

NEW JERSEY DEPARTMENT OF TRANSPORTATION
CATEGORICAL EXCLUSION DOCUMENTATION

CED Form Updated October 28, 2008

I. GENERAL INFORMATION			
DOT Job Code No.	0404506	Federal Project No.	MG 0016(148)
Project Management Team	Group D	UPC No.	009010
Route & Section	US 30 & US 130, Section 1	Structure No.	0405-152, 0405-153
Local Road Name	Crescent Boulevard		
Municipality(ies)	Borough of Collingswood, City of Camden & Township of Pennsauken	County(ies)	Camden
Type of Project	Operational Improvements and Bridge Replacement	Length	0.64 Miles
From Milepost	MP 3.40	To Milepost	MP 4.04
Congressional District	1	Legislative District	5, 6 and 7
ROW Cost	\$3,692,300	Construction Cost	\$31,655,685

EXISTING FACILITY			
ROW Width	Varies 80' to 86'		
No. Lanes & Width	Varies 4 to 6 lanes at 11'±		
Shoulder Width	6' to 8'	Median	4'
Overall Roadway Width	Varies 64' to 70'		

PROPOSED FACILITY			
ROW Width	Varies 80' to 107'		
No. Lanes & Width	Varies 4 to 6 lanes at 11'		
Shoulder Width	8'-10'	Median	4'
Overall Roadway Width	Varies 64' to 86'		

II. PROJECT DESCRIPTION (see attached Project Area Location Map)
<p>A. Project Need: Route 30/130 experiences operational problems due to geometric deficiencies. Controlling Substandard Design Elements (CSDE) have been identified and include substandard intersection sight distance, substandard vertical sight distance, substandard minimum radius, substandard vertical clearance, substandard cross-slopes, and substandard superelevation. Additionally, access points on the project corridor do not conform to the New Jersey State Highway Access Management Code, the corridor is not compatible for bicycles and pedestrians, and hazards located within the clear zones are not protected. In addition to the geometric and operational deficiencies, the Cooper River Bridge, which has a low sufficiency rating (50/100), is considered structurally deficient and is in need of replacement. The project need is to accommodate traffic load and improve safety and operational conditions along Route 30/130 within the project limits.</p>
<p>B. Proposed Improvements (provide a brief description of proposed improvements): The proposed improvements include a four-lane roadway section with outside shoulders under the PATCO Bridge located at the southern terminus of the project. The roadway underneath the PATCO Bridge will not be widened and the alignment will match the alignment of the newly constructed portion of Route 30/130 (Phase A). A project location map is provided in Figure 1 (see Attachment A).</p> <p>North of the PATCO overpass, the northbound roadway will include two 11-foot wide travel lanes and an eight-foot wide outside shoulder. At Haddon Avenue, an 11-foot wide auxiliary lane will be added northbound and the outside shoulder will be increased to 10-feet. This roadway section will be carried to the northern project limits where it will meet the existing roadway except in the area of Cooper River Park. Through the park, the outside shoulder will be reduced to eight feet in width in order to minimize impacts to the public park. At the Route 30/130 intersections with Haddon Avenue and Maple Avenue the eight-foot shoulder will be converted to a 15-foot auxiliary lane.</p> <p>Southbound Route 30/130 will provide two 11-foot wide travel lanes, an 11-foot wide auxiliary lane, and an eight-foot wide outside shoulder from the northern project limits over the Cooper River Bridge. South of the bridge, the</p>

three-lane section transitions to a two-lane section. South of the Cooper River Park and Harleigh Cemetery the outside shoulder will be widened to 10 feet. This roadway section is carried south to Haddon Avenue, where an eight-foot wide outside shoulder will be utilized to minimize right-of-way impacts and to match the Phase A roadway section. At the Route 30/130 intersection with Haddon Avenue the eight-foot shoulder is converted to a 15-foot auxiliary lane.

The northbound and southbound directions will be separated by a four-foot wide median area consisting of a two-foot wide concrete barrier with one-foot inside shoulders. A 10-foot border area (berm) consisting of a four-foot wide sidewalk separated from the shoulder by a three-foot wide grass buffer will be constructed, on both sides of the highway throughout the project limits, except from the PATCO Bridge to Haddon Avenue, where an eight-foot wide border area (berm) is utilized to minimize right-of-way impacts. The roadway embankment fill slopes will be constructed on a 4 to 1 maximum slope beyond the border areas. In addition, an 11-foot border area (berm) will be constructed, along Harleigh Cemetery and Cooper River Park to accommodate a guide rail to be placed at the top of slope. In this area, the roadway embankment will be constructed at a 2 to 1 slope to minimize the impacts to the Cemetery and the Park as well as wetlands adjacent to the roadway.

Two bridges are located along this section of Route 30/130. Structure No. 0405-152 (Route 30/130 over Haddon Avenue Bypass) will be widened approximately 12 feet to the east to accommodate the northbound widening. In addition, the existing deteriorating bridge deck will be replaced.

Structure No. 0405-153 (Route 30/130 over Cooper River) will be completely replaced due to the condition of both the superstructure and substructure. The proposed bridge will provide for two through lanes and an auxiliary lane in each direction, and sidewalks along both fascias. The proposed structure will carry an eight-foot right shoulder, and three 11-foot lanes each way, separated by a four-foot median. A minimum sidewalk width of six feet will be provided on the southbound side of the bridge. The northbound portion of the bridge will be overbuilt to maintain traffic during construction. As a result, a twelve-foot sidewalk will be provided on the northbound side. The total width of the bridge will be approximately 110 feet, and the span length will be approximately 170 feet.

C. Right-of-Way Taking			
Total area needed: 3.7 acres	Est. No. parcels:	In fee- 21	easements- 14
Est. No. relocations:	residences- 0	businesses- 0	parking spaces-10
Community Facilities Affected: The Pennsylvania mica staircase located at the southeast quadrant of the Rt. 30/130 bridge crossing, in the Cooper River Park, will be removed; a walking/running trail will be created/improved as mitigation for impacts to the staircase, which must be removed for placement of guiderail.			
Area of public recreation land taken: 0.89 acre		Out of a total area of: 346.55 acres	
<input checked="" type="checkbox"/>	Green Acres/State-owned Land Involvement		
<input checked="" type="checkbox"/>	Federally Owned/Federally Funded Land Involvement		
<p>Comments: The proposed project involves a strip taking from the Cooper River Park, which is a publicly-owned park. In addition, Cooper River Park has utilized funds provided by the National Park Service's Land and Water Conservation Fund (LWCF). Coordination with the NJ Department of Environmental Protection's (NJDEP) Green Acres Program has been ongoing and will continue until the Green Acres process is complete. Since NJ's contact for the LWCF as shown at http://www.nps.gov/ncrc/programs/lwcf/contact_list.html is NJDEP's Green Acres Program, coordination with LWCF to ascertain their position on the land conversion/transfer will occur via the Green Acres process. Contacted Rob Rodriguez of the Green Acres Program on 11/3/08 and he confirmed that we'll deal with LWCF through his office via the Green Acres Process.</p>			

III. ENVIRONMENTAL CONSIDERATIONS	
A. Noise	
<input checked="" type="checkbox"/>	Sensitive receptors exist within 200 feet for two lanes or 400 feet for four lanes.
<input type="checkbox"/>	Project substantially changes the vertical or horizontal alignment of the roadway.
<input type="checkbox"/>	Traffic volumes or speeds substantially increase.
Conclusion:	
<input checked="" type="checkbox"/>	Noise study not required. No significant impact anticipated.
<input type="checkbox"/>	Potential noise impacts were studied and are discussed in comments. Project still meets CE criteria.
Comments: Since the project involves a bridge replacement and other roadway improvements, no significant changes in noise levels are anticipated. No opportunities for traffic noise mitigation exist.	
B. Air Quality: CONFORMITY WITH THE CLEAN AIR ACT AMENDMENTS (CAAA) OF 1990	
Section 1: Regional Emissions Analysis (STIP or MPO's conforming transportation plan)	
<input checked="" type="checkbox"/>	Project is included in the FY 2009 - 2018 approved State Transportation Improvement Plan (STIP).
<input type="checkbox"/>	Project is not listed in the FY 20_ - 20_ approved STIP but is included in the MPO's conforming transportation plan.
<input type="checkbox"/>	Project is not included in either the approved STIP or the MPO's conforming transportation plan.
Section 2: Based on its scope, the project is categorized by the Transportation Conformity Rule (TCR) as:	
<input type="checkbox"/>	A project type listed in Table 2 of the TCR, i.e., Exempt from the conformity requirements of the CAAA (i.e., exempt from regional emissions analysis, Carbon Monoxide (CO) analysis, and Particulate Matter PM2.5 and PM10 analyses requirements) and may proceed towards implementation even in the absence of a conforming transportation plan and TIP.
<input type="checkbox"/>	A project listed in Table 3 of the TCR, i.e., Exempt from regional emissions analysis requirement, but local effects of this project with respect to CO, PM2.5 and PM10 concentrations must be considered to determine if a hot-spot analysis is required. <i>Complete Section 2a below.</i>
<input checked="" type="checkbox"/>	A project type not listed in Table 2 or Table 3 of the TCR, i.e., must be part of a conforming STIP and/or a MPO's conforming transportation plan and requires CO, PM2.5 and PM10 hot-spot analyses. <i>Complete Section 2a below.</i>
Section 2a(1): Project type listed in Table 3 of the TCR for CO analysis Project type not listed in either Table 2 or Table 3 of the TCR for CO analysis	
<input checked="" type="checkbox"/>	Project located in CO Attainment Area . CO analysis not required. Project may proceed to the project development process.
<input type="checkbox"/>	The total eight-hour Carbon Monoxide levels are expected to be reasonably below the NAAQS of 9 ppm. This is based on LOS data for the intersection(s) and the total highest traffic volumes at this (those) intersection(s) and the distance of the sensitive receptors to the roadway. No quantitative analysis is required. Project may proceed to the project development process even in the absence of a conforming transportation plan and TIP.
<input type="checkbox"/>	Project located in a Carbon Monoxide Non-Attainment/Maintenance Area and requires a Carbon Monoxide hot-spot analysis. A CO Analysis was completed at the following intersection(s): _____ And the results are: _____

Section 2a(2): Project type listed in Table 3 of the TCR for PM2.5 analysis Project type not listed in Table 2 or Table 3 of the TCR for PM2.5 analysis	
<input type="checkbox"/>	The project is located in PM2.5 Attainment Area . PM2.5 hot-spot analysis is not required. Project may proceed to the project development process.
<input checked="" type="checkbox"/>	The project is located in a PM2.5 Non-Attainment/Maintenance Area and the project is not an air quality concern under 40CFR 93.123(b) (1). Quantitative/qualitative analysis is not required. Project may proceed to the project development process.
<input type="checkbox"/>	The project is located in a PM2.5 Non-Attainment/Maintenance Area and the project is an air quality concern under 40CFR 93.123(b) (1). A PM2.5 hot-spot analysis was completed at the following location(s): _____ And the results are: _____
Section 2a(3): Project type listed in Table 3 of the TCR for PM10 analysis Project type not listed in Table 2 or Table 3 of the TCR for PM10 analysis	
<input checked="" type="checkbox"/>	The project is located in PM10 Attainment Area . PM10 hot-spot analysis is not required. Project may proceed to the project development process.
<input type="checkbox"/>	The project is located in a PM10 Non-Attainment/Maintenance Area and the project is not an air quality concern under 40CFR 93.123(b) (1). Quantitative/qualitative analysis is not required. Project may proceed to the project development process.
<input type="checkbox"/>	The project is located in a PM10 Non-Attainment/Maintenance Area and the project is an air quality concern under 40CFR 93.123(b) (1). A PM10 hot-spot analysis was completed at the following location(s): _____ And the results are: _____
Comments (include LOS, if appropriate): The project is a bridge replacement and other roadway improvements. No impact on air quality is anticipated.	

C. Potential Ecological Constraints (check those that apply)			
<input checked="" type="checkbox"/>	Floodplains	<input type="checkbox"/>	Shellfish Habitat
<input checked="" type="checkbox"/>	Wetlands	<input checked="" type="checkbox"/>	Acid Producing Soils
<input type="checkbox"/>	Vernal Pools	<input type="checkbox"/>	Submerged Aquatic Vegetation
<input checked="" type="checkbox"/>	Waterbody:	<input type="checkbox"/>	Sole Source Aquifer
	<input type="checkbox"/> Category One	<input type="checkbox"/>	Forested Areas
	<input type="checkbox"/> Trout Production	<input type="checkbox"/>	Threatened and Endangered Species:
	<input type="checkbox"/> Trout Maintenance	<input type="checkbox"/>	<input type="checkbox"/> State-listed species
	<input checked="" type="checkbox"/> Non-Trout	<input type="checkbox"/>	<input type="checkbox"/> Federally listed species
<input type="checkbox"/>	Wild and Scenic River	<input type="checkbox"/>	Other (specify):
<input type="checkbox"/>	Essential Fish Habitat		

Federally Listed Threatened & Endangered Species Checklist:	
(Please see http://www.fws.gov/northeast/njfieldoffice/Endangered/consultation.html for guidance on the current US Fish and Wildlife Service (USFWS) Consultation Procedures. County/municipal species lists are only valid for 90 days.)	
<input checked="" type="checkbox"/>	The proposed project is not located in a municipality with extant, historic, or potential occurrence of a federally listed species. The municipality list was checked within the last 90 days and documentation of this determination is included in the project file. No further action is required under the Endangered Species Act (ESA).

<input type="checkbox"/>	The proposed project is located in a municipality with extant, historic, or potential occurrence of a federally listed species. Habitat requirements for each of the species have been reviewed and the project's impact area (*i.e., action area) was assessed to determine whether it contains potentially suitable habitat. <i>Based on existing information or field surveys, the results revealed:</i>
<input type="checkbox"/>	The project's impact area (i.e., action area) does not contain potentially suitable habitat for a federally listed species. Documentation of this determination is in the project file. No further action is required under the ESA. Concurrence from the USFWS is not required.
<input type="checkbox"/>	The project's impact area (i.e., action area) does or may contain potentially suitable habitat for a federally listed species. <i>The assessment and all relevant project information:</i>
<input type="checkbox"/>	Have been submitted to the US Fish and Wildlife Service's NJ Field Office for ESA Section 7 consultation . Correspondence is attached. See comments below.
<input type="checkbox"/>	Will be submitted to the New Jersey Division of Land Use Regulation Program during the permitting process . Project requires authorization under the NJ Freshwater Wetlands Protection Act. See comments below.

*Action Area: The action area is defined by regulation as all areas to be affected **directly or indirectly** by the Federal action and **not merely the immediate area involved in the action** (50 CFR §402.02). This analysis is not limited to the "footprint" of the action nor is it limited by the Federal agency's authority. Rather, it is a biological determination of the reach of the proposed action on listed species. Subsequent analyses of the environmental baseline, effects of the action, and levels of incidental take are based upon the action area.

Conclusion:	
<input checked="" type="checkbox"/>	No significant impact anticipated
<input type="checkbox"/>	Further studies are needed to obtain permits. Project still satisfies CE criteria.
<p>Comments (briefly describe <i>all</i> potential ecological constraints): <i>An Ecological Assessment Technical Memorandum</i> was prepared by Dewberry in October 2006 in order to evaluate potential regulatory issues and/or ecological impacts associated with the proposed project. The New Jersey Department of Environmental Protection (NJDEP) Natural Heritage Program (NHP) and the United States Fish and Wildlife Service (USFWS) were contacted regarding the potential presence of Threatened and Endangered (T&E) species in the project area as part of this analysis. Their response letters, also from 2006, are included in Attachment B.</p> <p>As part of this Categorical Exclusion Document (CED) preparation, an information request was sent to the NJDEP NHP requesting updated information. A copy of this request is included in Attachment B. Following the USFWS updated procedures, their website was consulted to determine if Federally listed T&E species and their habitats are located in the project area. A summary of this additional consultation is provided in the sections below.</p> <p>Floodplains</p> <p>The NJDEP Flood Hazard Area Control Act (FHACA) Rules regulate both the Flood Hazard Area (FHA) and the Riparian Zone. The existing Cooper River Bridge and portions of the north and south roadway approaches are within the NJDEP regulated FHA for the Cooper River, or the inundation limits resulting from the 100-year storm plus 25% flood flow event. NJDEP FHA mapping has not been prepared by the NJDEP for this reach of the Cooper River to date. However, the Federal Emergency Management Agency has mapped the 100-year flood limits as part of the Flood Insurance Study prepared for Camden County, September 2007. This information was utilized by Dewberry to compute the NJDEP regulated FHA at the Cooper River Bridge, which is at an approximate elevation of 13.0 feet (NAVD, 1988). By comparison, the 100-year flood is at an approximate elevation of 11.3 feet at the bridge site.</p> <p>The FHA inundates the existing Route 30/130 Bridge over the Cooper River approach roadway beginning from approximately 200 feet south of South Park Drive, extending north past the bridge, North Park Drive, and the limits of the project, excluding the elevated bridge deck itself.</p> <p>Proposed work would be situated within areas regulated by the NJDEP FHACA Rules, impacting the Flood Hazard Area and Riparian Zone. A Flood Hazard Area Individual Permit (IP) will be prepared for the bridge reconstruction and approach roadway improvements, along with the storm sewer outfall replacement.</p>	

The Riparian Zone extends 150 feet from the top of channel bank along both sides of the Cooper River. The 150-foot limit is established based on the presence of acid producing geologic formations (Magothy and Merchantville Formations) within the Riparian Zone according to NJDEP GIS soils data. Proposed disturbance to vegetation is anticipated to exceed the maximum allowable thresholds for the Route 30/130 Bridge reconstruction over the Cooper River, thereby requiring creation or enhancement of 0.6-acre of vegetation within the Riparian Zone.

Wetlands

NJDEP Geographic Information System (GIS) data shows wetlands as occurring within the project area. These wetlands are classified as saturated Palustrine Forested Broad-Leaved Deciduous (PFO1B), saturated Palustrine Emergent Broad-Leaved Deciduous (PEM1B), seasonally flooded Palustrine Emergent Broad-Leaved Deciduous (PEM1C), and seasonally flooded Palustrine Scrub/Shrub Broad-Leaved Deciduous (PSS1C). The NJDEP GIS data also identified two State open water classifications for open water bodies within the study area. These are the Cooper River, which is classified as permanently flooded Lacustrine Littoral Open Water, and ponded water systems classified as permanently flooded Palustrine Open Water. The NJDEP GIS data also provided the location of Cooper River's head-of-tide, which is located approximately 0.8-mile downstream (northwest) of the Routes 30/130 bridge crossing over the Cooper River. Therefore, the proposed construction activities involve a non-tidal portion of the Cooper River.

A delineation of wetlands and State open waters within the project area was performed on April 4, 2006 according to the procedures described in the "1989 Federal Manual for Identifying and Delineating Jurisdictional Wetlands." This delineation identified the Cooper River as a jurisdictional State open water with floodplain wetlands that are highly disturbed from development of the park, as well as from commercial development. Wetlands were identified in all four quadrants of the Routes 30/130 Cooper River Bridge crossing. The Cooper River itself is considered a regulated State open water and all of the wetlands were connected to the river and part of the floodplain of this waterbody. Large portions of these wetlands are atypical in that the vegetation is made up of species consistent with that of a landscaped park and are covered with maintained grass vegetation and park amendments (trails, benches, parking, etc.). These wetlands exhibit only two of the criteria normally necessary for an area to be deemed a jurisdictional wetland (i.e., hydrophytic vegetation, hydric soils, and evidence of wetland hydrology). However, regardless of its maintained condition, the NJDEP will still assume jurisdiction over these historic/disturbed wetlands due to the presence of hydric soil conditions and evidence of wetland hydrology.

Roadway improvements will widen the roadway (Routes 30/130) and additional pilings will be placed in the Cooper River in order to support the new bridge structure. Approximately 0.3-acre of wetlands and State open waters would be impacted by the proposed improvements. An application for NJDEP Freshwater Wetlands General Permits will be prepared for the bridge reconstruction, storm sewer outfall construction and trail improvements within Cooper River Park.

Vernal Pools

No vernal pools were identified during the wetland delineation activities and they are not a potential ecological constraint for the proposed project.

Waterbody

The Cooper River, a non-tidal, State open water, flows through the proposed project area. The NJDEP has classified the Cooper River as FW2-NT waters, meaning freshwaters with a non-trout production designation. FW2 refers to a general surface water classification applied to freshwaters not designated as FW1 or Pinelands Waters, and NT refers to non-trout production waters. This system is used to identify designated "Surface water classifications for the waters of the State of New Jersey" (N.J.A.C. 7:9B).

Wild and Scenic River

The National Wild and Scenic Rivers System website was consulted to determine if the Cooper River is designated as a Wild and Scenic River. According to the website, the Cooper River has not been designated as Wild and Scenic. Therefore, Wild and Scenic Rivers are not considered to be a potential ecological constraint.

Essential Fish Habitat

No adverse impacts Essential Fish Habitat will result from the proposed project. According to the National Aeronautic and Atmospheric Administration's (NOAA) "Guide to Essential Fish Habitat Designations in the

Northeastern United States,” the Cooper River does not contain Essential Fish Habitat. Therefore, Essential Fish Habitat is not considered to be a potential ecological constraint.

Shellfish Habitat

The proposed project is located in fresh, non-tidal waters and is not suitable shellfish habitat. Additionally, the NJDEP Bureau of Geographic Information Systems (GIS) Shellfishing Classification data layer was consulted. This data layer did not show the Cooper River as containing shellfishing areas. Therefore, shellfish habitat is not considered to be a potential ecological constraint.

Acid Producing Soils

Soils within the project area are mapped as Howell-Urban Land association. Both the Howell and Urban series soils are found to be extremely acidic. Areas to be excavated during the proposed project’s construction will be evaluated for the presence of acid-producing deposits, and where encountered, will be addressed with mitigation standards as outlined by the NJDEP Division of Water Resources.

Submerged Aquatic Vegetation

The proposed project is associated with a non-tidal waterbody; therefore, submerged aquatic vegetation is not considered to be a potential ecological constraint.

Sole Source Aquifer

The proposed project lies within the Coastal Plain physiographic province of New Jersey. The stratigraphy underlying the proposed project alignment consists of the Merchantville Formation, a shelf deposit consisting of black, massive glauconitic micaceous clay and silty clay 50 to 60 feet thick. The Magothy Formation underlies the Merchantville Formation. The Magothy Formation is part of the New Jersey Coastal Plain Aquifer System. This system was designated as a Sole Source Aquifer by USEPA in 1988. The Sole Source Aquifer Program is a federal program developed to protect sole or primary source aquifers, and to foster the development of state and local protection programs for those aquifers. However, because the Merchantville Formation provides a confining layer above the Magothy Formation, potential impacts to the sole source aquifer are extremely low. In addition, the area to be disturbed during the construction phase is relatively small and the anticipated depth of excavation would not breach the Merchantville Formation. Therefore, Sole Source Aquifers are not considered to be a potential ecological constraint.

Forested Areas

Two forested wetland areas were identified within the project area and are located near the Cooper River (south of the river and east and west of Routes 30/130). Initial estimates indicate that the proposed project will result in less than 0.5-acre of deforestation. As a result, no reforestation will be required in accordance with the New Jersey No Net Loss Reforestation Act (P.L. 2001 Chapter 10).

Threatened and Endangered Species

In 2006, The NJDEP Natural Heritage Program (NHP) was contacted for a review of the Natural Heritage Database for T&E plants and animals or natural communities on the project site or in the immediate area. The NHP identified habitat for the eastern box turtle (*Terrapene carolina*), listed as a species of Special Concern, within the vicinity of the project area. Additionally, the NHP identified that bald eagle (*Haliaeetus leucocephalus*) foraging area is located within the vicinity of the project area. These fauna were not observed during the wetland delineation conducted on April 4, 2006; nor was a bald eagle nest observed at this time. A data request to the NJDEP NHP for current information on State T&E species on or near the site has been submitted; however, no response has been received to date. The more current information provided by the NJDEP NHP will need to be consulted to determine if State T&E species are an ecological constraint of the proposed project.

The USFWS was also contacted in 2006 in regard to the presence of Federally listed T&E species in the project area. The USFWS response letter states that “No active eagle nests are known within the immediate vicinity of the proposed project site; thus, the project is not likely to adversely affect nesting bald eagles.” In addition to the bald eagle reference, the USFWS also identified that the Partners for Fish and Wildlife Program had “...recently completed a habitat restoration project along the northern and southern banks of Cooper River immediately adjacent to the proposed project area.” This restoration included native tree and shrub plantings and the removal of invasive vegetation, specifically Japanese knotweed (*Polygonum cuspidatum*). This letter specifically states that “To

maintain the restoration conditions of the banks along the Cooper River, the Service requests planting trees and shrubs within any disturbed areas once project activities are completed. In addition, the Service requests the use of native vegetation to prevent the invasion of Japanese knotweed in the project area.”

In order to obtain more current USFWS information on Federally listed T&E species within the project area, the current USFWS procedures for determining if an action is subject to a Section 7 Consultation pursuant to the Federal Endangered Species Act (ESA) were consulted. Following these procedures, the USFWS website was utilized to determine if Federally listed T&E species and their habitats are present in the municipalities which the proposed project is located. According to the website, the proposed project is not located within or adjacent to a municipality with extant, historic, or potential occurrence of a federally listed species; and therefore, no further action is required under the ESA and Federal T&E species are not considered to be a potential ecological constraint. The USFWS’s request to restore disturbed areas following the completion of proposed project activities would be performed.

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

Comments: The project complies with Executive Order (EO) 11990, Protection of Wetlands, in order to avoid to the extent possible adverse impacts associated with the destruction or modification of wetlands. The Land Use Regulation Program within NJDEP continues to be the lead agency for establishing the extent of state regulated wetlands and waters. The wetlands delineation within the project corridor was completed in April 2006 and the total disturbance to freshwater wetlands and State open waters is estimated to be 0.3-acre. An application for Freshwater Wetlands General Permits will be prepared for the bridge reconstruction, storm sewer outfall construction and trail improvements within Cooper River Park.

The project complies with EO 11988, Floodplain Management, in order to avoid to the extent possible adverse impacts associated with the occupancy and modification of floodplains and to support floodplain development, whenever practicable. New Jersey regulates construction in the floodplain under the Flood Hazard Area Control Act, N.J.S.A. 58:16A-50 et seq., and its implementing rules in N.J.A.C. 7:13. The Land Use Regulation Program within NJDEP is the lead agency. The project is situated within the Cooper River watershed. Portions of the project, including the Route 30/130 Bridge over the Cooper River and portions of the approach roadways, are situated within the 100-year floodplain and the NJDEP regulated Flood Hazard Area for the Cooper River. A Flood Hazard Area

Individual Permit (IP) will be prepared for the bridge reconstruction and approach roadway improvements, along with the storm sewer outfall replacement.

In conjunction with the Flood Hazard Area IP, compliance with Riparian Zone requirements will be required. The Riparian Zone is 150 feet in width as measured from the top-of-bank from each side of the Cooper River within the project area. The width is based upon the presence of acid producing geologic formations as per NJDEP mapping. Proposed disturbance to vegetation is anticipated to exceed the maximum allowable thresholds for the Route 30/130 Bridge reconstruction over the Cooper River, thereby requiring mitigation for creation or enhancement to vegetation for a 0.6-acre area within the Riparian Zone.

The project is situated within the Cooper River watershed, with portions of the alignment from Haddon Avenue south situated within the Newton Creek subwatershed, and portions to the north situated within the Cooper River watershed. The overall project disturbance is greater than one-acre, and the portions lying within the Cooper River subwatershed result in greater than 0.25-acre of net additional impervious cover. Therefore, compliance with the Stormwater Management Rules at N.J.A.C. 7:8 is required including water quality treatment, water quantity control and groundwater recharge.

The project complies with P.L. 2001 Chapter 10 concerning reforestation of land owned or maintained by a State Agency and scheduled for deforestation.

E. Cultural Resources	
Technical Findings:	
<input type="checkbox"/>	Project is not an undertaking for Section 106 purposes; concurrence has been received from FHWA.
<input type="checkbox"/>	No Effect per FHWA/SHPO Agreement of 7/6/00; subject to conditions identified in the Agreement.
<input type="checkbox"/>	No Section 106 Consultation per 5/25/01 SHPO concurrence with <i>Section 106 Compliance Procedures, Federally Funded Drainage Improvement Program</i> ; subject to conditions identified in the Agreement.
<input type="checkbox"/>	No Effect to significant properties if they exist in APE per 36CFR800.3(a)(1) with SHPO concurrence. (Because the Section 106 regulations allow for a level of effort for conducting and evaluating cultural resources to be commensurate with the undertaking, this category of finding was developed to be used for certain projects when no cultural resources survey has been conducted; and self-imposed conditions, if applicable, are presented as part of the undertaking, e.g., Pipeline 3 or other small-scale projects.)
<input type="checkbox"/>	No National Register (NR) listed or eligible properties in APE (Section 106 Findings = No Historic Properties Affected).
<input checked="" type="checkbox"/>	National Register listed/eligible properties exist within APE (<i>see consultation summary below</i>).

Archaeology	Architecture				Section 106 Finding
	Bridge	Building	District	Other	
			Camden and Atlantic Railroad Historic District		NR listed/eligible property(ies)— No Historic Properties Affected
				Harleigh Cemetery	NR listed/eligible property(ies)— No Adverse Effect (NAE)
					NR listed/eligible property(ies)— NAE with conditions
			Cooper River Park Historic District		NR listed/eligible property(ies)— Adverse Effect

	Section 106 Consultation Summary	Date
<input checked="" type="checkbox"/>	FHWA concurred with Adverse Effect Finding	January 15, 2008
<input checked="" type="checkbox"/>	SHPO provided Section 106 consultation comments	July 18, 2008
<input type="checkbox"/>	FHWA concurred with No Adverse Effect with Conditions	
<input checked="" type="checkbox"/>	ACHP notified of Adverse Effect	April 1, 1997
<input checked="" type="checkbox"/>	ACHP responded to notification (check one/enter date): <input type="checkbox"/> ACHP will participate in consultation <input checked="" type="checkbox"/> ACHP declined to participate in consultation	No response was received from the ACHP
<input checked="" type="checkbox"/>	MOA executed by FHWA (check one/enter date): <input checked="" type="checkbox"/> MOA filed with ACHP <input type="checkbox"/> ACHP accepted/signed MOA	January 5, 2009

Comments (include MOA stipulations or other conditions, if applicable) : The FHWA, the New Jersey State Historic Preservation Officer (NJSHPO), the Advisory Council on Historic Preservation (Advisory Council), and the NJDOT executed a Programmatic Agreement in November of 1996 which stipulates how FHWA's Section 106 responsibilities for NJDOT-administered Federal aid projects will be satisfied. In accordance with that agreement, the NJDOT has consulted with the NJSHPO in order to determine the Area of Potential Effect (APE), to identify significant National Register eligible and listed properties, and to assess the effects of the project on both eligible and listed properties within the APE pursuant to the requirements of 36 CFR Part 800. The NJSHPO July 18, 2008 consultation letter is included in Attachment C.

The consultation has resulted in a determination that the following three properties—located within the project limits of **Phase B** only—are eligible for or are listed in the National Register of Historic Places:

- Camden and Atlantic Railroad Historic District (SHPO Opinion: 9/17/01)
- The Harleigh Cemetery (SHPO Opinion: 6/15/95)
- Cooper River Park Historic District (SHPO Opinion: 2/28/94)

The FHWA has determined that the construction of this project as proposed will have No Effect on the Camden and Atlantic Railroad Historic District, No Adverse Effect on the Harleigh Cemetery, and an Adverse Effect on the Cooper River Park Historic District.

The following Stipulations for Phase A of the subject project, the Route 30/130 Collingswood Circle Elimination Project, were carried out as required per the September 26, 1996 Memorandum of Agreement, which did not contain a sunset clause:

- The NJDOT documented the Collingswood Circle Pure Oil Service Station (Wayne's Used Cars), Collingswood Circle (White Horse Pike Rond Point), and Crescent Boulevard Bridge (Structure No. 0405-153) to Level II of the Historic American Engineering Record (HAER) standards. The documentation was sent to the Chesapeake/Allegheny System Support Office of the National Park Service in September 1997 and was accepted as complete on February 27, 1998. Copies were also sent to the NJSHPO and the NJ State Library Archives in September 1997.
- A marketing plan was developed in consultation with the NJSHPO for the Collingswood Circle Pure Oil Service Station (Wayne's Used Cars) in 1997; the Station was successfully marketed to private individuals for use in Watertown, NY.
- The archeological survey for the Old Black Horse Pike Drive-Inn that was to be conducted as part of Phase A was instead conducted as part of a completely separate project and no significant archeological resources were encountered.

The Route 30/130 Bridge over the Cooper River was originally to be reconstructed during Phase A, but now requires *complete replacement*, which will occur as part of Phase B. Removing the bridge, a contributing resource to the

Cooper River Park Historic District (HD), results in an Adverse Effect to the historic district; design features to complement the historic district will be implemented. The new bridge will be designed to include compatible historic elements such as the construction of the bridge on the historic footprint; use of an aesthetic parapet (e.g., Texas type railing), tinted and form-lined parapets and other design features to complement the above ground features of the Cooper River Park Historic District, where appropriate.

The NJDOT and FHWA have considered alternatives to avoid or minimize the adverse effects and found that they are not feasible. They have identified and coordinated with consulting parties to develop a plan to mitigate the adverse effects.

A Memorandum of Agreement (MOA) has been prepared between FHWA and the NJSHPO in order to take into account the effect of the undertaking on historic properties (see Attachment D). Based on the MOA, the FHWA will ensure that the following measures are carried out:

1. Aesthetics: The new bridge will be designed to include an aesthetic parapet that will emulate the look of the existing (e.g., Texas type railing), tinted concrete for the bridge abutments and wingwalls, and other design features to complement the above-ground features of the Cooper River Park Historic District, where appropriate; lighting installed over the Route 30/130 Bridge over the Cooper River will consist of powder-coated black tear-drop lights, as used in Phase A of the referenced project.
2. Pennsylvania Mica Staircases: The two (non-contributing) Pennsylvania mica staircases located south of South Park Drive and at the bridge's southeast quadrant, which will be removed, will be carefully disassembled; salvaged materials will be reused in the repair/reconstruction of the debilitated (contributing) Pennsylvania mica staircase located at the northeast quadrant of the bridge crossing.
3. Signage: An interpretative sign concerning the history of the Cooper River Park Historic District will be developed in consultation with the SHPO, and placed at the Northeast Quadrant of the bridge crossing on NJDOT right-of-way, at an appropriate location at the top of the staircase.
4. National Register Nomination: A draft final National Register nomination will be prepared for the Cooper River Park Historic District. The historic district was determined to be eligible under Criterion A in the areas of community planning and development and entertainment and recreation as an example of an early-twentieth-century park. Under Criterion C, the historic district is eligible for its landscape architecture that embodies the design concepts heralded by the Olmstead Brothers at the turn of the century and for its embodiment of the work of a master, Charles W. Leavitt and Son, one of the most prominent early-twentieth-century landscape architecture firms in the United States. The historic district qualifies for listing in the National Register because it incorporates scenic overlooks, docks, footbridges, footpaths, and staircases into its design. Important aspects of integrity include setting, design, location, and materials.
5. Archeological Monitoring Program: An archeological monitoring program has been developed; the program was approved by SHPO on September 17, 2008.

F. Section 4(f) Involvement

Section 1: Historic Sites

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

<input type="checkbox"/>	concurrence by the SHPO (or ACHP) with the “No Effect” or “No Adverse Effect” determination.
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under the Nationwide Section 4(f) Programmatic Evaluation for Net Benefits and all applicability criteria have been met, including notification to and concurrence by the FHWA with the determination.
<input type="checkbox"/>	Section 4(f) Involvement. Project has an “Adverse Effect” determination. Individual Section 4(f) was prepared.
Comments: Impacts to the Harleigh Cemetery are covered under <i>de minimis</i> Evaluation of Impacts. Documentation attached.	

Section 2: Historic Bridges	
<input type="checkbox"/>	No Section 4(f) Involvement
<input checked="" type="checkbox"/>	Section 4(f) Involvement. Project is covered under the Nationwide Section 4(f) Programmatic Evaluation for Historic Bridges .
Comments: The proposed project involves the replacement of the Route 30/130 Bridge over the Cooper River, a contributing resource to the Cooper River Park Historic District.	

Section 3: Publicly Owned Park, Recreation Area, Wildlife or Waterfowl Refuge	
<input type="checkbox"/>	No Section 4(f) Involvement
<input type="checkbox"/>	Project results in a “Constructive Use” of Section 4(f) property (fill out Site Information below)
<input checked="" type="checkbox"/>	Project requires acquisition from publicly owned recreation land (fill out Site Information below):
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under <i>de minimis</i> Evaluation of Impacts and all applicability criteria and conditions have been met, including concurrence <i>first</i> by the FHWA that the project meets the applicability criteria, and <i>then</i> notification to the officials with jurisdiction of the intent to use a <i>de minimis</i> finding.
<input checked="" type="checkbox"/>	Section 4(f) Involvement. Project is covered under Nationwide Section 4(f) Programmatic Evaluation for minor involvement and all applicability criteria and conditions have been met, including concurrence by the officials having jurisdiction over the property.
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under the Nationwide Section 4(f) Programmatic Evaluation for Net Benefits and all applicability criteria have been met, including notification to and concurrence by the FHWA with the determination.
<input type="checkbox"/>	Section 4(f) Involvement. Nationwide Section 4(f) Programmatic applicability criteria were not met; Individual Section 4(f) Evaluation was prepared.
Site Information (for projects involving “Constructive Use” or acquisition from publicly owned recreation land, wildlife or waterfowl refuge):	
Name of Site (use local name): <u>Cooper River Park</u>	
Lot and Block: <u>Block 1.01, Lot 1; Block 1279, Lot 2.01; Block 6405, Lot 1; Block 6404, Lot 1; and 0.02 acre from property located along Route 30/130 SB, north of North Park Drive (no Block or Lot Nos. in Deed Book (Deed Book 842, page 250).</u>	
Total acreage of site: <u>346.55 acres</u>	
Acreage of site affected (acquisition and permanent easements): <u>0.89 acre</u>	
<input checked="" type="checkbox"/>	Federal encumbrances involved (e.g., Wild and Scenic Rivers Act, Land and Water Conservation Fund Act, Rivers and Harbors Act).

Comments: The proposed project involves a strip taking from the Cooper River Park, which is a publicly-owned park. In addition, Cooper River Park has utilized funds provided by the National Park Service's Land and Water Conservation Fund (LWCF). Coordination with the NJ Department of Environmental Protection's (NJDEP) Green Acres Program has been ongoing and will continue until the Green Acres process is complete. Since NJ's contact for the LWCF is NJDEP's Green Acres Program, coordination with LWCF to ascertain their position on the land conversion/transfer will occur via the Green Acres process.

Section 4: Independent Walkway & Bikeway Construction Projects

- No Section 4(f) Involvement
- Section 4(f) Involvement. Project is covered under the **Nationwide Section 4(f) Programmatic Evaluation**. Project requires use of recreation and park areas established and maintained primarily for active recreation, open space, or similar purposes. All applicability criteria have been met, including approval in writing by the official with jurisdiction over the property that the project is acceptable and consistent with the designated use of the property and that all possible planning to minimize harm has been accomplished in the location and design of the bikeway or walkway facility.

Comments:

G. Hazardous Materials and Landfills

- Involvement with known or suspected contaminated site.
- Involvement with underground storage tanks.

Conclusion:

- Low potential for involvement with contamination; no further investigation required.
- Further investigation and/or sampling required to determine extent of involvement with contamination. Project still meets FHWA criteria for a CE.

Comments: A *Hazardous Waste Screening Technical Memorandum (HWS)* was prepared by Dewberry in December 2006 in order to assess and document the project's potential involvement with known or suspected contaminated sites, underground storage tanks (USTs), or other hazardous waste. Dewberry performed field reconnaissance, reviewed historical documents, reviewed federal and state records, made inquiries with state and local agencies and made inquiries of NJDEP databases. Twelve Areas of Concern (AOCs) were identified including properties with soil contamination; potential asbestos-containing material or lead-based paint sites; properties with registered USTs; properties on NJDEP's Known Contaminated Site List; and properties with the potential for contamination based on current land use.

A Limited Site Investigation (LSI) dated July 2008 was performed on AOCs previously identified in the 2006 HWS report to assess whether contamination may be encountered during construction and to identify the potential presence of USTs or other subsurface anomalies that may adversely impact construction. The LSI scope of work included performing a geophysical survey and collecting soil and groundwater samples for laboratory analysis. During the geophysical survey, anomalies suspected to be USTs were identified directly adjacent to the acquisition area at the First Quality Auto Sales property. The analytical results from the Carr Hagner, Inc. property identified lead concentrations in soil in excess of the NJDEP Soil Cleanup Criteria (SCC) and lead and dieldrin concentrations in groundwater above the NJDEP Class II-A Groundwater Quality Standards (GWQS). At the First Quality Auto Sales property, benzene was identified in soil in excess of the NJDEP Impact-to-Groundwater SCC. The groundwater sample collected from the Camden County Park property contained concentrations of arsenic, beryllium, chromium, and lead in excess of the NJDEP GWQS. All other analytical results identified no concentrations greater than the NJDEP's SCC and GWQS.

The property owner of First Quality Auto Sales should be contacted by the NJDEP to investigate the presence and status of potential USTs suspected at this site.

A remedial investigation at the Carr Hagner, Inc. property is recommended to delineate the horizontal and vertical extent of the lead contamination in the surface soils. During construction at Carr Hagner, Inc., the lead-contaminated

soils will be excavated and disposed off site at a permitted facility, in accordance with the facility's sampling frequency and analytical requirements. The work will be conducted per a NJDEP-approved remedial action workplan (RAW), NJDOT-developed environmental specifications, an NJDOT-approved material handling plan, as well as a health and safety plan (HASP) prepared by the contractor under the provisions of the Occupational Safety and Health Administration (OSHA) 40 Code of Federal Regulations (CFR) 1910.120 and 1926. Groundwater is not expected to be encountered during construction and no further investigation of groundwater is recommended for this site.

Soils excavated from the proposed acquisition area on the First Quality Auto Sales property will be screened for physical evidence of petroleum contamination and managed in accordance with a NJDEP-approved RAW, NJDOT-developed environmental specifications, NJDOT-approved material handling plan, as well as a HASP prepared by the contractor under the provisions of the OSHA 40 CFR 1910.120 and 1926.

The groundwater sample from the Camden County Park property was collected as a grab sample and, as a result, the presence of metals may be attributable to suspended soil particles in the sample and may not necessarily be representative of the groundwater quality at the site. If groundwater is encountered during roadway or drainage excavation activities adjacent to the Camden County Park property and dewatering is required, the NJDOT will manage the groundwater effluent according to the results of the LSI. An appropriate groundwater management plan for the dewatering effluent will be developed by the NJDOT's contractor, prior to construction, to address the potential contaminants that may be encountered during this work.

H. Socioeconomics

The project will **not** result in any significant socioeconomic impacts.

Comments: A *Socioeconomic, Land Use and Environmental Justice Impacts Technical Memorandum* was prepared by Dewberry in October 2006 in order to identify and evaluate potential socioeconomic and land use impacts stemming from the proposed project. The first phase consisted of documenting the existing character and significant features of the study area, reviewing pertinent planning and zoning documents, and identifying development proposals within the study area. In addition, field surveys were conducted to determine existing land use, and the status of any current development proposals. The second phase of the study consisted of an assessment of the proposed project's impacts. Based on this assessment, no significant adverse impacts are anticipated as a result of the proposed project.

Residential Impacts

No residences will be displaced under the proposed project. Construction period activities may result in temporary impacts to air quality, and ambient noise and/or vibration levels. Specifications for all contracts will be drafted requiring contractors to comply with all applicable laws, regulations, and orders to reduce any impacts. Such impacts can be adequately mitigated by confining construction to daytime hours, and by using appropriate mufflers and vibration dampers designed for the equipment used at the site. As a result, adverse impacts of construction activities to residents proximate to the project area will not be significant.

Impacts to Community Facilities

Two community facilities are located in the study area: Cooper River Park and Harleigh Cemetery. Any construction within Cooper River Park must be submitted for approval of the County Parks Commission, New Jersey Department of Environmental Protection, Green Acres and the County Engineer. Due to Harleigh Cemetery's close proximity to Routes 30/130, the proposed project will acquire right-of-way and easements from the property. Although land will be acquired from Cooper River Park and Harleigh Cemetery, no change in access will occur and mitigation measures will be identified through agency coordination.

Business Impacts

The study area includes several highway-oriented businesses. The proposed project will require the displacement of two businesses located within the study area—Roney's Restaurant and Carr Hagner, Inc. Roney's Restaurant is proposed to be a full acquisition and the business will need to seek a new location or cease its operations when construction of the proposed project begins. Carr Hagner, Inc., has also been proposed to be a full acquisition, but plans to relocate the business are unknown at this time.

All project-related relocation payments and services are provided pursuant to the Federal Uniform Assistance and Real Property Acquisition for Federal and Federally Assisted Programs Act of 1970, as amended in the Federal Uniform Act Amendment, effective March 2, 1989 (Chapter 50, New Jersey Public Law of 1989). This law is designed to ensure the prompt and equitable relocation and reestablishment of businesses displaced as a result of federally funded projects. In view of the requirements of this law, the NJDOT Bureau of Property and Relocation offers a Relocation Assistance Program. This program offers services to businesses, including assistance in finding new locations, reimbursement of moving expenses, and allowances in lieu of moving expenses.

The proposed project will also require easements and partial acquisitions of narrow strips of property at several locations along Routes 30/130 and other roadways within the project area. Generally, these partial takings will be necessary for changes to the existing roadway alignment or to provide sidewalks. It is not anticipated that these property acquisitions will decrease the number of off-street parking spaces or hinder access to the existing buildings. All businesses will be able to continue their operations. As a result, it is not anticipated that these partial acquisitions will result in any significant adverse impacts to the continued operation of the affected properties and business displacement impacts are not considered to be significant.

I. Environmental Justice

- Project will have **no** disproportionately high or adverse effects on low income and/or minority communities.
- Project will have disproportionately high and adverse effects on low income and/or minority communities.

Conclusion:

- Project is in compliance with the goals of Executive Order 12898 and the requirements of the Civil Rights Act of 1964.
- Project is in compliance with the goals of Executive Order 12898 and the requirements of the Civil Rights Act of 1964, through the identification of measures to address disproportionate effects, including actions to avoid or mitigate them. Project satisfies CE criteria.

Comments: Potential Environmental Justice impacts were considered in a *Socioeconomic, Land Use and Environmental Justice Impacts Technical Memorandum* prepared by Dewberry in October 2006. According to the Technical Memorandum, the project area neighborhoods consist of those portions of the study area within Block Group 5 in Census Tract 6014 in Camden, Block Group 1 in Census Tract 6025.01 in Pennsauken, and Group 1 in Census Tract 6042 in Collingswood. Block Group 5 in Census Tract 6014 (Camden) contains more than 90 percent minority populations with substantial groups of Black, Asian, Other, and Hispanic populations. Block Group 1 in Census Tract 6025.01 (Pennsauken) contains significant minority populations (nearly 50 percent). Only about 20 percent of the residents in Block 1 in Census Tract 6042 (Collingswood) belong to minority populations.

The 2000 U.S. Census data indicated that low-income populations living within the project study area are similar to those living in the surrounding area for Camden. However, poverty levels in Block Group 1 Census Tract 6025.01 and Block Group 1 Census Tract 6042 fall below the Camden County average, making them similar to or less than the surrounding population.

No significant adverse impacts to minority populations or businesses within the project study area are anticipated. There are no adverse impacts to the portion of the project study area located in Camden, which has the highest percentage of minority populations. The residential area is confined to the northwest corner of the census track, so the minority population will not be affected by the proposed construction. Phase B is concerned with the replacement of the Cooper River Bridge, which is located in a commercial/open space environment. Any impacts to residences located in these census tracts will be limited to temporary construction impacts.

When the construction staging plan has been completed, project area residents will be informed before construction begins through press releases and notices sent to the City and Town Halls, area libraries, and park officials.

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

A Local Officials Briefing with representatives from the Borough of Collingswood and the Township of Pennsauken was held in November 2003. Representatives from the City of Camden were invited but did not attend. In addition, a Public Information Center was held in February 2004.

As part of the Section 106 process, the FHWA has consulted with the NJDOT, NJSHPO, Borough of Collingswood, Township of Pennsauken, City of Camden, Camden County, and Camden County Department of Parks to develop a plan to mitigate the adverse effects of the proposed project.

In addition, as part of the Section 106 process, NJDOT has solicited comments from the Camden County Department of Parks, Harleigh Cemetery and Crematory, Clerk/Borough of Collingswood, Clerk/Township of Pennsauken, Camden County Engineer, Historic Review Committee, Camden County Historical Society, Pennsauken Historical Society, Camden County Cultural & Heritage Commission, Archaeological Society of New Jersey, Newton Colony Historical Society, Camden County Improvement Authority, Friends of the Collings-Knight House, Camden City Business Administrator, PATCO Hi-Speed Line, and the Collingswood Library. Comments have been received from the Camden County Department of Parks, which stated they preferred a single-span bridge design so recreational boats could easily travel under the bridge, and that they do not want any stormwater basins located on park property.

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

A Memorandum of Agreement (MOA) has been prepared between FHWA and the NJSHPO in order to take into account the effect of the proposed project on historic properties. Stipulations from the MOA are included in Section E.

The proposed project will comply with the requirements of all anticipated environmental permits and approvals indicated in Section D.

DETERMINATION OF CATEGORICAL EXCLUSION

Project name and location: Route 30/130 Collingswood/Pennsauken (Phase B)
Borough of Collingswood, City of Camden, Township of Pennsauken
Camden County

CE #: 771.117(d)(1) for modernization of highway, and (3) for bridge replacement

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

Paula 4/6/09
Project Manager, Division of Project Management Date

Recommended by: *John Asadpour* 1/6/2009
Environmental Team Leader Date

Certified
(or)
Approved *[Signature]* 1.6.09
Manager, Bureau of Environmental Program Resources Date

Concurrence *Math Zoh* 1/12/09
(non-self certified CEs) Division Administrator, Federal Highway Administration Date

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

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