

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

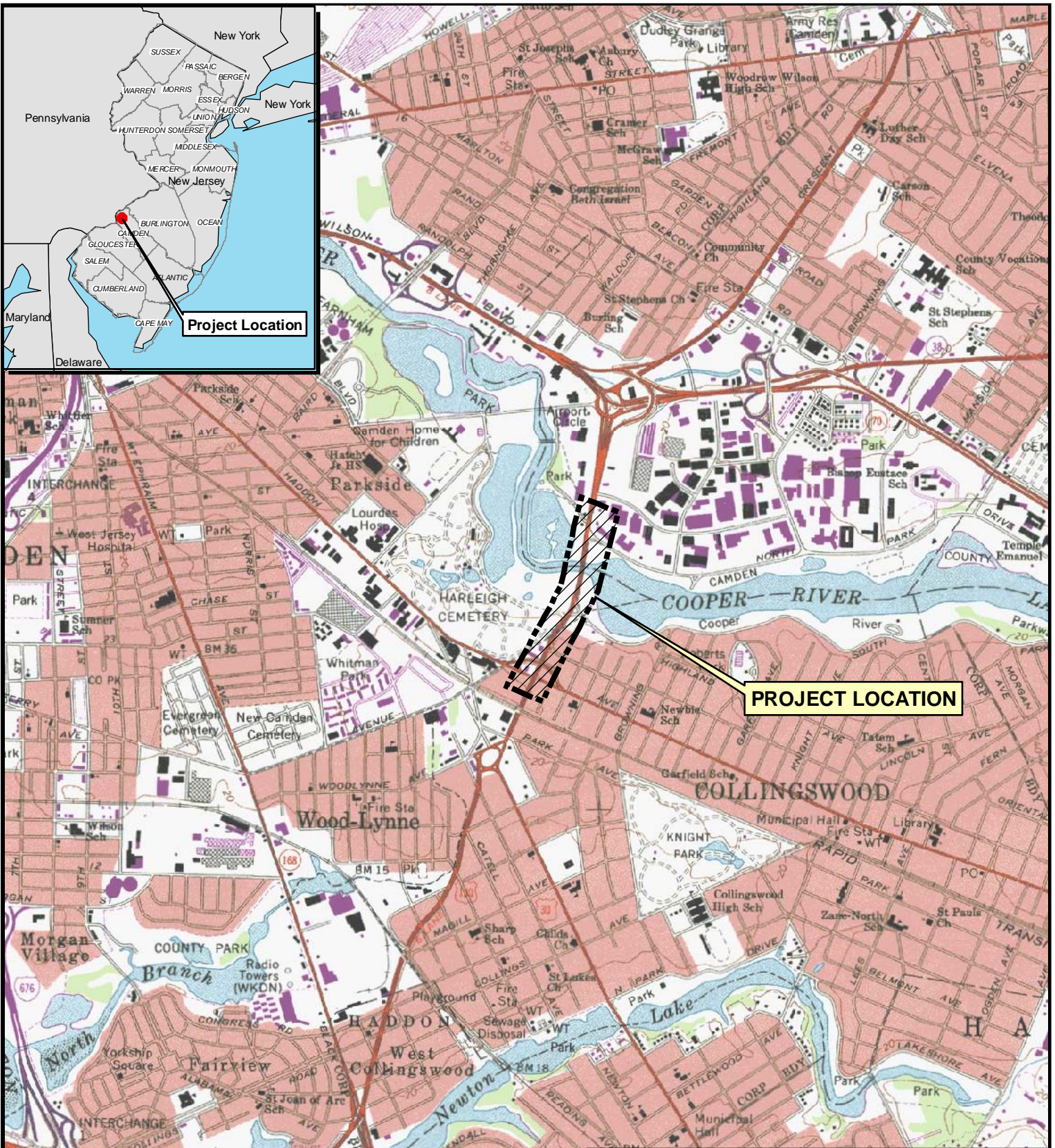
Certified
(or)
Approved *[Signature]* _____ 1.6.09
Manager, Bureau of Environmental Program Resources Date

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): _____

Attachment A
Project Location Map



LEGEND:



Project Area



NEW JERSEY DEPARTMENT OF TRANSPORTATION

ROUTE 30/130 COLLINGSWOOD/PENNSAUKEN (PHASE B)
CAMDEN COUNTY, NEW JERSEY

PROJECT AREA LOCATION MAP

SCALE: AS INDICATED

DATE: December 2008



Dewberry

FIGURE 1

Source: U.S.G.S. Topographic Map, Camden, New Jersey 1994.

ProjectWise:\500038900\GIS\Mxd\Site Location Map.qxd

Attachment B

Natural Heritage Program and USFWS Correspondence



600 Parsippany Road Ste 301
Parsippany, NJ 07054-3715

973 739 9400
973 428 8509 fax
www.dewberry.com

December 12, 2008

The New Jersey Natural Heritage Program
Office of Natural Lands Management
Division of Parks and Forestry
Department of Environmental Protection
P.O. Box 404
Trenton, New Jersey 08625

**Re: *Natural Heritage Database / Landscape Project Search Request
Rt. 30/130 Collingswood/Pennsauken (Phase B)
Borough of Collingswood, Township of Pennsauken, and City of Camden, Camden
County, New Jersey***

Dear Natural Heritage Program Staff,

In connection with the proposed project known as "Rt. 30/130 Collingswood/Pennsauken (Phase B)", which entails roadway and bridge improvements to Routes 30/130 over Haddon Avenue and the Cooper River, we are requesting a search of the Natural Heritage Database / Landscape Project for records of threatened or endangered species, proposed threatened or endangered species and critical habitat on, or near, the site described below and depicted on the attached figure. Information in your office's response to this data request is to be used in the production of a Categorical Exclusion Document prepared pursuant to the National Environmental Policy Act for the New Jersey Department of Transportation.

The site is located along the Route 30/130 corridor in the Borough of Collingswood, Township of Pennsauken, and City of Camden, Camden County, New Jersey. A USGS site location map and Natural Heritage Data Request Form are enclosed for your reference.

If you should have any questions regarding this project, please do not hesitate to contact me at (973) 739-9400 ext 3218.

Sincerely,
Dewberry-Goodkind, Inc.

A handwritten signature in black ink, appearing to read "Matt Schlitzer", written over a horizontal line.

Matt Schlitzer
Wetlands Specialist

Enclosures



**State of New Jersey
Department of Environmental Protection
Natural Heritage Data Request Form**
The New Jersey Natural Heritage Program
Office of Natural Lands Management
P.O. Box 404, Trenton, New Jersey 08625
(609) 984-1339
Fax No.: (609) 984-1427



PLEASE PRINT AND SUBMIT COMPLETED FORM WITH ATTACHMENTS TO THE ADDRESS ABOVE
(Fields shown in bold font must be completed in order for data request to be processed.)

1. **Name:** Matt Schlitzer Agency/Company: Dewberry Goodkind, Inc.
Address: 600 Parsippany Road, Suite 301 **City:** Parsippany
State: NJ **Zip:** 07054 **Daytime Phone:** (973) 739-9400 **Ext.:** 3218
 Cell Phone: _____ **Email:** mschlitzer@dewberry.com

2. **Project Name:** Rt. 30/130 Collingswood/Pennsauken (Phase B)
Municipality(ies): Borough of Collingswood, Township of Pennsauken, City of Camden **County(ies):** Camden
Block(s): _____ **Lot(s):** _____
N.A.D. 1983 State Plane Coordinates (feet) 6 digits only: _____ **E (x):** _____ **N (y):** _____

3. **Project Description:** Roadway and bridge improvements to Routes 30/130 over Haddon Avenue and the Cooper River.

4. **USGS Quad:** X A copy of a USGS quad map(s) that clearly indicates the site boundary is included with this form. Specify name of USGS quad(s): Camden
 (USGS quad maps are required, unless prior arrangements have been made to submit site boundaries in an alternate format. Responses will be delayed if site locations are not delineated in a suitable format.)

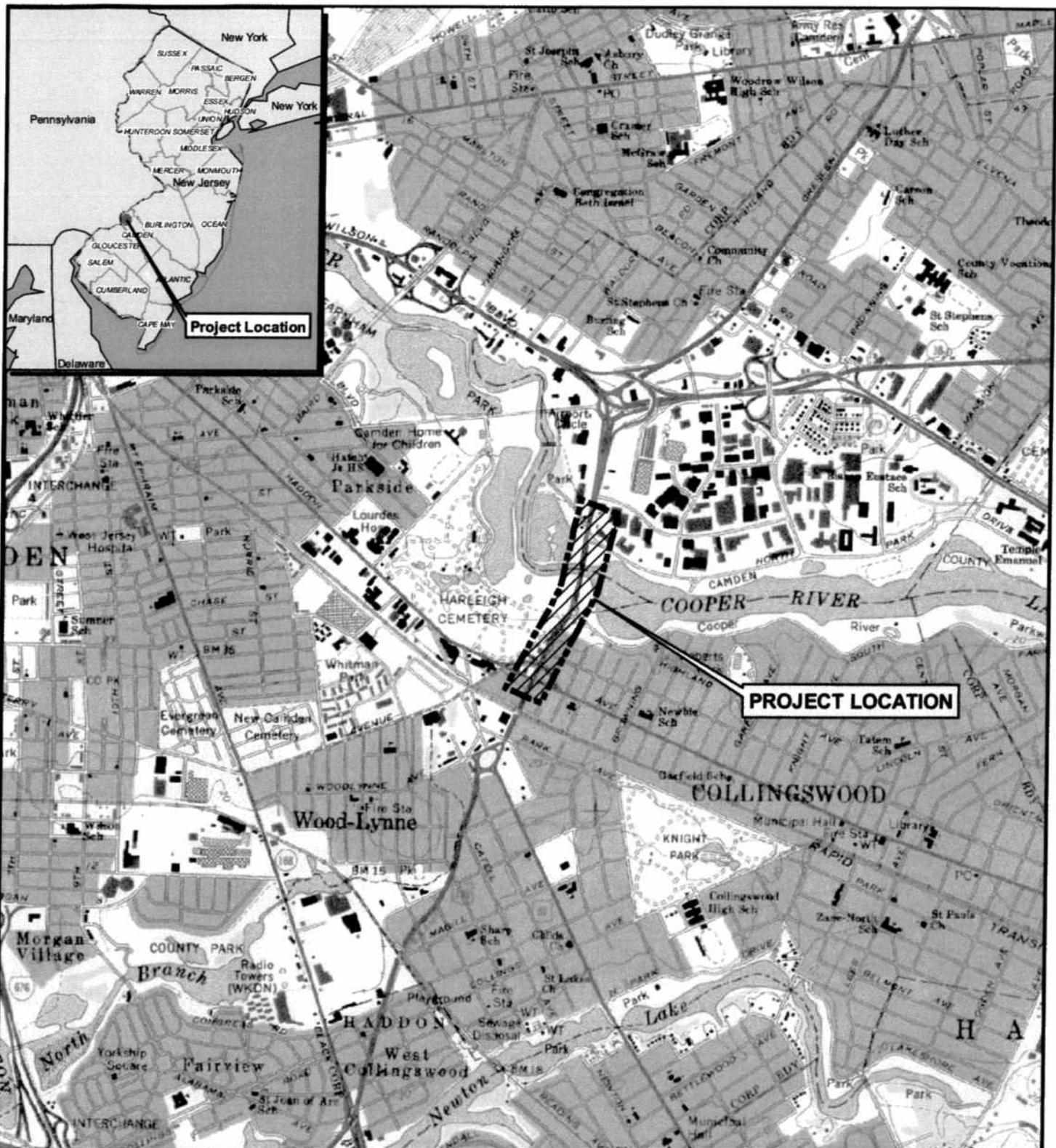
5. **Flood Hazard Control Act Use:** **Is this request submitted as part of a Flood Hazard Area Control Act rule (N.J.A.C. 7:13) application? Yes** ___ **No** X

6. **Acknowledgement & Signature:** Any material supplied by the Office of Natural Lands Management will not be published without crediting the Natural Heritage Database as the source of the material. It is understood that there will be a charge of \$20.00 per hour for the services requested. An invoice will be sent with the request response and payment should be made by check or money order payable to "Office of Natural Lands Management."

Signed [Signature] **Date** 12/12/08

Time Frame for Response:
Data requests are processed in the order in which they are received; the response time depends on the backlog at the time your request is logged in. Due to the number of attachments, we cannot fax results. If you would like to have your response package returned by Federal Express, please include an account number with your request.

FOR OFFICE USE ONLY
DATE RECEIVED _____
Item Code: REG ___ ST ___ RTC ___ NC ___ REGEO ___ STEO ___ RTCEO ___ NCEO ___
Hrs: _____
Project Code: _____ **Inv. #:** _____



LEGEND:



Project Area



NEW JERSEY DEPARTMENT OF TRANSPORTATION

**ROUTE 30/130 COLLINGSWOOD/PENNSAUKEN (PHASE B)
CAMDEN COUNTY, NEW JERSEY**

PROJECT AREA LOCATION MAP

SCALE: AS INDICATED

DATE: December 2008



FIGURE 1

Source: U.S.G.S. Topographic Map, Camden, New Jersey 1994.

ProjectWise:\500038900\GIS\Mxd\Site Location Map.qxd



State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION

JOHN S. CORZINE
Governor

Division of Parks and Forestry
Office of Natural Lands Management
Natural Heritage Program
P.O. Box 404
Trenton, NJ 08625-0404
Tel. #609-984-1339
Fax. #609-984-1427

LISA P. JACKSON
Commissioner

May 30, 2006

Antonio F. Federici
Dewberry-Goodkind, Inc.
600 Parsippany Road, 3rd Floor
Parsippany, NJ 07054

Re: Route 30 & 130

Dear Mr. Federici:

Thank you for your data request regarding rare species information for the above referenced project site in Camden City, Collingswood Borough, and Pennsauken Township, Camden County.

Searches of the Natural Heritage Database and the Landscape Project (Version 2) are based on a representation of the boundaries of your project site in our Geographic Information System (GIS). We make every effort to accurately transfer your project bounds from the topographic map(s) submitted with the Request for Data into our Geographic Information System. We do not typically verify that your project bounds are accurate, or check them against other sources.

We have checked the Natural Heritage Database and the Landscape Project habitat mapping for occurrences of any rare wildlife species or wildlife habitat on the referenced site. Please see Table 1 for species list and conservation status.

Table 1 (on referenced site).

Common Name	Scientific Name	Federal Status	State Status	Grank	Srank
bald eagle foraging area	<i>Haliaeetus leucocephalus</i>	LT	E	G4	S1B,S2N
eastern box turtle	<i>Terrapene carolina</i>		Special Concern	G5	S5B

Neither the Natural Heritage Database nor the Landscape Project has records for any additional rare wildlife species or wildlife habitat within 1/4 mile of the referenced site.

We have also checked the Natural Heritage Database for occurrences of rare plant species or ecological communities. The Natural Heritage Database does not have any records for rare plants or ecological communities on or within 1/4 mile of the site.

Attached is a list of rare species and ecological communities that have been documented from Camden County. If suitable habitat is present at the project site, these species have potential to be present.

Status and rank codes used in the tables and lists are defined in the attached EXPLANATION OF CODES USED IN NATURAL HERITAGE REPORTS.

If you have questions concerning the wildlife records or wildlife species mentioned in this response, we recommend that you visit the interactive I-Map-NJ website at the following URL, <http://www.state.nj.us.dep/gis/depsplash.htm> or contact the Division of Fish and Wildlife, Endangered and Nongame Species Program.

PLEASE SEE THE ATTACHED 'CAUTIONS AND RESTRICTIONS ON NHP DATA'.

Thank you for consulting the Natural Heritage Program. The attached invoice details the payment due for processing this data request. Feel free to contact us again regarding any future data requests.

Sincerely,

Herbert A. Lord

Herbert A. Lord
Data Request Specialist

cc: Robert J. Cartica
Lawrence Niles
NHP File No. 06-3907581



United States Department of the Interior

FISH AND WILDLIFE SERVICE



In Reply Refer To:

ES-06/141

New Jersey Field Office
Ecological Services
927 North Main Street
Pleasantville, New Jersey 08232
Phone: (609) 646-9310 FAX: (609) 646-0352
<http://fws.gov/northeast/njfieldoffice>

JUN 20 2006

Antonio F. Federici, Environmental Scientist/Wetland Specialist
Dewberry-Goodkind, Inc.
600 Parsippany Road, 3rd Floor
Parsippany, New Jersey 07054-3715

Dear Mr. Federici:

This responds to your April 3, 2006 letter to the U.S. Fish and Wildlife Service (Service) requesting information on the presence of federally listed threatened and endangered species within the vicinity of Route 30 and Route 130, located in Collingswood Borough, Camden City, and Pennsauken Township, Camden County, New Jersey.

AUTHORITY

This response is provided pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) to ensure the protection of federally listed endangered and threatened species. These comments do not address all Service concerns for fish and wildlife resources and do not preclude separate review and comments by the Service pursuant to the December 22, 1993 Memorandum of Agreement among the U.S. Environmental Protection Agency, New Jersey Department of Environmental Protection (NJDEP), and the Service, if project implementation requires a permit from the NJDEP pursuant to the New Jersey Freshwater Wetlands Protection Act (N.J.S.A. 13:9B *et seq.*); nor do they preclude comments on any forthcoming environmental documents pursuant to the National Environmental Policy Act of 1969 as amended (83 Stat. 852; 42 U.S.C. 4321 *et seq.*).

FEDERALLY LISTED SPECIES

Pursuant to Section 6 of the ESA, the Service has delegated management responsibility for nesting and foraging bald eagles to the NJDEP, Endangered and Nongame Species Program (ENSP). 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. However, on-site and surrounding areas have been identified as foraging habitat for the bald eagle by the ENSP. The ENSP maintains up-to-date information on bald eagle foraging areas. Therefore, the Service recommends that the ENSP be contacted at the address below regarding any recommended restrictions to protect foraging bald eagles. The Service will defer to the ENSP regarding

restrictions to protect wintering, migrant, and other eagle foraging habitat not associated with a nest site. Should the ENSP determine that foraging eagles will be killed, injured, or harassed by proposed project activities, further coordination with the Service will be required. Please contact the ENSP at:

Dr. Larry Niles
Endangered and Nongame Species Program
Division of Fish and Wildlife
P.O. Box 400
Trenton, New Jersey 08625
(609) 292-9400

ADDITIONAL SERVICE COMMENTS

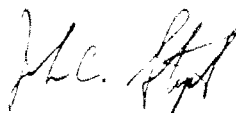
The Service's *Partners for Fish and Wildlife Program* has recently completed a habitat restoration project along the northern and southern banks of the Cooper River immediately adjacent to the proposed project area. Restoration activities included the planting of native trees and shrubs and actions to control Japanese knotweed (*Polygonum cuspidatum*), an invasive plant species. 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 re-invasion of Japanese knotweed in the project area.

CONCLUSION

Except for the above-mentioned species and an occasional transient bald eagle (*Haliaeetus leucocephalus*), no other federally listed or proposed endangered or threatened flora or fauna under Service jurisdiction are known to occur on the project site. If additional information on federally listed species becomes available, or if project plans change, this determination may be reconsidered.

Please refer to this office's web site at <http://www.fws.gov/northeast/njfieldoffice/Endangered/eslist.htm> for a current list of federally listed species or candidate species in New Jersey. Candidate species are species under consideration by the Service for federal listing. Although candidate species receive no substantive or procedural protection under the ESA, the Service encourages you to consider candidate species in project planning. Please contact Lisa Arroyo of my staff at (609) 646-9310, extension 49, if you have any questions or require further assistance regarding federally listed threatened or endangered species.

Sincerely,



John C. Staples
Assistant Supervisor

Attachment C

NJHPO Eligibility and Effects Concurrence



State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION

Natural and Historic Resources, Historic Preservation Office

PO Box 404, Trenton, NJ 08625

TEL: (609) 292-2023 FAX: (609) 984-0578

www.state.nj.us/dep/hpo

JON S. CORZINE
Governor

LISA P. JACKSON
Commissioner

July 18, 2008

Amber Cheney, Principal Environmental Specialist
New Jersey Department of Transportation
Bureau of Landscape Architecture and Environmental Solutions
1035 Parkway Avenue
P.O. Box 600
Trenton, NJ 08625-0600

Dear Ms. Cheney:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the Federal Register on December 12, 2000 (65 FR 77725-77739) and amended on 6 July 2004 (69 FR 40553-40555), I am providing continuing consultation comments on the following proposed undertaking:

*Route 30/130 Mainline Roadway Improvement, Phase B (Collingswood Circle Replacement Project)
Borough of Collingswood, City of Camden, and Township of Pennsauken,
Camden County, New Jersey*

This letter is in response to your request for Historic Preservation Office (HPO) review and comment on the following report:

Cultural Resources Survey Report – Route 30/130 Mainline Roadway Improvement, Phase B, Borough of Collingswood, City of Camden, Township of Pennsauken, Camden County, New Jersey (Volumes I & II) prepared for New Jersey Department of Transportation, prepared by A.D. Marble & Company, Mount Laurel, NJ (September 2007)

Summary: The HPO requests that additional archaeological survey be conducted within the portion of the APE north of the Cooper River in the vicinity of the Crescent Boulevard (Route 30/130) and North Park Drive intersection. Three (3)

previously identified historic architectural resources are located within the APE, the Camden and Atlantic Railroad Historic District, Harleigh Cemetery, and the Cooper River Park Historic District. The proposed project will have no effect on the Camden and Atlantic Railroad Historic District, no adverse effect on Harleigh Cemetery, and an adverse effect on the Cooper River Park Historic District. Further consultation is required in order to develop mitigation measures appropriate to the nature and magnitude of the adverse effect.

800.4 Identification of Historic Resources

Archaeology

The HPO has reviewed the submitted cultural resources report and does not agree with the report findings. While the HPO *concur*s that the southern alignment of Crescent Boulevard (Route 30/130 south of the Cooper River) contains no significant archaeological deposits, the HPO does not concur that the North Park Drive alignment contains only a low potential for historic properties (Page 85). The submitted report contained no evidence of subsurface investigations to support this conclusion. A review of the northern side of the Cooper River within the proposed APE suggests a stable landform (Figure 11; cultivated fields) while Hills' 1808 map shows a landing in this general area. This suggests the margins of North Park Drive have a moderate to high potential for archaeological properties.

Architecture

The HPO concurs with the consultant's conclusion that three (3) previously identified New Jersey and National Register eligible architectural resources are located within the project's Area of Potential Effects (APE):

The **Camden and Atlantic Railroad Historic District** was recommended eligible for listing in the New Jersey and National Registers of Historic Places in a SHPO Opinion dated September 17, 2001 (HPO-I2001-115). The PATCO Hi-Speed Line over Route 30/130 Bridge, which marks the southern limit of the APE, is not individually eligible for listing in the registers, but is a contributing resource to the Camden and Atlantic Railroad Historic District.

Harleigh Cemetery was recommended eligible for listing in the New Jersey and National Registers of Historic Places in a SHPO Opinion dated June 15, 1995 (HPO-F95-67). According to the SHPO Opinion, Harleigh Cemetery is eligible under National Register Criterion C because it combines the characteristics of the picturesque landscape movement championed by architects such as Frederick Law Olmstead with the period philosophy that cemeteries should be parks for the living. The cemetery is significant for its incorporation of design art, architecture, and landscape architecture.

The **Cooper River Park Historic District** was recommended eligible for listing in the New Jersey and National Registers of Historic Places in a SHPO Opinion dated

February 28, 1994 (HPO-B94-75) with an additional Opinion, which updated the resource's boundary, dated February 16, 2000 (HPO-B2000-76). Cooper River Park is eligible for listing in the New Jersey and National Registers of Historic Places under Criterion A for its association with broad patterns of history in the categories of community planning and development and entertainment and recreation, as an example of an early 20th century public park. Under Criterion C, Cooper River Park is eligible in the category of landscape architecture as embodying the distinctive characteristics of a type. The park is focused around a waterway (the Cooper River), following design concepts promulgated by the Olmsted Brothers at the turn of the century and includes amenities such as scenic overlooks, docks, footbridges, footpaths and staircases; and as embodying the work of a master, Charles W. Leavitt and Son, one of the most prominent early 20th century landscape architectural firms, which during the 1920's had many important commissions in New Jersey and across the nation. The Crescent Boulevard (Route 30/130) Bridge over the Cooper River (Structure# 0405153) is a contributing structure within the Cooper River Park Historic District. The 1926 bridge is an integral feature of the park's circulation plan and is one of two bridges which were built within the general period of the park's conception and realization.

800.5 Assessment of Adverse Effects

Archaeology

Due to time constraints, the HPO does not request a revised Phase IB archaeological report but requires the archaeological consultant to conduct a program of archaeological monitoring for the identification, evaluation, and treatment of archaeological properties within the North Park Drive alignment's area of potential effects (APE). The archaeological consultant shall submit an archaeological monitoring program (similar to the example attached) for approval by FHWA, NJDOT, and the HPO. A draft archaeological technical report documenting monitoring results shall be submitted to NJDOT and HPO for review within six months of completing the monitoring program.

Architecture

The HPO concurs that as proposed, the Route 30/130 Mainline Roadway Improvement - Phase B project will have **no effect upon the Camden and Atlantic Railroad Historic District or the contributing PATCO Hi-Speed Line over Route 30/130 Bridge**. The character defining features of the historic district will not be altered by the proposed project as all of the proposed work will occur outside of the National Register boundary of the resource.

The HPO concurs that as proposed, the Route 30/130 Mainline Roadway Improvement - Phase B project will have **no adverse effect upon Harleigh Cemetery**. The proposed project will result in the acquisition of .09 acres from the eastern boundary of Harleigh Cemetery's 150-acre National Register Boundary and require the removal of some trees along the edge of US Route 30/130 (Crescent Boulevard). According to the following cultural resource survey report on file at the HPO:

*Cultural Resources Assessment, Collingswood Circle Elimination Project
Collingswood Borough and City of Camden, Camden County, New Jersey
Prepared for New Jersey Department of Transportation, Bureau of
Environmental Services, Trenton, New Jersey, Prepared by A.G. Lichtenstein and
Associates, Inc. Fair Lawn, New Jersey(February 1995)*

There is a marked difference in the character and appearance of the original western portion of Harleigh Cemetery, established in 1885, and the newer eastern portion (which is the section that borders Crescent Boulevard and from which the minor acquisition will be made). The eastern parcel was obtained by Harleigh Cemetery in 1912 in anticipation of the physical expansion of the cemetery. When Crescent Boulevard (US 30/130) was built in the mid-1920's, it cut through the eastern edge of the cemetery, and the land on the east side of the new highway was eventually sold by the cemetery association, thereby making Crescent Boulevard the eastern boundary of the cemetery property. The physical border of the cemetery along Crescent Boulevard is defined by a row of scrub growth and a chain-link fence. The eastern portion of the cemetery is dominated by post-1920 funerary monuments, most of which are low, slab-markers laid out in regular rows. While the use of curving drives was used throughout the extension, the other qualities that distinguish Harleigh Cemetery such as varied landscaping, dominant landscaped features, and artistic funerary monuments and architecture were not repeated in this newer section. Although it appears from plans preserved at the Harleigh Cemetery Association, that the eastern section was intended for treatment, the plans were apparently never implemented. It should be noted that while the above referenced report states that the Period of Significance for Harleigh Cemetery is "1885 until 50 years ago (1945)", the HPO feels that a more appropriate Period of Significance would be 1885 to 1920's.

The minor right-of-way acquisition from the eastern portion of Harleigh Cemetery, which does not appear to contribute to the historical significance of the resource will not alter the setting and feeling of the cemetery or diminish its historical integrity. The roadway improvements will also be screened from view of the contributing elements (tree-lined drives, gravestones, and monuments) by a western tree line located between the historic features of the cemetery and the area of proposed improvements.

The HPO concurs that as proposed, the Route 30/130 Mainline Roadway Improvement - Phase B project will have an **adverse effect upon the Cooper River Park Historic District**. The adverse effect is the result of several elements of the proposed project. The project will result in the demolition and replacement of the existing Route 30/130 (Crescent Boulevard) Bridge over Cooper River, a resource that contributes to the historic significance, integrity, and character of the district. The project will also result in the removal of a contributing stone staircase at the bridge's northeast quadrant and, alterations to the intersections of Crescent Boulevard with South Park Drive and North Park Drive, and the acquisition of approximately .25 acres of right-of-way acquisition from the within the National Register boundary of the district.

800.6 Resolution of Adverse Effects

The HPO looks forward to continuing consultation among all consulting and interested parties, in accordance with 800.6, in order to avoid, minimize, and/or mitigate the adverse effects upon the Cooper River Park Historic District.

Should you need any additional information or if you have any questions regarding these comments, please contact Jonathan Kinney of my staff at (609) 984-0141 with questions regarding historic architecture, historic districts, and historic landscapes, or Vincent Maresca of my staff at (609) 633-2395 with questions regarding archaeology.

Sincerely,



Terry Karschner
Acting Administrator &
Deputy State Historic
Preservation Officer

cc:

Federal Highway Administration
Attn: Jeannette Mar
840 Bear Tavern Road, Suite 310
West Trenton, NJ 08628

A.D. Marble & Company
18000 Horizon Way
Suite 200
Mount Laurel, NJ 08054

Pennsauken Township
Attn: Municipal Clerk
5605 North Crescent Boulevard
Pennsauken, NJ 08110

Collingswood Borough
Attn: Borough Clerk
678 Haddon Avenue
Collingswood, NJ 08108

Luis Pastoriza, M.S.M., R.M.C.
Municipal Clerk & Registrar
Office of the City Clerk
520 Market Street
City Hall, Room 105
P.O. BOX 95120
Camden, New Jersey 08101-5120

Camden County
Attn: County Clerk
Camden County Courthouse, Room 102
520 Market Street
Camden, New Jersey 08102

Camden County Historical Society
P.O. Box 378
Collingswood, NJ 08108-0378

Camden County Cultural & Heritage
Commission
250 Park Avenue
Haddon Township, NJ 08108

REVISED July 2, 1998

NEW JERSEY ROUTE 29 SECTIONS 10c & 11b

PROCEDURES FOR ARCHAEOLOGICAL MONITORING DURING
CONSTRUCTION

Purpose

Archaeological monitoring of the Route 29 construction is intended to fulfill the requirements of the *Memorandum of Agreement* between the FHWA, NJDOT and the New Jersey State Historic Preservation Office, and of Section 108.13: Archaeological Findings of the *Special Provisions Route 29 Section 10C and 11B*. Monitoring by archaeologists will enable archaeological properties which may be eligible for the National Register of Historic Places to be identified and appropriately treated within the framework of the construction schedule.

This document sets out procedures to ensure that the archaeological monitoring is carried out in the most efficient manner during construction activities, and expands and clarifies the information in the *Special Provisions* 108.13.

Definitions

“**Observational Monitoring**” means the rapid recordation of archaeological discoveries made during contractor’s operations through visual observation, photography and written notes, the inspection of backdirt piles, and the mapping of discoveries in plan and profile. Short-term cessation of work (as defined below) may be required in order to complete some recordation actions.

“**Documentary Monitoring**” means the detailed archaeological investigation of discoveries while contractor’s operations are suspended at a particular location for an agreed period. The *Special Provisions* state anticipated stoppages of up to two days at any particular location. Additional stoppages beyond two days may occur when determined necessary by NJDOT’s Project Manager in consultation with archaeological authorities in accordance with the terms outlined in the *Special Provisions*

“**Short-term cessation of work**”: a period of not more than two hours during observational monitoring

“**Site**” means one of the resources listed on pages 106 through 108 of Section 108.13: Archaeological Findings of the *Special Provisions Route 29 Section 10C and 11B*.

“**Location**” means a distinct area within a Site

Copy to Lou Perry
7-8-98
[Signature]

REVISED July 2, 1998

“Contractor” means PKF/NCI or any of their subcontractors who may be undertaking work requiring archaeological monitoring

“Archaeological Monitors” means OSHA/HAZWOPER certified archaeologists employed by Hunter Research Inc. or Gannett-Fleming Inc.

Contractor Responsibilities

The contractor will:

1. Ensure that the Archaeological Monitors have access to worksites and are provided with assistance in removal of soils and mechanical exposure of archaeological remains as specified in paragraph 108.13 of the Special Provisions.
2. Coordinate with the NJDOT Resident Engineer to ensure that the Archaeological Monitors are aware of the project schedule and have adequate notice of operations requiring monitoring
3. Communicate the requirements and procedures for monitoring to subcontractors.

NJDOT Resident Engineer Responsibilities

The Resident Engineer or designate [** to be specified] will:

1. Be familiar with the requirements of the archaeological monitoring program
2. Act as a prime point of contact between the Contractor, the NJDOT Project Manager and the Archaeological Monitors.
3. Ensure that the Archaeological Monitors are informed of the Contractor's Schedule.
4. Convene meetings as necessary, in consultation with the NJDOT Project Manager, to determine courses of action when potentially significant discoveries are made.

Archaeological Monitor Responsibilities

The Archaeological Monitors will:

1. Maintain regular contact with the Resident Engineer.
2. Conform to Contractors' procedures and schedules on worksites.
3. Seek to work with the NJDOT and the Contractor to perform the required archaeological monitoring so as to limit, as far as possible, disruption to the overall construction schedule.
4. Provide adequate staff to complete appropriate recording for short-term cessation of work and for Documentary Monitoring procedures.
5. Comply with PKF/NCI JV Safety Program.
6. Work within PKF/NCI JV hourly work schedule.

POINTS OF CONTACT

Archaeological Monitors:

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Hunter Research Inc.

alternates: Ian Burrow:
Bill Liebeknecht

Richard Hunter

Gannett-Fleming Inc.

alternate: John Martin:
Neil Ross:

NJDOT

Project Manager: Kathy Diringer:

Environmental: Elkins Green:

Archaeologist: Dave Zmoda:

Resident Engineer: Ted A. Stine:

** Alternates

CONTRACTOR

PKF/NCI

Glenn Schwartz:

Carmen Cipriano

Donald Brecht

AREAS AND ACTIONS REQUIRING MONITORING

Areas

Areas where monitoring is required have been marked on a set of project plans which will form the basis of the monitoring program. These areas are those in which either or both Observational and Documentary Monitoring will be required. These monitoring areas comprise the sites which are specified in Section 108.13 of the *Special Provisions*, but it should be understood that the precise location and extent of a number of these resources is unclear, consequently it should be anticipated that observational monitoring will be conducted as needed along the majority of the alignment. In general, Documentary Monitoring will take place in specific selected locations within the defined limits of monitoring. The extensive Maddock and Trenton China Dump sites (1 and 3 on maps), for example, will be sampled at a small number of locations.

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Construction Activities which will require monitoring comprise:

- excavation: trenching for utilities and drainage, and any other bulk removal of material by machinery
- the removal of soils from existing grade

PROCEDURES:

1. Flow of Information.

The NJDOT Resident Engineer, in consultation with the NJDOT Project Manager, will facilitate a regular exchange of information on Contractor's work schedule and the requirements for archaeological monitoring. This will be accomplished through weekly meetings between the Contractor, the Archaeological Monitors, and the Resident Engineer, through daily updates of progress, and through the provision of three-week schedule information from PKF/NCI.

At these meetings, detailed arrangements will be made to ensure that Archaeological Monitors will be on site when excavation or soil removal is in progress on sensitive areas. Appropriate advanced notice periods will be developed.

2. General considerations

Safety: Archaeological monitoring will conform to PKF/NCI Site Safety and Health Procedures defined for the worksite. Archaeological Monitors will, where possible, report to the responsible PKF/NCI Site Safety and Health Officer prior to monitoring operations. All monitors will have current HAZWOPER certification.

Hazardous materials: Certain locations may contain elevated levels of contaminants. Air monitoring of excavations in these areas will be carried out by PKF/NCI personnel as specified in their Safety and Health Plan. Areas known to contain potential hazards will be shown on the maps consulted during weekly meetings. Gannett-Fleming health monitoring personnel will conduct air monitoring as needed for Observational and Documentary Monitoring operations by Hunter Research and Gannett Fleming personnel. Copies of all monitoring reports are to be transmitted daily to PKF/NCI JV.

Training and Briefing: At times to be agreed, the Archaeological Monitors will brief the operators performing the excavation to explain the purpose of the monitoring and the methods to be employed.

Night Working: Night work will be performed on this project. PKF/NCI JV will supply light

REVISED July 2, 1998

plants during night operations. Time constraints on night working are such that a decision to undertake Documentary Monitoring will imply a cessation of contractor's work at that location for the remainder of the night working period. Home phone numbers of the Project Manager or designate and Hunter Research and Gannett Fleming Archaeological Monitors will be available on the worksite. The nature of the work and the anticipated archaeological data indicate that the emphasis in these areas will be on Non Intrusive Observation (as defined on page 5).

Human Remains: if suspected human remains are located during contractor's operations all work must cease in the area immediately and the Resident Engineer contacted. The Resident Engineer will then contact the following:

- The Project Manager
- The Archaeological Monitor (if not on site at the time of discovery)
- The Detective on Duty, Mercer County Prosecutor's Office 609-989-6305

Any remains considered to be the result of homicide or other suspicious circumstances will fall under the jurisdiction of the County Prosecutor's Office.

If the remains are judged to be Native American, Consultation will be initiated with the New Jersey Commission on Indian Affairs, Department of State: Chief Roy Crazy Horse (Chair) 609-261-4747; alternate Peggy Schell (Liaison to the Commission) 609-777-0883, by the Project Manager. The consultation will establish procedures for appropriate treatment of the remains. The consultative process will also include the Federal Highway Authority [** name and phone].

If the remains are judged to be historic (i.e. not Native American but not subject to Coroner's or police investigations on account of their age), they will be treated in accordance with the current guidelines for the treatment of human remains of the New Jersey Historic Preservation Office (draft, 1984). This envisages consultation and a disposition agreement between the New Jersey State Museum, the State Historic Preservation Office, and NJDOT, and other entities that these three bodies consider appropriate.

3. Observational Monitoring

Observational monitoring will entail one or more of the following:

A. Non-intrusive observations

Archaeological Monitors will observe Contractor's excavations and grading operations within the limits marked on the project plans, inspecting backdirt piles and exposed trench profiles, and taking notes and photographic records, and collecting artifact and soil samples. The main requirement for the Observational Monitoring work is for inspection of soil profiles in the

sides of excavations.

Excavation trench areas may be entered for rapid inspection of exposed soils, features or artifacts without interference with Contractor's work (e.g. during work breaks).

B. Short-duration work stoppages

On the basis of observations, the Archaeological Monitor may request the Project Manager or Designate for a short-term cessation of work at a particular location in order to record information in more detail, or to more thoroughly evaluate exposed material. The Archaeological Monitor may direct the Contractor's foreman in the use of machinery on a limited basis to assist in the exposure of particular material of archaeological importance, as detailed in the *Special Provisions* 108.13. This assistance will comprise work which would otherwise be done without archeological involvement, but where archaeological direction can ensure that significant material is not disturbed.

"Short-term cessation of work" is defined as a period of not more than two hours. Stoppages in excess of two hours will fall under Documentary Monitoring, and require authorization as set out below.

Day-to-day decision making during Observational Monitoring will be made by the Resident Engineer, the Contractor and the Archaeological Monitors, with the final decision resting with the NJDOT Project Manager or Designate if there is a difference of opinion between the parties. More extended consultation will be undertaken for Documentary Monitoring episodes (see below).

4. Documentary Monitoring

A. Decision-making process

If the senior Archaeological Monitor on site judges that there are archaeological resources at the work location, and that these cannot be adequately evaluated and recorded through Observational Monitoring (up to and including a two-hour cessation of work), he/she will inform the Contractor and the Resident Engineer immediately, and in any case within the two hour cessation period if implemented. The Resident Engineer or other specified NJDOT point-of-contact will contact the Project Manager and convene a site meeting or conference phone call to determine whether Documentary monitoring is appropriate, the final decision resting with the NJDOT Project Manager after consultation with the NJDOT archaeologist assigned to the project. The New Jersey State Historic Preservation Office will be informed of the decision by the Project Manager or Designate.

REVISED July 2, 1998

B. Procedures

For the duration of the Documentary Monitoring the defined portion of the site will be under the control of the Archaeological Monitor, who will be free to operate, within the terms of the agreement, at that location. The Archaeological Monitor will conform to the Health and Safety Plan provisions which apply at the project site, and will consult with the Contractor's Site Safety and Health Officer before starting work.

The Archaeological Monitor will inform the Contractor and Resident Engineer as soon as Documentary Monitoring is complete.

5. Procedures for Unanticipated Discovery by the Contractor

When excavating operations encounter "prehistoric or structural remains, or artifacts of historical or archaeological significance" (*Special Provisions Route 29 Section 10C and 11C: 108.13*) and the Archaeological Monitor is not present, operations will be temporarily discontinued for a period of not more than two hours under the provisions of the "Short Term Cessation of Work". The Resident Engineer will be contacted immediately and a determination will be made by the Project Manager, in consultation with the NJDOT Archaeologist and the Archaeological Monitor before making a decision as to the need for Observational or Documentary Monitoring.

6. Guidelines for assessing whether "historically or archaeologically significant" items have been encountered

The following items may be encountered and should be regarded as potentially significant:

- pipes, drains or sewers of brick, stone or wood (historic drainage systems, e.g. Lamberton Interceptor)
- foundations or structures of brick, stone or wood (early houses, industrial structures, wharves etc)
- concentrations of artifacts (ceramics, glass, building material, bone). Particular attention should be paid to bone concentrations in case they represent human remains.
- concentrations of charcoal or building materials (occupation or historic fill episode)
- strikingly unusual colors or textures of soil (occupation sites or industrial activity)

All archaeological materials and artifacts remain the property of the State.

Attachment D

Memorandum of Agreement

MEMORANDUM OF AGREEMENT
BETWEEN THE FEDERAL HIGHWAY ADMINISTRATION AND
NEW JERSEY STATE HISTORIC PRESERVATION OFFICER
REGARDING ROUTE 30/130 COLLINGSWOOD/PENNSAUKEN (PHASE B),
BOROUGH OF COLLINGSWOOD, TOWNSHIP OF PENNSAUKEN, CITY OF CAMDEN;
CAMDEN COUNTY, NEW JERSEY

WHEREAS, the New Jersey Department of Transportation (NJDOT) divided the Collingswood Circle Elimination Project into two phases (A and B) and is currently completing construction of Phase A, which includes removal of the Circle and reconfiguration of Route 30/130; the NJDOT proposes to construct Phase B of the Collingswood Circle Elimination Project, which involves the widening of Route 30/130 from two (2) to three (3) lanes from Haddon Avenue north to the Cooper River Bridge, rehabilitating the Haddon Avenue Bridge over Route 30/130 (Structure No. 0405-152), and replacing the Rt. 30/130 Bridge over the Cooper River (Structure No. 0405-153) in the Borough of Collingswood, Township of Pennsauken and City of Camden, Camden County.

WHEREAS, 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; and

WHEREAS, 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 regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f)¹; and

WHEREAS, the consultation has resulted in a determination that the following five (5) properties are eligible for or are listed in the National Register of Historic Places; and

- 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)
- Collingswood Circle (White Horse Pike Rond Point) (SHPO Opinion: 6/15/95)
- Collingswood Circle Pure Oil Service Station (Wayne's Used Cars) (SHPO Opinion: 6/15/95); and

WHEREAS, the FHWA has determined that the construction of this project as proposed will have a No Effect on the Camden and Atlantic Railroad Historic District, a No Adverse Effect on the Harleigh Cemetery, an Adverse Effect on the Cooper River Park Historic District, an Adverse Effect on the Collingswood Circle (White Horse Pike Rond Point) and an Adverse Effect on the Collingswood Circle Pure Oil Service Station (Wayne's Used Cars); and

¹ Copies of the cultural resources report for the project are on file at the New Jersey Historic Preservation Office and at the NJDOT cultural resources library, Trenton, New Jersey.

WHEREAS, the following Stipulations for Phase A of the subject project, the Rt. 30/130 Collingswood Circle Elimination Project, were carried out as required per the 9/26/96 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.

WHEREAS, 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; and

WHEREAS, 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 HD; design feature to complement the HD will be implemented.

WHEREAS, the project/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; and

WHEREAS, the NJDOT and FHWA have considered alternatives to avoid or minimize the adverse effects and found that they are not feasible; and

WHEREAS, 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; and

WHEREAS, the NJDOT has solicited comments from the Camden County Department of Parks, Harleigh Cemetery & 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 and received comments 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 their property; and

WHEREAS, the bridge was offered under the Surface Transportation and Uniform Relocation Assistance Act to sixteen (16) consulting and interested parties on March 10, 2008; was declined by three (3) parties; thirteen (13) never responded; while one, the Harleigh Cemetery, expressed interest in taking ownership in a letter dated 4/7/08, but later did not respond after additional information regarding the STURAA and the bridge's condition was provided in a 4/17/08 package; and

WHEREAS, an Alternatives Analysis was prepared and was accepted by the FHWA on August 11, 2008; and

WHEREAS, the NJDOT has participated in the consultation and has been invited to concur in the MOA; and

WHEREAS, the Advisory Council was notified of the adverse effect finding to the Cooper River Park Historic District during Phase A on April 1, 1997 and no response was received; a decline in participation was assumed; and

NOW, THEREFORE, the FHWA and the NJSHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effect of the undertaking on historic properties.

STIPULATIONS:

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 (HD), a resource which is eligible for listing on the National Register (SHPO Opinion: 2/28/94). The HD 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 HD 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 HD qualifies for listing in the 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 and is attached for reference (see Attachment A); the program was approved by SHPO on 9/17/08.

ADMINISTRATIVE CONDITIONS:

1. Professional Qualifications: The NJDOT, on behalf of FHWA, will ensure that all work is carried out by/under the direct supervision of a person or persons meeting at a minimum the *Secretary of the Interior's Professional Qualifications Standards*[48 CFR 44738-44739].
2. Dispute Resolutions: At any time during the implementation of the measures stipulated in this MOA, should an objection to any such measure or its manner of implementation be raised, FHWA will notify all signatories to the agreement, take the objection into account, and consult as needed to resolve the objection. Disputes regarding the completion of the terms of this agreement as necessary shall be resolved by the signatories. If the signatories cannot agree regarding a dispute, the FHWA shall then initiate appropriate actions in accordance with the provisions of 36 CFR 800.6(b) and 800.7 as appropriate. Modification, amendment, or termination of this agreement as necessary shall be accomplished by the signatories in the same manner as the original agreement.
3. Design Changes: If there are any major design changes to the Rt. 30/130 Collingswood/Pennsauken (Phase B) project, the FHWA shall consult with the New Jersey SHPO in accordance with the provisions of 36 CFR Part 800.
4. Project Completion:

Stipulations 1-3: Design work required by Stipulations 1, 2, and 3 will be completed prior to seeking federal authorization to advertise the project; all construction items which result from the work in Stipulations 1, 2, and 3 will be completed prior to final acceptance from the contractor.

Stipulation 4: Work required by Stipulation 4 will be completed as follows: Within a six-month period, a draft document will be submitted to the Historic Preservation Office's Registration staff for review and comment; a draft final will be supplied which incorporates all comments from the initial review; and an electronic copy of that document will be furnished to the Registration staff for their use in advancing the nomination through the State Review Board. The HPO will be responsible for the notification to property owners and county and local officials who are given an opportunity to comment, for scheduling of and holding of a public meeting, and for changes that may be required of the document as a result of review by the State Review Board. The following is the submission schedule:

- 0-2 months: NJDOT prepares and submits draft National Register nomination.
- 2-4 months: HPO Registration staff reviews, comments, and returns draft National Register nomination to the NJDOT.

4-6 months: NJDOT addresses comments, prepares draft final, and submits draft final and electronic file of the National Register nomination to the HPO Registration staff for HPO's future use.

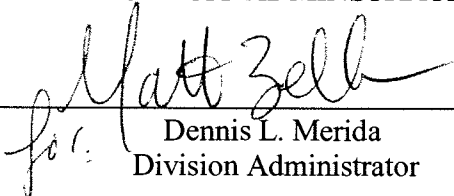
The final submission must be substantive and technically complete pursuant to the National Historic Preservation Act and the New Jersey Register of Historic Places Act.

Stipulation 5: Monitoring will occur during all earth-moving activities within the limits detailed in the attached Archeological Monitoring Program.

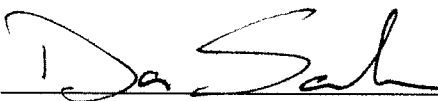
5. Documentation of Satisfaction of Stipulations: NJDOT shall submit a short narrative report with appropriate illustrations demonstrating satisfaction of all of the requirements of this agreement to all signatories within 120 days of completion of construction.
6. Review of Implementation: This agreement shall become null and void if construction is not initiated within five years from the date of execution unless the signatories agree in writing to an extension. If, after five years without action the FHWA chooses to continue with the undertaking, it shall re-initiate its review in accordance with the provisions of 36 CFR Part 800.

SIGNATORIES

FEDERAL HIGHWAY ADMINISTRATION

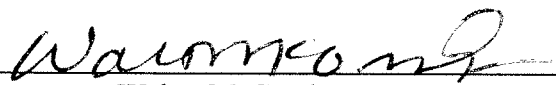
By:  Date: 1/5/09
for: Dennis L. Merida
Division Administrator

NEW JERSEY STATE HISTORIC PRESERVATION OFFICER

By:  Date: 12/23/08
Daniel D. Saunders
Acting Administrator/Deputy State Historic Preservation Officer

INVITED SIGNATORY

NEW JERSEY DEPARTMENT OF TRANSPORTATION

By:  Date: 12/26/08
Walter McGrosky
Director, Division of Capital Program Support

ATTACHMENT A

Memorandum of Agreement

Archeological Monitoring Program

for

Route 30/130 Collingswood/Pennsauken (Phase B)
Borough of Collingswood, Township of Pennsauken, City of Camden
Camden County

August 2008

Purpose

The Purpose of this Archeological Monitoring Program for the above-referenced project is to identify, evaluate, and treat archeological properties, if encountered, within the North Park Drive alignment's area of+ potential effects, and to ensure that no potentially-significant archeological deposits will be adversely affected by the proposed project. Due to time constraints, the NJ Historic Preservation Office (NJHPO) requested the monitoring program in the vicinity of North Park Drive, rather than a revised Phase IB archeological report, in a letter dated July 18, 2008 (HPO-G2008-172 PROD; Log # 03-0776-4).

It was agreed after a telephone conversation on July 29, 2008, between Dave Mudge, staff archeologist at NJ Department of Transportation (NJDOT), and Vincent Maresca, staff archeologist at the NJHPO, that archeological monitoring should only be conducted in *areas of non-fill* in the vicinity of North Park Drive Intersection. Monitoring from the Route 30/130 Bridge over the Cooper River north to approximately Station No. 78+50 is not necessary because there's very low probability that significant archeological resources will be encountered; the area is within the floodplain and no known prehistoric sites have been recorded. Please see enclosed Construction Plans for more detail.

Monitoring Protocol

In order to successfully ensure that no potentially significant archeological deposits or features are destroyed by the proposed undertaking, several conditions will be met:

- A pre-construction meeting will be held between representatives of the NJDOT Bureau of Landscape Architecture and Environmental Solutions (BLAES), NJHPO, NJDOT approved contractor, and the project archeologist at least 7 days prior to any land disturbance activities within the area of concern.
- Under stipulations and guidelines detailed below, all excavations will be performed with the project archeologist present to observe materials as they are removed from the ground.
- Under stipulations and guidelines detailed below, the project archeologist will be authorized to halt work until such time as NJDOT BLAES and the NJHPO cultural resources specialist(s) can visit the site and make a determination regarding a course of action.
- A copy of this archeological monitoring program shall be included by reference in any contract bid documents.

Health and Safety

For the purposes of this proposal, it is assumed that all areas to be impacted by the North Park Drive Intersection improvements will have been screened for the presence or absence of hazardous materials and that a Health and Safety Plan (HASP), developed by others, will have been developed to avoid any physical exposure to those materials. If hazardous conditions exist, the DOT staff archeologist who will be monitoring the proposed project will be OSHA HAZWOPER (1929CFR 1910.120) or compliant archeologist. It is also assumed that the HASP will specify conditions for fieldwork and correct procedures for the handling of artifacts in off-site laboratories and the disposal of by-products from cleaning those artifacts.

Any substantive changes to the archeological monitoring protocol proposed here that are required by the HASP will be presented to the NJDOT and the NJHPO for approval before being implemented.

Monitoring Methodology

All monitoring activities will be conducted under the supervision of Lauralee Rappleye, a qualified NJDOT project archeologist meeting the qualifications specified in the Secretary of the Interior's Standards. All work shall be performed under the instructions and intents set forth in accordance with the Secretary of the Interior's Standards for Archeological Documentation http://www.cr.nps.gov/local-law/arch_stnds_0.htm and the "Guidelines for Archeological Investigations" issued by the former Office of New Jersey Heritage, currently known as the New Jersey Historic Preservation Office (HPO).

Monitoring will take place for all earth-moving (i.e., excavation) activities but will not be present for the installation of the water quality chamber or roadway improvements at the intersection.

It is assumed that the water quality chamber excavation will be performed with mechanical equipment (i.e., a backhoe). The project archeologist will be present for all backhoe excavations and will observe the work as it progresses, and will have the authority, through the Resident Engineer, to request that the backhoe operator temporarily halt work in order to enter the trench excavations (under OSHA 29CFR 1929 Subpart P-compliant conditions) and inspect the excavation, soils, and/or artifact deposits. The monitoring of construction activities will be closely coordinated with the Resident Engineer in order to obtain the maximum amount of information and to prevent the loss of data from misunderstanding and logistical problems. For planning purposes, it can be assumed that the excavations may be halted for inspection up to, but not be limited to, one (1) hour per eight-hour work day.

Trench excavation walls, if applicable, will be selectively hand-cleaned with shovels and trowels to expose soil horizons and/or artifact deposits and features. All exposures will be documented photographically. Scaled drawings of wall profiles and/or cultural features will be made as necessary. The location of any potentially significant archeological deposits will be recorded on scaled profile drawings and plan view maps of the project.

There will be no systematic screening of soils for artifacts. However, representative samples of artifacts encountered during the monitoring procedure will be collected and their provenience recorded as closely as possible. If the artifacts are recovered from contaminated soils, the appropriate precautions for cleaning and processing them will be taken in the laboratory. The protective measures to be taken will be detailed in the HASP. Processing shall include cleaning and cataloging all artifacts, regardless of age or provenience. The catalog shall consist of a description of artifact type, style, construction material, age, or any other diagnostic or culturally significant characteristics.

If cultural deposits are encountered during the course of archeological monitoring that in the opinion of the project archeologist may be considered eligible for inclusion in the *National Register of Historic Places*, a work stoppage will be called for the area in which the deposits are located. This stoppage will last as long as necessary for representatives of NJDOT BLAES and the NJHPO to visit the site and make a determination of the appropriate course of action to take. Work may be allowed to continue in other sections of the culvert alignment to the extent that it will not affect the potentially eligible resource(s). For planning purposes, it can be assumed that work may be halted in a sensitive area for up to two working days.

Reporting

A brief report presenting the results of the archeological monitoring will be prepared at the conclusion of the project, which will be considered an addendum to the Cultural Resources Survey Report *Route 30/130 Mainline Roadway Improvement, Phase B*, prepared by Dewberry-Goodkind (September 2007) and approved by your office in a letter dated 7/18/08. Additionally, no background research of the area will be conducted as this information is contained in the above-noted report. The report will contain a description of the results of the monitoring including photographs, plan, and profile drawings. A catalog of all artifacts collected during the monitoring will be included. The report will be produced in accordance with the 1996 New Jersey SHPO *Guidelines for Cultural Resources Investigations: Identification of Archeological Resources*. A copy of the monitoring report with original photographs will be submitted to the NJHPO Library.

NFPA 416

FHWA-NJ-4(f) – January 2008
Federal Highway Administration

Federal Project No.: MG-0016 (148)

Replacement of Route 30/130 Bridge over the Cooper River
(Structure No. 0405-153)
City of Camden, Township of Pennsauken
Camden County

**Nationwide Programmatic
Section 4(f) Evaluation for Use of a Historic Bridge**

Submitted Pursuant to
Department of Transportation Act of 1968
49 U.S.C. 303,
and Section 18(a) of Federal Aid Highway Act of 1968,
23 U.S.C. 138

Prepared by:
U.S. Department of Transportation
Federal Highway Administration
and
New Jersey Department of Transportation

for 

Dennis Merida, Division Administrator, Federal Highway Administration

1/12/09

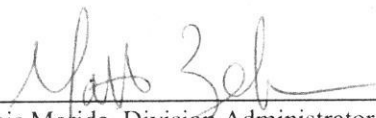
Date of Approval

Replacement of Route 30/130 Bridge over the Cooper River
(Structure No. 0405-153)
City of Camden, Township of Pennsauken
Camden County

**Nationwide Programmatic Section 4(f) Evaluation
For Minor Involvements with Public Parks**

Submitted Pursuant to
Department of Transportation Act of 1968
49 U.S.C. 303,
and Section 18(a) of Federal Aid Highway Act of 1968,
23 U.S.C. 138

Prepared by:
U.S. Department of Transportation
Federal Highway Administration
and
New Jersey Department of Transportation


for _____
Dennis Merida, Division Administrator, Federal Highway Administration

1/12/09
Date of Approval

JK

NEW JERSEY DEPARTMENT OF TRANSPORTATION
Memorandum

TO: Dan Saunders, Acting Administrator and Deputy SHPO
New Jersey Historic Preservation Office
Department of Environmental Protection

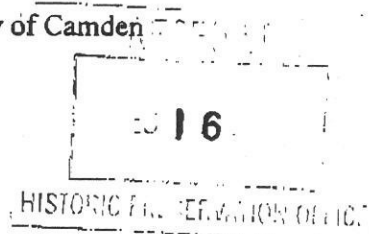
FROM: Janet A. Fittipaldi, Executive Manager
Bureau of Landscape Architecture and Environmental Solutions
Department of Transportation

DATE: December 16, 2008

SUBJECT: Rt. 30/130 Collingswood/Pennsauken (Phase B)
Borough of Collingswood, Township of Pennsauken, City of Camden
Camden County
Section 4(f): *de minimis*

PHONE: 530-5462

03-0776-13J
HPO-2008-171



The New Jersey Department of Transportation (NJDOT) is planning to use Federal Highway Administration (FHWA) funding for Phase B of the Collingswood Circle Elimination Project located in Camden County. The project involves widening Route 30/130 from two (2) to three (3) lanes from Haddon Avenue north to the Cooper River Bridge. Improvements also involve rehabilitating the Haddon Avenue Bridge (Structure No. 0405-152) and replacing the Cooper River Bridge (Structure No. 0405-153). The Cooper River Bridge is classified as structurally deficient and scour critical. The proposed project is designed to improve the safety and operational conditions along Route 30/130.

Three (3) National Register-eligible resources are located within the project's Area of Potential Effects. The resources and eligibility/effects under Section 106 are as follows:

- The Harleigh Cemetery (DOE: 6/15/95): No Adverse Effect
- Cooper River Park Historic District (DOE: 2/28/94): Adverse Effect
- Camden and Atlantic Railroad Historic District (SHPO Opinion: 9/17/01): No Effect

A Cultural Resources Survey Report: *Route 30/130 Mainline Roadway Improvement, Phase B Borough of Collingswood, City of Camden, Township of Pennsauken, Camden County* (September 2007) was prepared by A.D. Marble & Company and submitted to your office for review and concurrence regarding eligibility and effects on January 24, 2008.

The purpose of this memorandum is to notify your office that the NJDOT intends to use *de minimis* Evaluation of Impacts for the strip taking of Harleigh Cemetery property under Section 4(f).

The NJDOT met with representatives of the FHWA on March 10, 2008 to discuss Section 4(f) issues and the types of Section 4(f) documents that will be required for this project. On March 24, 2008, we received concurrence from Jeanette Mar of the FHWA via phone for the use of *de minimis* Evaluation of Impacts for the small strip taking of the Harleigh Cemetery.

De minimis Evaluation of Impacts to Harleigh Cemetery:

Based on review of the rigorous participation of consulting and interested parties and the reduction, through redesign, of the project from an Adverse Effect to a no Adverse Effect to the Harleigh Cemetery under Section 106, the NJDOT feels *de minimis* Evaluation of Impact is applicable for impacts to this site. The NJDOT intends to tint, texture and/or finish the proposed retaining wall and/or fence to be placed in front of the cemetery caretaker's house.

We are requesting that you acknowledge the use of *de minimus* Evaluation of Impact under Section 4(f) by signing the line below.

I understand it is the FHWA intent to make a *de minimis* finding for impacts to the Harleigh Cemetery.



Mr. Dan Saunders
Acting Administrator/Deputy State Historic Preservation Officer

12/23/08

Date