

NEW JERSEY DEPARTMENT OF TRANSPORTATION
CATEGORICAL EXCLUSION DOCUMENTATION

CED Form Updated February 24, 2014

I. GENERAL INFORMATION

TAP-R-2017 Mercer County Great Western Bikeway

DOT Job Code No.		Federal Project No.	TAP-D00S (383)
Project Management Team	Local Aid District 3	UPC No.	
Route & Section	CR 546, CR 631, CR 640, CR 632, & CR 611	Structure No.	N/A
Local Road Name	Mill Road Bakers Basin Road		
Municipality(ies)	Township of Hopewell Borough of Pennington Township of Lawrence Township of Ewing	County(ies)	Mercer
Type of Project	Regional Transportation Alternatives Program (RTAP)	Length	14.12± miles (74,556 LF±)
From Milepost	CR 546: MP 0.77 CR 631: MP 0.00 (at CR 546) CR 640: MP 0.39 (at CR 632) CR 632: MP 0.00 (at CR 640) CR 546: MP 5.26 (at CR 632) Mill Road: MP 0.00 (at CR 546) CR 546: MP 8.66 (at Mill Rd) Bakers Basin Road: MP 0.00 CR 611: MP 0.83	To Milepost	CR 546: MP 4.12 (at CR 631) CR 631: MP 0.77 (at CR 640) CR 640: MP 2.18 CR 632: MP 0.66 (at CR 546) CR 546: MP 8.38 (at Mill Rd) Mill Road: MP 0.31 (at CR 546) CR 546: MP 9.98 (at Bakers Basin Rd) Bakers Basin Road: MP 0.08 CR 611: MP 3.55 (at CR 546)
Congressional District	3 & 12	Legislative District	15
ROW Cost	TBD	Construction Cost	\$ 3,180,000

EXISTING FACILITY	
ROW Width	CR 546: 35' min. – 85' max. & var. (Generally 60' – 70') CR 631: 33' min. – 50' max. & var. CR 640: 47' min. – 100' max. & var. CR 632: 80' Mill Road: 33' Bakers Basin Road: 36' min. – 54' max. & var. CR 611: 66' min. – 180' max. & var.

PROPOSED FACILITY	
ROW Width	CR 546: No change CR 631: No change CR 640: No change CR 632: No change Mill Road: No change Bakers Basin Road: No change CR 611: No change

No. Lanes & Width	<p>CR 546: One (1) travel lane each direction and dedicated turn lanes at signalized and major intersections. Between Princeton Pike & US 1 (MP 9.26 – MP 9.98), there is a continuous two-way left- turn median lane. All travel lanes are typically 11-12' wide and dedicated turn lanes are typically 10-12' wide.</p> <p>CR 631: One (1) travel lane each direction typically 12-15±' wide.</p> <p>CR 640: One (1) travel lane each direction typically 11-20±' wide and dedicated turn lanes at 2 major intersections. There is on-street parking, some striped and some nondelineated.</p> <p>CR 632: One (1) travel lane each direction wide and dedicated turn lanes at signalized/ major intersections. All lanes are typically 10-12' wide.</p> <p>Mill Road: No lanes striped. Width varies 11-18±' wide.</p> <p>Bakers Basin Road: One (1) travel lane each direction and dedicated turn lanes at signalized/ major intersections. All lanes are typically 11-12' wide.</p>	<p>CR 546: Buffered bicycle lanes are generally proposed in each direction west of US 206 and between Princeton Pike and approximately 1000 feet west of US 1. There are a few locations where conventional bicycle lanes are proposed due to insufficient roadway width. No change to existing lane configurations except at the Bear Tavern Rd intersection, the exclusive right turn lanes will be removed and replaced with buffered bicycle lanes. Where necessary, lane widths are reduced to 11' min. to accommodate bicycle lanes.</p> <p>CR 631: One (1) travel lane each direction with shared lane markings. No change to existing lane width/ configuration.</p> <p>CR 640: One (1) travel lane each direction with shared lane markings. For a portion of this route, one (1) travel lane each direction typically 11-12±' wide and conventional bicycle lanes are proposed in each direction. Where necessary, lane widths are reduced to 11' min. to accommodate bicycle lanes. No change to existing lane configuration.</p> <p>CR 632: One (1) travel lane each direction typically 11±' wide. Conventional bicycle lanes are proposed in each direction. No change to existing lane configuration. Where necessary, lane widths are reduced to 11' min. to accommodate bicycle lanes.</p> <p>Mill Road: No change to existing lane width/ configuration.</p> <p>Bakers Basin Road: No change to existing lane width/ configuration.</p>
Shoulder Width	<p>CR 546: 0-13±' (shoulders are reduced or absent at signalized/ major intersections)</p> <p>CR 631: No shoulders</p>	<p>CR 546: 4-13±' (Buffered or conventional bicycle lanes to use shoulders)</p> <p>CR 631: No change</p>

	<p>CR 640: 0-9±' (shoulders are reduced or absent at major intersections) There is on-street parking, some striped and some nondelineated.</p> <p>CR 632: 2.5-4±' (shoulders are reduced at signalized/ major intersections)</p> <p>Mill Road: No shoulders</p> <p>Bakers Basin Road: No shoulders</p>		<p>CR 640: 4-8±' (Conventional bicycle lanes to use shoulders)</p> <p>CR 632: 4±' (Conventional bicycle lanes to use shoulders)</p> <p>Mill Road: No change</p> <p>Bakers Basin Road: No change</p>
Median	CR 611: 0-35±' wide	Median	CR 611: No change
Overall Roadway Width	<p>CR 546: 29-50±' wide</p> <p>CR 631: 25-30±' wide</p> <p>CR 640: 26-41±' wide</p> <p>CR 632: 28.5-34±' wide</p> <p>Mill Road: 11-18±' wide</p> <p>Bakers Basin Road: 57±' wide</p> <p>CR 611: 31-108±' wide</p>		<p>CR 546: 29-58±' wide. Widening in vicinity of Princeton Pike. Minor widening in vicinity of North Rd intersection, Federal City Rd/ Stephenson Rd intersection, and I-295 Exit Ramp.</p> <p>CR 631: No change</p> <p>CR 640: 26-41±' wide. Minor widening in vicinity of CR 632 intersection.</p> <p>CR 632: 30-34±' wide. Minor widening at 5 isolated locations along CR 632.</p> <p>Mill Road: No change</p> <p>Bakers Basin Road: No change</p> <p>CR 611: 31-108±' wide. Minor widening in vicinity of Wright Brothers Parking Lot (airport parking lot) and within Interchange 295.</p>

II. PROJECT DESCRIPTION (attach location map—USGS map suggested)
<p>A. Project Need (briefly explain why the project is needed):</p> <p>The project purpose is to provide safe, dedicated bicycle facilities (either bicycle lanes or shared lane markings) along the 14-mile long corridor to connect residential and recreational developments and promote an active lifestyle.</p> <p>The Great Western Bikeway (GWB) will be the first new link in a planned network of dedicated bicycle facilities throughout Mercer County. The primary route (consisting of CR 546, CR 631, CR 640, CR 632, Mill Road, Bakers Basin Road) will provide a continuous 10-mile bicycle route running east-west, primarily along Mercer County Route (CR) 546 within Hopewell Township, Pennington Borough, and Lawrence Township. Two secondary routes will link Ewing Township to the south (via CR 611) and Pennington Borough's downtown district to the north (via CR 640).</p> <p>The bicycle route serves as the backbone of GWB and will further expand the County's promotion of bike travel. It will provide a link between 2 branches of the D&R Canal State Park Trail: at Washington Crossing State Park to the west and Bakers Basin Road to the east. It will also complement several other municipal and County</p>

walking and biking trail efforts underway, including connections to Lawrence-Hopewell Trail and Johnson Trolley Trail.

B. Proposed Improvements (briefly describe the proposed improvements):

- The project includes 4 types of Bicycle Facilities or Treatments as shown: Shared lanes, conventional bicycle lanes, buffered bicycle lanes, and shared use paths
- On-road bicycle lanes are proposed for a majority of the 10-mile route between Washington Crossing State Park and D&R Canal State Park Trail at Bakers Basin Road, the entire 2.7-mile route along CR 611, and the entire 1.5-mile route along CR 640.
- Most of the proposed improvements will be constructed within the existing roadway (pavement striping) and adjacent berm areas (bicycle lane signage).
- There are isolated locations throughout the corridor where widening is proposed to construct bicycle lanes.
 - Major widening areas (8' max.):
 - CR 546 Westbound (MP 9.28 to MP 9.32)
 - CR 546 Eastbound (MP 9.29 to MP 9.36)
 - CR 611 Northbound (MP 1.3, MP 1.35 to MP 1.39, & MP 2.11 to 2.12)
 - CR 611 Southbound (MP 2.22 to 2.23)
 - Minor widening areas (2' max.):
 - CR 546 Eastbound (MP 3.74 to MP 3.79 & MP 6.29 to MP 6.30)
 - CR 546 Westbound (MP 8.79 to MP 8.82 & MP 8.94 to MP 9.04)
 - CR 640 Southbound (MP 0.37 to MP 0.43)
 - CR 632 Eastbound (MP 0.07 to MP 0.09 & MP 0.36 to MP 0.39)
 - CR 632 Westbound (MP 0.36 to MP 0.43, MP 0.45 to 0.51, & MP 0.54 to MP 0.57)
 - CR 611 Northbound (MP 1.23 to MP 1.25)
 - CR 611 Southbound (MP 2.0)
- In several locations where exclusive bicycle lanes cannot be provided, the bicycle facility will continue with either shared lanes or an off-road shared-use path.
 - Shared-use path areas:
 - CR 546 Eastbound (MP 8.14 to MP 8.38, MP 8.66 to MP 8.70, MP 9.80 to MP 9.92)
 - CR 546 Westbound (MP 8.70 to MP 9.28)
 - Bakers Basin Rd (MP 0.00 to MP 0.08)
 - It is noted that shared lane markings are proposed on CR 640 throughout the Borough of Pennington (other locations noted under proposed improvements)
- **Impacts to utilities, drainage structure locations or trees are anticipated in widening and shared use path areas.**
- 4 high visibility crossings with Rapid Rectangular Flashing Beacons (RRFBs) are proposed:
 - Washington Crossing-Pennington Road (CR 546) - Ingleside Avenue (CR 631) - Reed Road intersection
 - Pennington Road (CR 640) - Pennington-Lawrenceville Road (CR 632) intersection
 - Franklin Corner Road (CR 546) to the future Bristol Myers Squibb Connection to the Lawrence Hopewell Trail (LHT)
 - Franklin Corner Road (CR 546) near Franklin Arms, approximately 1000 feet west of US 1
- Crossings of State Highways, which include Rt 31, Rt US 206, and Rt US 1 have been coordinated with NJDOT and will continue during Final Design. NJDOT Subject Matter Experts (SMEs) coordinating with Federal Highway Administration (FHWA) regarding proposed improvements.
- The project terminates at Greenberg Road and is being coordinated with NJDOT's Bakers Basin Road over the D&R Canal Bridge Replacement project, which will link the bicycle route to the D&R Canal State Park Trail.
- On-street parking will be prohibited in bicycle lanes. Signage will be installed and regulations will be addressed in municipal ordinances. Coordination with municipalities will continue during Final Design.

Project Corridors and anticipated improvements:

- Washington Crossing-Pennington Rd (CR 546)
Start: MP 0.77 (Washington Crossing State Park Entrance)
Stop: MP 4.12 (CR 631/ Ingleside Avenue)

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- Buffered/ conventional bicycle lanes in each direction
 - Stripe buffered bicycle lanes with 2' buffer.
 - Stripe conventional bicycle lanes and/or reduce travel lane width to 11' min. where necessary due to auxiliary lanes at intersections/ insufficient width.
 - At the Bear Tavern Rd intersection, convert the exclusive right turn lanes to buffered bicycle lanes.
 - Widen in vicinity of North Rd intersection. Reconstruct 1 inlet.
- Reconstruct Scotch Road (CR 611) signalized intersection
 - Install pedestrian facilities, including curb ramps, pedestrian signals, and crosswalks.
- Regulatory, Warning, and Guide Signage installation
- High visibility crossing at the Washington Crossing-Pennington Rd (CR 546) - Ingleside Ave (CR 631)
 - Reed Rd intersection
 - Construct curb ramps, install RRFBs, and stripe crosswalk
- **Ingleside Avenue (CR 631)**
 Start: MP 0.00 (CR 546/ Washington Crossing-Pennington Road)
 Stop: MP 0.77 (CR 640/ South Main Street)
 - Shared lanes in each direction
 - Stripe shared lane markings and connect to existing recently installed markings
 - Regulatory, Warning, and Guide Signage installation
- **South Main Street/ Pennington Road (CR 640)**
 Start: MP 0.39 (CR 632/ Pennington-Lawrenceville Road)
 Stop: MP 2.18 (Woolsey Court)
 - Conventional bicycle lanes in each direction between CR 632 and Vannoy Avenue
 - Stripe conventional bicycle lanes and/or reduce travel lane width to 11' min. where necessary due to auxiliary lanes at intersections/ insufficient width.
 - Widen in vicinity of Pennington-Lawrenceville Road (CR 632 intersection). Reconstruct 1 inlet.
 - Shared lanes in each direction between Vannoy Avenue and Woolsey Court
 - Stripe shared lane markings and connect to existing recently installed markings
 - Regulatory, Warning, and Guide Signage installation
 - High visibility crossing at the Pennington Rd (CR 640) - Pennington-Lawrenceville Rd (CR 632) intersection
 - Construct curb ramps, install RRFBs, and stripe crosswalk
- **Pennington-Lawrenceville Road (CR 632)**
 Start: MP 0.00 (CR 640/ Pennington Road)
 Stop: MP 0.66 (CR 546/ Pennington-Lawrenceville Road/ Blackwell Road)
 - Conventional bicycle lanes in each direction
 - Stripe conventional bicycle lanes and/or reduce travel lane width to 11' min. where necessary due to auxiliary lanes at intersections/ insufficient width.
 - Widen at 2 isolated locations along the eastbound side and at 3 isolated locations along the westbound side. Reconstruct 3 inlets.
 - Regulatory, Warning and Guide Signage installation
- **Pennington-Lawrenceville Road/ Franklin Corner Road (CR 546)**
 Start: MP 5.26 (CR 632/ Pennington-Lawrenceville Road/ CR 546/ Blackwell Road)
 Stop: MP 8.38 (Mill Rd)
 - Buffered/ conventional bicycle lanes in each direction west of US 206
 - Stripe buffered bicycle lanes with 2' buffer.
 - Stripe conventional bicycle lanes and/or reduce travel lane width to 11' min. where necessary due to auxiliary lanes at intersections/ insufficient width.
 - Widen in vicinity of Federal City Rd/ Stephenson Rd intersection.
 - Shared use path along eastbound side, east of US 206

- Reconstruct existing sidewalk to increase width to 10'.
 - Install curb ramps and stripe crosswalks.
 - Regulatory, Warning, and Guide Signage installation
- Mill Road
Start: MP 0.00 (CR 546/ Franklin Corner Road)
Stop: MP 0.31 (CR 546/ Franklin Corner Road)
 - Shared lane
 - Mill Rd will be paved in its entirety under separate contract
 - Regulatory, Warning, and Guide Signage installation
- Franklin Corner Road (CR 546)
Start: MP 8.66 (Mill Road)
Stop: MP 9.98 (Bakers Basin Road)
 - Shared use path along eastbound side, west of Mill Rd
 - Install 10' shared use path.
 - Install curb ramps.
 - High visibility crossing at the Franklin Corner Road (CR 546) to the future Bristol Myers Squibb Connection to the Lawrence Hopewell Trail (LHT)
 - Construct curb ramps, install RRFBs, and stripe crosswalk
 - Shared use path along westbound side between LHT Connection & Princeton Pike (CR 583)
 - Install 10' shared use path.
 - Widen at 2 locations along the westbound side
 - Reconstruct Princeton Pike (CR 583) signalized intersection
 - Widen both directions on the east side of the intersection
 - Reconfigure pedestrian facilities, including curb ramps, pedestrian signals, and crosswalks.
 - Buffered bicycle lanes in each direction east of Princeton Pike (CR 583) to approximately 1,000 feet west of US 1
 - Stripe buffered bicycle lanes with 2' buffer. Reduce travel lane widths to 11' min.
 - High visibility crossing at the Franklin Corner Road (CR 546) near Franklin Arms, approximately 1,000 feet west of US 1
 - Replace portion of continuous two-way left- turn median lane with a concrete island
 - Construct curb ramps, install RRFBs, and stripe crosswalks
 - Shared use path along eastbound side, west of US 1
 - Reconstruct existing sidewalk to increase width to 10'.
 - Install curb ramps
 - Connect to the existing sidewalk approaching US 1
 - Regulatory, Warning, and Guide Signage installation
- Bakers Basin Road
Start: MP 0.00 (US 1)
Stop: MP 0.08 (Greenberg Road)
 - Shared use path along eastbound side, east of US 1
 - Reconstruct existing sidewalk to increase width to 10'.
 - Install curb ramp (per coordination with NJDOT's Bakers Basin Road over the D&R Canal Bridge Replacement project).
- Scotch Road (CR 611)
Start: MP 0.83 (CR 636/ Upper Ferry Road)
Stop: MP 3.55 (CR 546/ Washington Crossing-Pennington Road)
 - Conventional bicycle lanes in each direction. Buffered bike lanes proposed in the vicinity of the I-295 interchange.

- Stripe conventional bicycle lanes and/or reduce travel lane width to 11' min. where necessary due to auxiliary lanes at intersections/ insufficient width.
- Widen at 4 isolated locations along the northbound side and at 2 isolated locations along the southbound side.
- Regulatory, Warning, and Guide Signage installation

Project Wide Information:

- Proposed changes to impervious area: 60,253 SF± (1.383 Ac±) increase

Commented [SH1]:

- Total additional motor vehicle surface area = 5,314 SF.
- Total additional non-motor vehicle surface area = 32,257 SF.
- Total additional impervious area = 37,571 SF (0.863 AC).
- Total area of disturbance is 66,101 SF (1.517 AC).

C. Right-of-Way Taking

Total area needed: 59580 SF±	Est. No. parcels: 25 Parcels	In fee- 1 Parcels	Easements- 24 Parcels
Est. No. relocations:	residences- 0	businesses- 0	parking spaces- 0
Community Facilities Affected:	0		
Area of public recreation land taken:	0 (acres)		
<input type="checkbox"/> Green Acres/State-owned Land Involvement			
<input type="checkbox"/> Federally Owned/Federally Funded Land Involvement			

Comments:

- At the intersection of CR 546 & CR 611, 1 property (Hopewell Township: Block 89, Lot 12.04) will require a grading easement.
- At the intersection of CR 640 & CR 632, 1 property (Hopewell Township: Block 71, Lot 1) will require a fee taking to construct a curb ramp for an enhanced crossing.
- Along CR 546, between US 206 to Mill Road (MP 8.14 – MP 8.38), and between Mill Rd to I-295 (MP 8.66 – MP 8.75), 1 property (Lawrence Township: Block 4901, Lot 1) will require a sidewalk easement along the eastbound side to accommodate reconstruction of the existing sidewalk into a shared use path.
- Along CR 546, between Mill Road and Princeton Pike (MP 8.66 – MP 9.26), 16 properties (Lawrence Township: Block 5001, Lots 1.01 & 10; Block 3801, Lots 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17 & 18) will require sidewalk easements to accommodate widening along the westbound side for the shared use path.
- Along CR 546, between the Entrance to Lawrenceville Gardens Apartments to US 1 (MP 9.77 – MP 9.98), 5 properties (Lawrence Township: Block 3507, Lots 79, 80, 81, 82, & 83) will require grading easements along the eastbound side to accommodate reconstruction of the existing sidewalk into a shared use path.
- Along Bakers Basin Road, 1 property (Lawrence Township: Block 3601, Lot 1.01) will require a sidewalk easement along the eastbound side to accommodate reconstruction of the existing sidewalk into a shared use path.

III. ENVIRONMENTAL CONSIDERATIONS

A. Noise

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

Conclusion:

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

Comments: The proposed project work activities will not alter the existing noise characteristics of the project area. No noise studies are required.

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

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

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

C. Potential Ecological Constraints (check those that apply)			
<input type="checkbox"/>	Floodplains	<input type="checkbox"/>	Shellfish Habitat
<input checked="" type="checkbox"/>	Wetlands	<input type="checkbox"/>	Acid Producing Soils
<input type="checkbox"/>	Vernal Pools	<input type="checkbox"/>	Submerged Aquatic Vegetation
<input type="checkbox"/>	Waterbody: <input type="checkbox"/> Category One <input type="checkbox"/> Trout Production <input type="checkbox"/> Trout Maintenance <input type="checkbox"/> Non-Trout	<input type="checkbox"/>	Sole Source Aquifer
		<input type="checkbox"/>	Forested Areas
		<input type="checkbox"/>	Threatened and Endangered Species: <input type="checkbox"/> State-listed species <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:	
[See http://www.fws.gov/northeast/njfieldoffice/Endangered/consultation.html for guidance on the current US Fish and Wildlife Service (USFWS) Consultation Procedures.]	
No Effect:	
<input type="checkbox"/>	USFWS's Information, Planning and Conservation System (IPAC) revealed <i>no federally listed species</i> potentially present in the project's <i>action area</i> (see USFWS website). Therefore, the proposed activities will have no effect on federally listed species. Relevant general recommendations to protect other wildlife resources will be addressed in the project design. No further action is required under the Endangered Species Act.
Potential Effect:	
<input type="checkbox"/>	USFWS's IPAC revealed <i>no federally listed species</i> potentially present in the project's <i>action area</i> . However, <i>USFWS general recommendations to protect other wildlife species could not be implemented</i> . Consultation with the USFWS required.
<input type="checkbox"/>	USFWS's IPAC revealed <i>one (1) or more federally listed species</i> as potentially present in the project's <i>action area</i> . Section 7 Consultation required.
USFWS Consultation:	

<input type="checkbox"/>	The project requires authorization under the Freshwater Wetlands Protection Act. USFWS consultation will be coordinated with the NJ Division of Land Use Regulation during permit time. NOTE: Depending on the potential level of impact, consultation may be initiated prior to permit application. (Explain in comments below.)
<input type="checkbox"/>	The project is not anticipated to require authorization under the Freshwater Wetlands Protection Act. Consultation has been initiated with the USFWS NJ Field office. Correspondence attached.

Conclusion:	
<input checked="" type="checkbox"/>	No significant impact anticipated
<input type="checkbox"/>	Further studies are needed to obtain permits. Project still satisfies CE criteria.
Comments (briefly describe all potential ecological constraints):	

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 type="checkbox"/>	EO 11990 Wetlands
<input type="checkbox"/>	NJDEP Freshwater Wetlands—GP	<input type="checkbox"/>	EO 11988 Floodplains
<input type="checkbox"/>	NJDEP Freshwater Wetlands—IP	<input type="checkbox"/>	NJDEP Highlands Preservation Area:
<input type="checkbox"/>	NJDEP Transition Area Waiver	<input type="checkbox"/>	Exempt
<input type="checkbox"/>	NJDEP Coastal Wetlands	<input type="checkbox"/>	Highlands Applicability Determination
<input type="checkbox"/>	NJDEP Waterfront Development	<input type="checkbox"/>	Highlands Preservation Area Approval
<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 type="checkbox"/>	NJDEP Flood Hazard Area Permit—IP	<input type="checkbox"/>	NJDEP Green Acres Program/State House Comm.
<input checked="" type="checkbox"/>	NJDEP Stormwater Management:	<input type="checkbox"/>	National Marine Fisheries Service
<input checked="" type="checkbox"/>	≥ 0.25 acre additional net impervious surface	<input type="checkbox"/>	NJDEP Parks & Forestry (PL 2001 Chapter 10 Reforestation)
<input checked="" type="checkbox"/>	≥ 1.0 acre disturbance	<input type="checkbox"/>	D&R Canal Commission
<input type="checkbox"/>	Unknown at this time	<input type="checkbox"/>	Meadowlands Commission
<input type="checkbox"/>	Approval through NJDEP LURP	<input type="checkbox"/>	Pinelands Commission
<input type="checkbox"/>	Permit (or)	<input type="checkbox"/>	Endangered Species Act Section 7 Consultation
<input type="checkbox"/>	NJDOT self-certification	<input type="checkbox"/>	NJDEP Threatened & Endangered Species Coordination
<input type="checkbox"/>	NJPDES Construction Activity Stormwater GP (RFA)	<input type="checkbox"/>	Other (specify):
<input type="checkbox"/>	NJDEP Water Quality Certificate		

Comments:	
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E. Cultural Resources	
Technical Findings:	
<input type="checkbox"/>	Project is not an undertaking for Section 106 purposes; concurrence has been received from FHWA.
<input type="checkbox"/>	No Effect per DOT/SHPO Agreement of 05/14/09; subject to conditions identified in the Agreement.

<input type="checkbox"/>	No Section 106 Consultation per 5/25/01 SHPO concurrence with <i>Section 106 Compliance Procedures, Federally Funded Drainage Improvement Program</i> ; subject to conditions identified in the Agreement.
<input checked="" type="checkbox"/> <input type="checkbox"/>	No Effect to significant properties if they exist in Area of Potential Effects (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 type="checkbox"/>	New Jersey Register <i>listed</i> properties in APE (see comments and K. Environmental Commitments below).
<input type="checkbox"/>	National Register listed/eligible properties exist within APE (see consultation summary below).

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

Section 106 Consultation Summary	Date
<input type="checkbox"/> FHWA concurred with Adverse Effect Finding	
<input checked="" type="checkbox"/> <input type="checkbox"/> SHPO provided Section 106 consultation comments	
<input type="checkbox"/>	
<input type="checkbox"/> FHWA concurred with No Adverse Effect with Conditions	
<input type="checkbox"/> ACHP notified of Adverse Effect	
<input type="checkbox"/> ACHP responded to notification (check one/enter date): <input type="checkbox"/> ACHP will participate in consultation <input type="checkbox"/> ACHP declined to participate in consultation	
<input type="checkbox"/> MOA executed by FHWA (check one/enter date): <input type="checkbox"/> MOA filed with ACHP <input type="checkbox"/> ACHP accepted/signed MOA	

Comments (include MOA stipulations or other conditions, if applicable) :

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

	meets the applicability criteria, and <i>then</i> concurrence by SHPO with the "No Effect" or "No Adverse Effect" determination <i>after</i> they are notified of the intent to use a <i>de minimis</i> finding.
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under the Nationwide Section 4(f) Programmatic Evaluation for minor involvement and all applicability criteria have been met, including concurrence by the SHPO (or ACHP) with the "No Effect" or "No Adverse Effect" determination.
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under the Nationwide Section 4(f) Programmatic Evaluation for Net Benefits and all applicability criteria have been met, including notification to and concurrence by the FHWA with the determination.
<input type="checkbox"/>	Section 4(f) Involvement. Project has an "Adverse Effect" determination. Individual Section 4(f) was prepared.

Comments:

Section 2: Historic Bridges

<input checked="" type="checkbox"/>	No Section 4(f) Involvement
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under the Nationwide Section 4(f) Programmatic Evaluation for Historic Bridges .

Comments:

Section 3: Publicly Owned Park, Recreation Area, Wildlife or Waterfowl Refuge

<input checked="" type="checkbox"/>	No Section 4(f) Involvement
<input type="checkbox"/>	Project results in a "Constructive Use" of Section 4(f) property (fill out Site Information below)
<input type="checkbox"/>	Project requires acquisition from publicly owned recreation land (fill out Site Information below):
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under de minimis Evaluation of Impacts and all applicability criteria and conditions have been met, including concurrence <i>first</i> by the FHWA that the project meets the applicability criteria, and <i>then</i> notification to the officials with jurisdiction of the intent to use a <i>de minimis</i> finding.
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under Nationwide Section 4(f) Programmatic Evaluation for minor involvement and all applicability criteria and conditions have been met, including concurrence by the officials having jurisdiction over the property.
<input type="checkbox"/>	Section 4(f) Involvement. Project is covered under the Nationwide Section 4(f) Programmatic Evaluation for Net Benefits and all applicability criteria have been met, including notification to and concurrence by the FHWA with the determination.
<input type="checkbox"/>	Section 4(f) Involvement. Nationwide Section 4(f) Programmatic applicability criteria were not met; Individual Section 4(f) Evaluation was prepared.

Site Information (for projects involving "Constructive Use" or acquisition from publicly owned recreation land, wildlife or waterfowl refuge):

Name of Site (use local name): _____

Lot and Block: _____

Total acreage of site: _____

Acreage of site affected (acquisition and permanent easements): _____

<input type="checkbox"/>	Federal encumbrances involved (e.g., Wild and Scenic Rivers Act, Land and Water Conservation Fund Act, Rivers and Harbors Act).
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Comments:

Section 4: Independent Walkway & Bikeway Construction Projects

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

Comments:

G. Hazardous Materials and Landfills	
<input checked="" type="checkbox"/>	Known or suspected contaminated site within project limits.
<input type="checkbox"/>	Underground storage tanks within project limits.
<input type="checkbox"/>	Questionable fill material within project limits.
Conclusion:	
<input type="checkbox"/>	Low potential for involvement with contamination; no further investigation required.
<input checked="" type="checkbox"/>	Low potential for involvement with contamination; verification required based upon plan review.
<input type="checkbox"/>	Further investigation and/or sampling required to determine extent of involvement with contamination. Project still meets FHWA criteria for a CE.
Comments:	

H. Socioeconomics	
<input checked="" type="checkbox"/>	The project will not result in any significant socioeconomic impacts.
Comments: <u>The proposed work will not isolate any residential neighborhoods or adversely impact community cohesion in the project area. The proposed project will not require the acquisition or relocation of any residential, business, or commercial properties. The proposed project will not involve the relocation of any residents living within the study area. No residences, community facilities, or existing land use patterns will be adversely impacted by the project.</u>	

I. Environmental Justice	
<input checked="" type="checkbox"/>	Project will have no disproportionately high or adverse effects on low income and/or minority communities.
<input type="checkbox"/>	Project will have disproportionately high and adverse effects on low income and/or minority communities.
Conclusion:	
<input checked="" type="checkbox"/>	Project is in compliance with the goals of Executive Order 12898 and the requirements of the Civil Rights Act of 1964.
<input type="checkbox"/>	Project is in compliance with the goals of Executive Order 12898 and the requirements of the Civil Rights Act of 1964, through the identification of measures to address disproportionate effects, including actions to avoid or mitigate them. Project satisfies CE criteria.
Comments: <u>Data from the U.S. Census Bureau and EPA's EJ Screen mapping tool were used to identify Environmental Justice populations within the project area. A demographic breakdown of the project area using a 0.25-mile buffer produced the following demographic data:</u>	

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Category	Numerical Value or Percentile	State Average	EPA Region Average
People of Color %	24%	45%	39%
Low Income	12%	22%	31%
Limited English Proficiency	3%	7%	5%
Population	7,040		

Population by Race (2014-2018 Estimated ACS Data)

Category	Numerical Value or Percentile
White	76%
Black	5%
American Indian	0%
Asian	10%
Pacific Islander	0%
Hispanic	5%
Two or more races	3%

Note: EJ Screen is a screening tool for pre-decisional use only and its purpose is to help identify potential areas of EJ concern, please note that the percentages between estimated ACS data and Census data may not accurately depict values of the project area.

Within the project study area (0.25 mile buffer) there are businesses, places of worship, residential properties, parks, and hospitals. The intent of this project is to enhance the safety of the roadway that will benefit all members of the community. The project area has been identified with people of color, low-income, and limited English-speaking percentiles lower than the state average. BEPR does not anticipate that this project will have an adverse or disproportionate impact to these populations.

If the project limits change, BEPR will need to be notified to conduct an updated EJ Screen Report. Census 2010 and ACS reports including an EJ map have been attached to this document

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

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

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DETERMINATION OF CATEGORICAL EXCLUSION

Project name and location: _____

CE #: _____

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

Prepared/Reviewed by:

Environmental Coordinator	Date
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Recommended by:

Environmental Supervisor	Date
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Project Manager, Division of Project Management	Date
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Certified
(or)
Approved

Manager, Bur of Landscape Arch Environ Solutions	Date
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Concurrence
(non-self certified CEs)

Division Administrator, Federal Highway Administration	Date
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enclosures (please include any correspondence referenced in the CED):

- Project Location Map
- NJ Natural Heritage Program letter
- USFWS coordination letter(s) (e.g., IPAC Species List, Effects/No Effects Determination, etc.)
- 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): Environmental Justice Report
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DRAFT