\technical\GIS\GIS Database\HW Sites\HWScreening\historic aerial-1963b

NEW JERSEY DEPARTMENT OF TRANSPORTATION

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

Figure C5

Historical Aerial Photograph - 1963 B



STUDY AREA



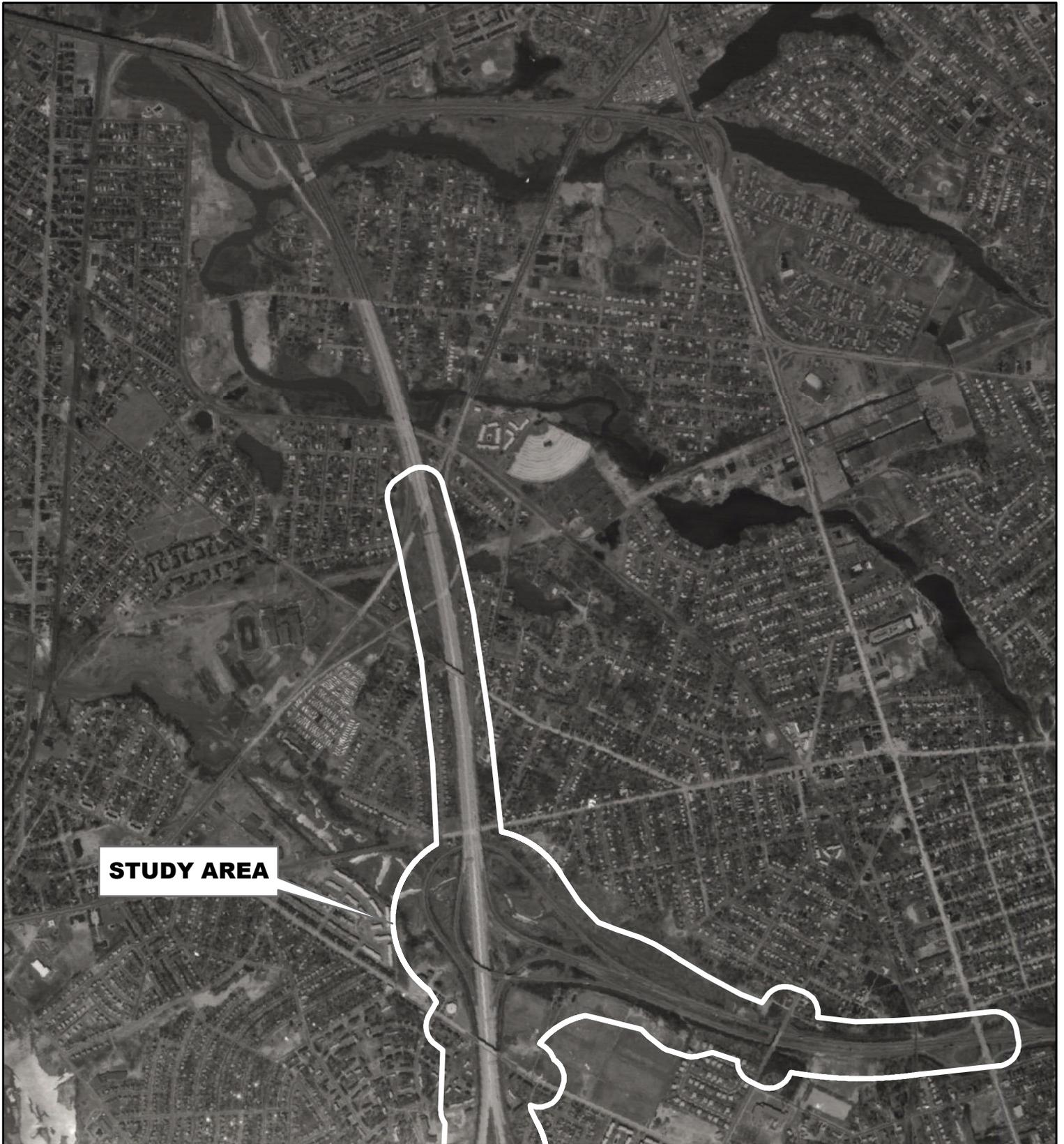
0 395 790 1,580 Feet

NEW JERSEY DEPARTMENT OF TRANSPORTATION

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

Figure C6

Historical Aerial Photograph - 1963 C



STUDY AREA



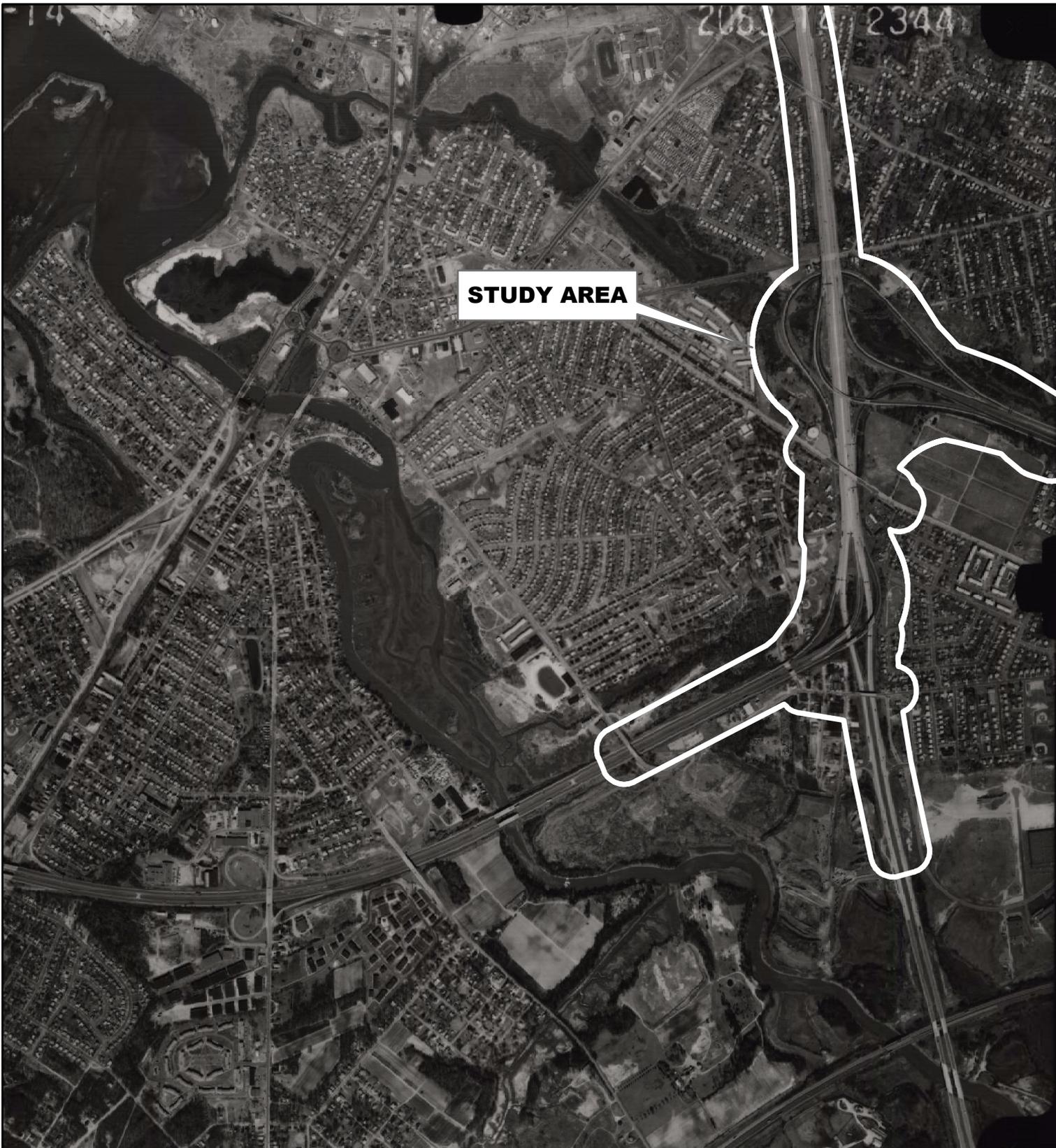
0 750 1,500 3,000
Feet

NEW JERSEY DEPARTMENT OF TRANSPORTATION

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

Figure C7

Historical Aerial Photograph - 1970



STUDY AREA

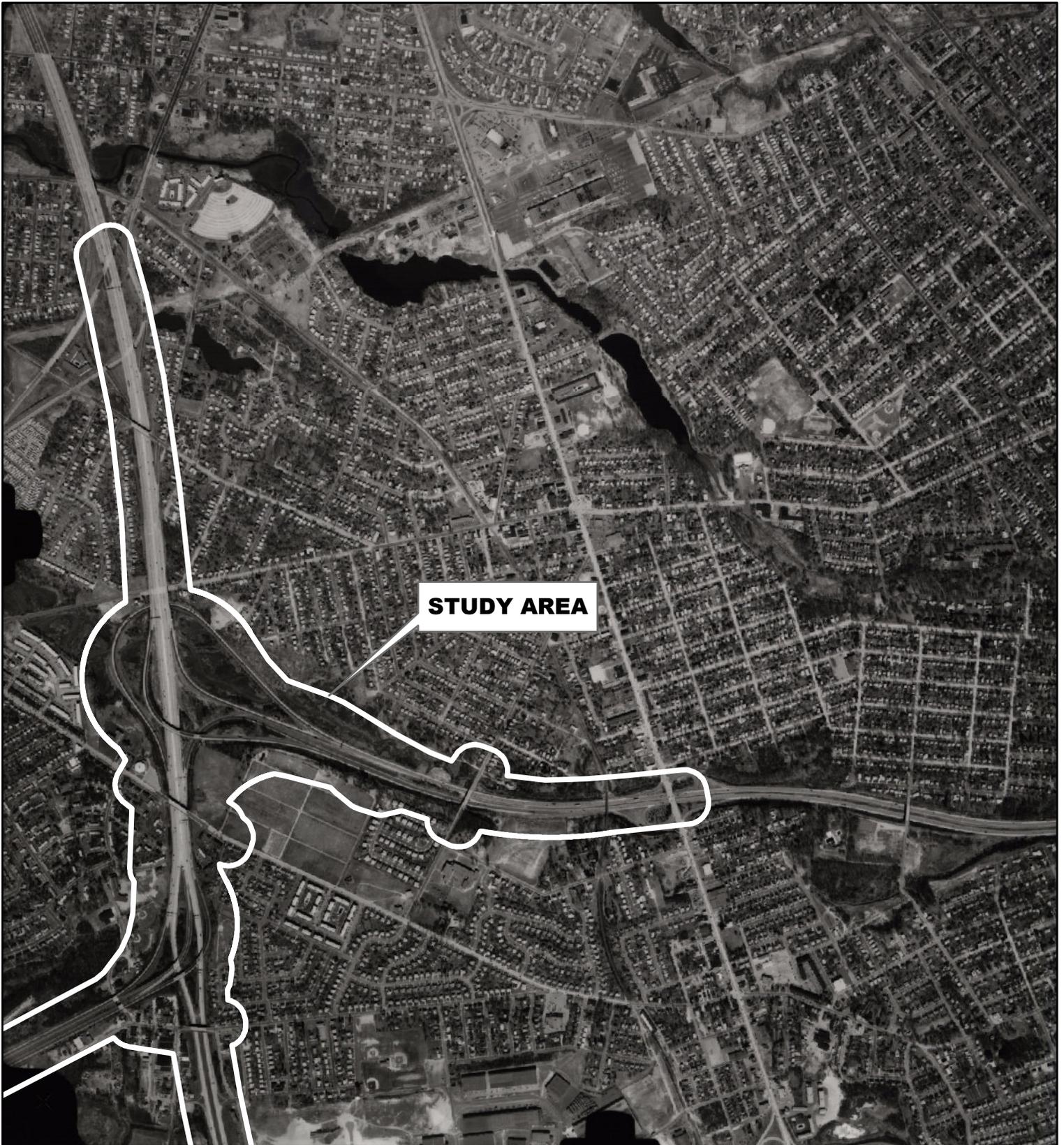


0 750 1,500 3,000
Feet

NEW JERSEY DEPARTMENT OF TRANSPORTATION

I-295 / I-76/ ROUTE 42
Direct Connection
Camden County
Figure C8

Historical Aerial Photograph - 1974 A



STUDY AREA

N



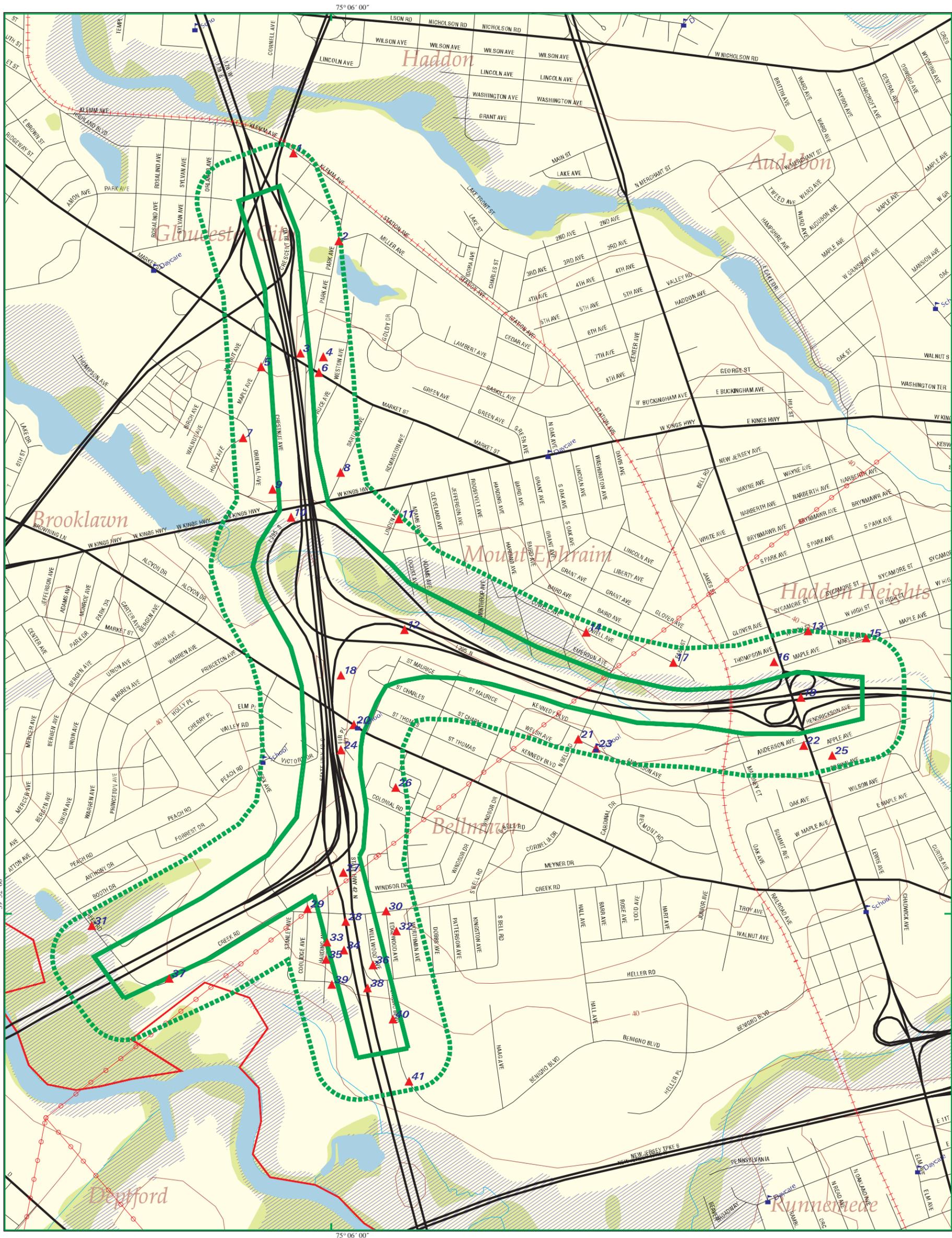
0 750 1,500 3,000 Feet

NEW JERSEY DEPARTMENT OF TRANSPORTATION

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

Figure C9

Historical Aerial Photograph - 1974 B



EDR DataMap - Area Study

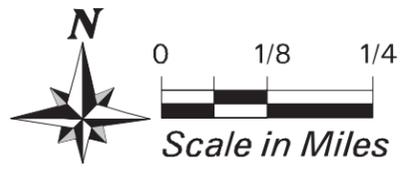
I-295/I-76/Rt. 42 Direct Connection



Bellmawr, NJ



- | | | | | |
|--|---------------|-------------|-------------------------|----------|
| Listed Sites | Major Roads | Pipelines | Superfund Sites | Wetlands |
| Earthquake Epicenters (Richter 5 or greater) | Waterways | Powerlines | Federal DOD Sites | |
| Search Boundary | Railroads | Fault Lines | Indian Reservations BIA | |
| Roads | Contour Lines | Water | 100-Yr Flood Zones | |



APPENDIX D

APPENDIX D
FEDERAL AND STATE ELECTRONIC DATABASES REVIEWED

I-295 / I-76 / ROUTE 42 DIRECT CONNECTION
BELLMAWR, GLOUCESTER CITY AND MT. EPHRAIM
CAMDEN COUNTY

National Priority List (NPL) – USEPA (April 2004) – The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR[®] provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Proposed NPL – USEPA (April 2004) – Proposed National Priority List Sites.

Comprehensive Environmental Response, Compensation, and Liability Information System (CERCLIS) List – USEPA (February 2004) – CERCLIS contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). CERCLIS contains sites which are either proposed for or on the National Priorities List (NPL) and sites which are in the screening and assessment phase for possible inclusion on the NPL.

CERCLIS-NFRAP – USEPA (February 2004) – As of February 1995, CERCLIS sites designated "No Further Remedial Action Planned" (NFRAP) have been removed from CERCLIS. NFRAP sites may be sites where, following an initial investigation, no contamination was found, contamination was removed quickly without the need for the site to be placed on the NPL, or the contamination was not serious enough to require Federal Superfund action or NPL consideration. EPA has removed approximately 25,000 NFRAP sites to lift the unintended barriers to the redevelopment of these properties and has archived them as historical records so EPA does not needlessly repeat the investigations in the future. This policy change is part of the EPA's Brownfields Redevelopment Program to help cities, states, private investors and affected citizens to promote economic redevelopment of unproductive urban sites.

Corrective Action Report (CORRACTS) – USEPA (March 2004) – CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Resource Conservation and Recovery Information System (RCRIS) – USEPA (April 2004) – RCRIS includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs): generate less than 100 kilograms (kg) of hazardous waste, or less than 1 kg of acutely hazardous waste per month. Small quantity generators (SQGs): generate between 100 kg and 1,000 kg of hazardous waste per month. Large quantity generators (LQGs): generate over 1,000 kg of hazardous waste, or over 1 kg of acutely hazardous waste per month. Transporters are individuals or entities that move hazardous waste

from the generator off-site to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Emergency Response Notification System (ERNS) – US Coast Guard (December 2003) – ERNS records and stores information on reported releases of oil and hazardous substances.

Biennial Reporting System (BRS) – USEPA/NTIS (December 2001) – The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Superfund (CERCLA) Consent Decrees (CONSENT) – EPA Regional Offices – Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Records of Decision (ROD) – USEPA (April 2004) – ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

National Priority List Deletions (DELISTED NPL) - USEPA (April 2004) – The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Facility Index System/Facility Identification Initiative Program Summary Report (FINDS) – USEPA (April 2004) – FINDS contains both facility information and “pointers” to other sources that contain more detail. EDR[®] includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Hazardous Materials Information Reporting System (HMIRS) – USDOT (February 2004) – HMIRS contains hazardous material spill incidents reported to DOT.

Material Licensing Tracking System (MLTS) – USNRC (April 2004) – MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR[®] contacts the Agency on a quarterly basis.

Mines Master Index File (MINES) – USDOL, MSHA (March 2004).

Federal Superfund Liens (NPL LIENS) – USEPA (October 1991) – Under the authority granted the USEPA by the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner receives notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

PCB Activity Database System (PADS) – USEPA (March 2004) – PADS identifies generators, transporters, commercial storers and/or brokers and disposers of PCBs who are required to notify the EPA of such activities.

Department of Defense Sites (DOD) – USGS (October 2003) – This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Storm Water General Permits (STORMWATER) – USEPA – A listing of all facilities with Storm Water General Permits.

Indian Reservations (INDIAN RESERV) – USGS (October 2003) – This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

A Listing of Brownfields Sites (US BROWNFIELDS) – USEPA (April 2004) – Included in the listing are brownfields properties addresses by Cooperative Agreement Recipients and brownfields properties addressed by Targeted Brownfields Assessments. Targeted Brownfields Assessments-EPA's Targeted Brownfields Assessments (TBA) program is designed to help states, tribes, and municipalities – especially those without EPA Brownfields Assessment Demonstration Pilots – minimize the uncertainties of contamination often associated with brownfields. Under the TBA program, EPA provides funding and/or technical assistance for environmental assessments at brownfields sites throughout the country. Targeted Brownfields Assessments supplement and work with other efforts under EPA's Brownfields Initiative to promote cleanup and redevelopment of brownfields. Cooperative Agreement Recipients-States, political subdivisions, territories, and Indian tribes become BCRLF cooperative agreement recipients when they enter into BCRLF cooperative agreements with the EPA. EPA selects BCRLF cooperative agreement recipients based on a proposal and application process. BCRLF cooperative agreement recipients must use EPA funds provided through BCRLF cooperative agreement for specified brownfields-related cleanup activities.

Risk Management Plans (RMP) – USEPA – When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a: Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee

training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g. the fire department) should an accident occur.

Formerly Used Defense Sites (FUDS) – USACOE (October 2003) – The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Uranium Mill Tailings Sites (UMTRA) – Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized. In 1978, 24 inactive uranium mill tailings sites in Oregon, Idaho, Wyoming, Utah, Colorado, New Mexico, Texas, North Dakota, South Dakota, Pennsylvania, and on Navajo and Hopi tribal lands, were targeted for cleanup by the Department of Energy.

RCRA Administrative Action Tracking System (RAATS) – USEPA (April 1995) – RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Toxic Chemical Release Inventory System (TRIS) – USEPA (December 2001) – TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

Toxic Substance Control Act (TSCA) – USEPA (December 2002) – TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

FIFRA/TSCA Tracking System – FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act) (FTTS INSP) – USEPA (April 2004)

Section 7 Tracking Systems (SSTS) – USEPA (December 2001) – Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1 each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

FIFRA/TSCA Tracking System – FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act) (FTTS) – USEPA – (April 2004) – FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to

FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR[®] contacts the Agency on a quarterly basis.

Known Contaminated Sites in New Jersey – State Hazardous Waste Sites (SHWS) – NJDEP (May 2001) – The Known Contaminated Sites in New Jersey includes sites under the purview of the Site Remediation Program which have contamination present at levels greater than the applicable cleanup criteria for soil and/or groundwater standards. The sites appearing in Known Contaminated Sites in New Jersey are classified as either active, where the site is assigned to a specific remedial program area, or pending, where the site is awaiting assignment to a specific remedial program area. Sites where no further action (NFA) designation has been given are not included in this report unless there are other areas of identified contamination which have not been remediated. This report includes sites being remediated under all of the various regulatory programs administered by the Site Remediation Program such as: Federal Superfund Program, RCRA, New Jersey's Industrial Site Recovery Act (ISRA), New Jersey's Underground Storage of Hazardous Substances Act, New Jersey's Spill Compensation and Control Act, New Jersey's Solid Waste Management Act, New Jersey's Water Pollution Control Act.

Solid Waste Facility Directory (SWF/LF) – NJDEP (January 2004) – SWF/LF type records typically contain an inventory of solid waste disposal facilities or landfills in a particular state. Depending on the state, these may be active or inactive facilities or open dumps that failed to meet RCRA Subtitle D Section 4004 criteria for solid waste landfills or disposal sites.

Regulated UST Contamination Sites Listing (LUST) – NJDEP (September 2002) – Leaking Underground Storage Tank Incident Reports. LUST records contain an inventory of reported leaking underground storage tank incidents. Not all states maintain these records, and the information stored varies by state.

Underground Storage Tank Data (UST) – NJDEP (February 2004) – USTs are regulated under Subtitle I of RCRA and must be registered with the state department responsible for administering the UST program. Available information varies by state program.

Approved Class B Recycling Facilities (SWRCY) – NJDEP (April 2003) – "Class B recyclable material" means a source separated recyclable material which is subject to Department approval prior to receipt, storage, processing or transfer at a recycling center in accordance with N.J.S.A. 13:1E-99.34b.

List of Major Facilities (NJ MAJOR FACILITIES) – NJDEP (January 2002) – Major facilities means all facilities, located on one or more contiguous or adjacent properties owned or operated by the same person, having total combined storage capacity of 20,000 gallons or more for hazardous substances other than petroleum or petroleum products, or 200,000 gallons or more of hazardous substances of all kinds.

Spills (NJ Spills) – NJDEP (March 2004) – Initial notification information of hazardous material incidents, where there is land contamination, reported to the NJDEP Environmental Action Line. The DEP has not conducted any investigation to determine its validity or accuracy.

Hazardous Material Incident Database (NJ Release) – NJDEP (March 2004) – Hazardous material release. Initial notification information reported to the NJDEP Environmental Action Line and the office has not conducted any investigations to determine its validity or accuracy.

Publicly Funded Cleanups Site Status Report (PF) – NJDEP (December 2002) – The report focuses on publicly funded cleanups and features progress achieved and underway at all sites that are being addressed by the NJDEP with public funds.

Chromate Chemical Production Waste Sites (CHROME) – NJDEP (February 2003) – Known chromate chemical production waste sites.

New Jersey Pollutant Discharge Elimination System Dischargers (NJPDES) – NJDEP (October 2003) – The NJPDES contains the names, addresses and other information of all permitted New Jersey Pollutant Discharge Elimination System dischargers.

Solid Waste Facility Directory (HIST LF) – NJDEP (June 2003)

Brownfields Database (BROWNFIELDS) – NJDEP (May 2004) – Brownfields are identified as former or current commercial or industrial use sites that are presently vacant or underutilized, on which there is suspected to have been a discharge of a contamination to the soil or groundwater at concentrations greater than applicable cleanup criteria.

Sites with Close Case(s) with Restrictions (AUL) – NJDEP (May 2001) – Activity and use limitations include both engineering controls and institutional controls. Sites where engineering and/or institutional controls remain in place as part of a remedial action to address soil and/or groundwater contamination. These restrictions ensure protection of human health and the environment as long as they are maintained.

Oil / Gas Pipelines – This data was obtained by EDR[®] from the USGS in 1994. It is referred to by USGS as GeoData Digital Line Graphs from 1:100,000-Scale Maps. It was extracted from the transportation category including some oil, but primarily gas pipelines.

Electric Power Transmission Line Data – This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

Sensitive Receptors – There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR[®] indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes where individuals who are sensitive receptors are likely to be located.

AHA Hospitals – The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

Medical Centers: Provider of Services Listing – A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

Nursing Homes – Information on Medicare and Medicaid certified nursing homes in the United States.

Public Schools – The National Center for Education Statistics’ primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

Private Schools – The National Center for Education Statistics’ primary database on private school locations in the United States.

Daycare Centers: Child Care Center Listings

Flood Zone Data – This data, available in select counties across the country, was obtained by EDR[®] in 1999 from the Federal Emergency Management Agency (FEMA). Data depicts 100-year and 500-year flood zones as defined by FEMA.

National Wetlands Inventory (NWI) – This data, available in select counties across the country, was obtained by EDR[®] in 2002 from the U.S. Fish and Wildlife Service.

New Jersey State Wetlands – NJDEP – This data was obtained by EDR[®] in 2002 from the NJDEP.

**US Department of Transportation
Federal Highway Administration
New Jersey Department of Transportation**

