

DELCO LEAD TRAIN SAFE HAVEN SERVICE AND INSPECTION FACILITY

Environmental Assessment • Draft Section 4(f) Evaluation

NORTH BRUNSWICK AND NEW BRUNSWICK,
MIDDLESEX COUNTY, NEW JERSEY

APPENDICES

PREPARED BY:
FEDERAL TRANSIT ADMINISTRATION
and NEW JERSEY TRANSIT CORPORATION

DECEMBER 2015



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Attachment 1: *Programmatic Agreement*

PROJECT PROGRAMMATIC AGREEMENT

Among

**Federal Transit Administration (FTA)
New Jersey Transit Corporation (NJ TRANSIT)
New Jersey State Historic Preservation Officer (NJ SHPO)**

**Regarding the
New Jersey Transit Delco Lead/County Yard Safe Haven Storage and Service and
Inspection Facility Project
City of New Brunswick and Township of North Brunswick
Middlesex County, New Jersey**

WHEREAS NJ TRANSIT is proposing to construct the Delco Lead/County Yard Safe Haven Storage and Service and Inspection Facility (“The Project”) that will create a new emergency “safe haven” storage facility for railroad rolling stock during flood emergencies and a rolling stock service and inspection facility for the New Jersey Transit system in Middlesex County, State of New Jersey;

WHEREAS the Project consists of three parts: 1) acquisition of a permanent easement at the existing County Yard rail yard from the National Railroad Passenger Corporation (Amtrak) and purchase of the adjacent existing 3.2-mile railroad property known as the Delco Lead from the Consolidated Rail Corporation (Conrail); 2) construction of new structures, service track and related facilities at County Yard that will provide permanent service and inspection services for NJ Transit railroad rolling stock and temporary emergency “safe haven” storage of trains during significant flood events; and 3) reconstruction and expansion of existing service track within the Delco Lead property to provide additional temporary emergency safe haven storage of trains during significant flood events; and to facilitate train movements between the Northeast Rail Corridor and the County Yard service, inspection and safe haven storage facility;

WHEREAS NJ TRANSIT is the Project sponsor and FTA is serving as the Project federal lead agency pursuant to the National Environmental Policy Act (“NEPA” (42 USC 4321 *et. Seq.*), and is responsible for compliance with Section 106 of the National Historic Preservation Act (16 USC S. 470f, and herein “Section 106);

WHEREAS NJ TRANSIT and FTA undertook consultation with NJ SHPO to identify consulting and interested parties and present a public outreach plan;

WHEREAS, pursuant to Section 106 regulations, FTA and NJ TRANSIT, in consultation with NJ SHPO identified an Area of Potential Effects (APE) for the Project, and determined the boundaries for both built historical resources and archaeological resources (see Attachment 1).

WHEREAS research conducted by NJ TRANSIT in consultation with NJ SHPO and FTA has determined that the Project would be undertaken within a portion of the Pennsylvania Railroad

(New York to Philadelphia) Historic District (PRRHD), which is eligible for listing in the National Register of Historic Places (NRHP), and that the Project will be constructed in part within the area of County Yard known as the Mile Run Yard, a previous rail yard dating back to the mid-Nineteenth Century and contributing resource to the PRRHD;

WHEREAS research conducted by NJ TRANSIT in consultation with NJ SHPO and FTA has identified areas of “High Sensitivity” for potential Project effects on undiscovered historic and prehistoric archaeological resources due to substantial grading, filling, and excavating activities in areas associated with Mile Run Yard (see Attachment 2);

WHEREAS the Project will require demolition of the existing County Interlocking Tower (see Attachment 3), a contributing element to both the Mile Run Yard and PRRHD;

WHEREAS the Project will require the covering over of the existing culvert outflow/ façade over Mile Run stream at Mile Marker 32.61 (Culvert 32.61) a contributing resource of the PRRHD, to accommodate a new culvert extension, (see Attachment 4);

WHEREAS the Project may require partial removal of an existing stone retention wall (Attachment 5) located within Mile Run Yard and believed to date back to the late Nineteenth Century;

WHEREAS FTA in consultation with NJ SHPO and NJ TRANSIT has determined that the Project will have an Adverse Effect on some of the resources eligible for listing in the NRHP;

WHEREAS the existence and historic value of any undiscovered historic and prehistoric archaeological resources are unknown, and the full Project effects on archaeological resources, if present, cannot be fully determined prior to commencement of the Project;

WHEREAS the Project includes construction of new buildings and accessory structures; and NJ SHPO, in consultation with NJ TRANSIT and FTA, has determined that the architectural elements of the proposed new structures will potentially have an adverse effect on the visual character of the Mile Run Yard and the PRRHD;

WHEREAS FTA, in consultation with NJ TRANSIT and NJ SHPO, has contacted and consulted with the Tribal Historic Preservation Officers of the Delaware Nation, the Delaware Tribe, the Eastern Shawnee Tribe of Oklahoma, and the Shawnee Tribe pursuant to 36 C.F.R. part 800, of the regulations implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f);

WHEREAS NJ TRANSIT has consulted with Amtrak, Conrail, Middlesex County, the City of New Brunswick, and the Township of North Brunswick regarding the effects of the undertaking on historic properties;

WHEREAS in accordance with 36 C.F.R. 800.6(a)(1), FTA has notified the Advisory Council on Historic Preservation (ACHP) of its Adverse Effects determination with specified documentation on July 6 2015, and the ACHP has chosen not to participate in the consultation pursuant to 36 C.F.R. 800.6(a)(1)(iii);

WHEREAS FTA, NJ TRANSIT, and NJ SHPO have agreed to enter into a Project Programmatic Agreement (PA) pursuant to 36 C.F.R. 800.14(b) to implement a series of stipulations to mitigate identified Adverse Effects to above-ground architectural historic resources; to further investigate the project site for buried historic and archaeological resources not yet identified; and to investigate, record, and document resources that contribute to the PRRHD prior to construction, especially those resources to be demolished, altered, disturbed and/or removed as a result of the project;

NOW, THEREFORE, the FTA, NJ TRANSIT, and the NJ SHPO agree that the undertaking shall be implemented in accordance with the following stipulations in order to take into account the effects of the undertaking on historic resources:

STIPULATIONS

The FTA and NJ TRANSIT, in consultation with NJ SHPO, shall ensure that the following measures are carried out:

I. PROTOCOLS FOR MITIGATION AND RECORDATION OF HISTORIC ARCHITECTURAL RESOURCES

- A. The entire Mile Run Yard will be documented to the standards of the Historic American Building Survey (HABS)/Historic American Engineering Record (HAER)(see Richard Grubb & Associates, Inc. 2014). Persons meeting the professional qualifications specified in Part V of this PA shall document existing contributing resources that will be removed, altered, and/or demolished consistent with the HABS/HAER Level III standards, including the use of digital photography. Specifically, this effort shall include detailed descriptions and a full background history of the contributing County Interlocking Tower and Culvert 32.61. The history will include the significance of these resources in the context of the Camden & Amboy Railroad, the New Jersey Railroad, and the PRR in New Brunswick generally.
- B. As part of the recordation, and in consultation with the NJ SHPO, NJ TRANSIT and FTA shall actively solicit from the public and obtain from other accessible archival sources, printed, graphic, and photographic information regarding Mile Run Yard and its constituent components. The compiled information will be evaluated and (as deemed appropriate during consultation) duplicated as part of the recordation document noted in I. A.
- C. NJ TRANSIT will prepare and provide NJ SHPO a draft copy of the recordation document noted in I. A. for review and comment. Completion of the digital photographic recordation, including NJ SHPO review and approval of same, will occur within six (6) months of letting the main construction contract and prior to the initiation of any demolition or construction activity. NJ TRANSIT and NJ SHPO will complete all other elements of the recordation within one (1) year of letting the construction contract and will incorporate the findings of any archaeological investigation undertaken as a part of this PA.
- D. Archival copies of the final recordation document will be provided to the NJ SHPO, the New Jersey State Library, the Rutgers University Special Collections and University Archives, and the New Brunswick Public Library. Additional non-archival copies will be furnished to the PRR Technical & Historical Society and the Camden & Amboy Railroad Historical Society.

II. PROTOCOLS FOR INVESTIGATION AND MITIGATION OF ARCHAEOLOGICAL RESOURCES

A. NJ TRANSIT will retain an archaeologist meeting the qualifications set forth in 36 CFR 61 (“the archaeologist”) to perform all Archaeological Investigations described Part II of the PA.

B. Protocols for Investigations near the Proposed Catenary Pole Foundations

- 1) The archaeologist shall complete a Phase IB/II archaeological survey prior to construction of each catenary pole foundation within the project area identified in Attachment 2 as having high sensitivity for historic archaeological resources. The archaeologist shall complete archaeological trenching for each proposed catenary pole foundation in said high sensitivity area.
- 2) The archaeologist shall submit a scope of work for review and approval by the NJ SHPO prior to conducting fieldwork. The scope of archaeological fieldwork to be performed will be in accordance with the following guidelines.
 - a) Due to the presence of deep fill deposits, archaeological work will consist of subsurface testing via mechanical excavation techniques within the limits of each proposed catenary pole foundation. One backhoe trench of an appropriate size shall be excavated for each catenary pole foundation location.
 - b) If archaeological resources are identified within the backhoe trench and NJ SHPO in consultation with FTA consider the resources to be potentially NRHP eligible, the trench shall be expanded where feasible to further expose and document the archaeological deposits.
 - c) The archaeologist shall prepare a report documenting the results of the archaeological trenching and submit it to the NJ SHPO for review and approval prior to final distribution. The archaeological trenching and associated investigations and recordation will be considered the equivalent of a Phase III archaeological data recovery.

C. Protocols for Phase IB and Phase II Investigations near the Proposed Retaining Wall and Existing Retaining Wall

- 1) The archaeologist shall complete a Phase IB archaeological survey within the footprint of a portion of the proposed retaining wall deemed to have a high sensitivity for prehistoric archaeological resources and within the area near the portion of existing stone retaining wall within the area deemed to have a high sensitivity for historic archaeological resources (as depicted in Attachment 2) (Richard Grubb & Associates, Inc. 2014: Figure 4.1f). (see RGA 2014).
- 2) Prior to conducting the Phase IB archaeological survey, the archaeologist will submit a scope of work to the NJ SHPO for review and approval. The scope and conduct of the survey will be completed in accordance with the NJ SHPO’s *Guidelines for Phase I Archaeological Investigations: Identification of Archaeological Resources* (New Jersey Historic Preservation Office 1996) and the Secretary of the Interior’s *Standards and Guidelines for Archaeology and Historic Preservation*. The scope of this work will entail the excavation of shovel test pits.

- 3) If no additional potentially significant archaeological resources are identified upon the completion of the Phase IB survey, the archaeologist shall submit a report for review by the NJ SHPO within 60 days of the completion of fieldwork. The Phase IB report shall be drafted in accordance with the NJ SHPO's *Guidelines for Preparing Cultural Resources Management Archaeological Reports* (New Jersey Historic Preservation Office 1994).
- 4) If the Phase IB survey identifies potentially significant archaeological resources, NJ TRANSIT and FTA will consult with NJ SHPO with respect to the survey. If the consultation on the Phase IB survey concludes that the Project would cause unavoidable impacts on potentially significant archaeological resources, then NJ TRANSIT in consultation with FTA and NJ SHPO shall complete a Phase II archaeological survey to evaluate the resource's eligibility to the NRHP. The archaeologist will submit a Phase II scope of work/research design to the NJ SHPO for review and approval prior to conducting the Phase II archaeological survey. The Phase II scope of work will include a summary discussion of the Phase IB archaeological survey results with supporting documentation including a shovel test pit log, artifact catalog, and a map showing the location of each shovel test pit and identified archaeological resources. The archaeologist shall complete either a combined Phase IB/II report or stand-alone Phase II archaeological report for review by NJ SHPO within 90 days of the completion of fieldwork.
- 5) If the archaeological survey identifies an archaeological historic property eligible for listing on the NRHP that project impacts cannot avoid or minimize to the satisfaction of NJ SHPO, then NJ TRANSIT and FTA shall complete a Phase III archaeological data recovery survey or other treatment measures to mitigate Adverse Effects to historic properties.

D. Protocols for Phase III Mitigation and Archaeological Data Recovery for Resources Discovered near Proposed Retaining Wall and Existing Retaining Wall

If the archaeological survey identifies archaeological resources eligible for listing on the NRHP that project impacts cannot avoid or minimize to the satisfaction of NJ SHPO (as identified in Parts II C. above), the archaeologist shall complete a Phase III research design and data recovery plan in consultation with the NJ SHPO. The data recovery plan shall include a schedule for the completion of all field and lab work, public outreach initiatives, and the submission of draft and final reports within an agreed upon time frame. The archaeologist will submit the Phase III scope of work/research design and data recovery plan to the NJ SHPO for review and approval prior to conducting the Phase III archaeological data recovery. Phase III fieldwork will be initiated upon NJ SHPO's approval of the data recovery plan and completed within a time frame to be specified by the Phase III research design and data recovery plan.

E. General Provisions for Archaeology

- 1) Records and artifacts from sites deemed eligible for listing in the NRHP will be curated in accordance with 36 CFR Part 79. All materials resulting from archaeological survey work will be maintained in accordance with 36 CFR Part 79 until their analysis is complete. A good faith effort will be made to find a suitable repository that will accept collections from NRHP-eligible sites. Should such a repository not be identified, the artifacts will be transferred to NJ TRANSIT for storage. Artifacts found outside the

limits of significant sites will be discarded or, if requested, transferred to NJ TRANSIT for storage.

- 2) All final archaeological reports stipulated in this PA will be distributed to NJ SHPO and to FTA. Final archaeological reports will be distributed to other qualified agencies and interested parties only upon request in order to ensure the security of archaeological sites.
- 3) Upon completion of the field investigations and receipt of a written release from NJ SHPO, construction work may proceed.

F. Discovery of Human Skeletal Remains. If human skeletal remains are encountered anywhere on the Project site, they will be treated in accordance with the current guidelines of the NJ SHPO, and with the applicable provisions of the New Jersey Cemetery Act, 2003. If it is determined that the skeletal remains (and any associated grave artifacts) are Native American, NJ TRANSIT will additionally, and as soon as possible, consult with the NJ SHPO and the FTA over applicability and implementation of relevant procedures under the Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 (43 CFR Part 10, as amended). Per the request of the Delaware Tribe in a letter dated October 6, 2014 and the Delaware Nation in a letter dated October 28, 2014; NJ TRANSIT and FTA will cease construction and notify their respective Tribal representatives in the event that unanticipated discoveries of tribal burial sites and human remains are made during execution of the Project until such time as the significance and disposition of said discoveries can be determined.

G. Unanticipated Discoveries. All unanticipated historic and/or prehistoric archaeological discoveries resulting from Project activities made anywhere on the Project site shall be treated in accordance with the procedures outlined in 36 CFR 800.11 and CFR 800.13. Per the request of the Delaware Tribe in a letter dated October 6, 2014 and the Delaware Nation in a letter dated October 28, 2014; NJ TRANSIT and FTA will cease construction and notify their respective Tribal representatives in the event that unanticipated discoveries of cultural Native American archaeological resources are made during execution of the Project until such time as the significance and disposition of said discoveries can be determined.

III. PROTOCOLS FOR NEW STRUCTURES

- A. Building Facades. NJ TRANSIT, in consultation with NJ SHPO, will develop a context-sensitive design for the new structures which will include treatment for all facades of the proposed service and inspection building(s), crew quarters, new Culvert 32.61 outflow, and new retaining wall. Consultation with NJ SHPO shall include consideration of the form, design, color, and texture of all exterior materials. The work shall be responsive to the standards, guidance, and recommended practices found in the Secretary of the Interior's *Standards for the Treatment of Historic Properties* (Standards).
- B. Extension of Culvert 32.61. NJ TRANSIT will work with NJ SHPO to ensure that the new interface between the historic Culvert 32.61 over Mile Run and the proposed culvert extension preserves the original historic fabric of the existing culvert to the fullest extent practical, and the NJ SHPO shall have an opportunity to review and approve the construction plans. The new Culvert 32.61 outflow façade will be designed in accordance with Stipulation III. (A) above.

IV. INTERPRETIVE SIGNS

NJ TRANSIT in consultation with the NJ SHPO shall develop plans and an implementation schedule for the preparation and installation of one or more interpretive signs at NJ TRANSIT's Jersey Avenue Station (the NJ TRANSIT passenger facility nearest the project site) or another location mutually acceptable to all signatory parties to this PA. The content of the interpretive signs shall draw upon the research and documentation conducted for the historic and archaeology recordation Stipulations in this PA. Possible themes may include, but are not limited to, the Camden & Amboy Railroad, the New Jersey Railroad, and the PRR in New Brunswick; the development and evolution of Mile Run Yard; and the history and function of the Delco Lead property.

V. PROFESSIONAL QUALIFICATIONS

The FTA through NJ TRANSIT will ensure that all work proscribed by this PA is carried out by/under the direct supervision of a person or persons meeting at a minimum the appropriate Secretary of the Interior's Professional Qualifications Standards [48 FR 44738-44739].

VI. CHANGES IN PROJECT DESIGN

NJ TRANSIT shall not alter any plan, scope of service, or other document that has been reviewed and commented on pursuant to this PA (except to finalize documents commented on in draft form) without first affording the parties to this PA the opportunity to review the proposed change and determine whether or not it shall require that this PA be amended. NJ TRANSIT will furnish to NJ SHPO a plan sheet or design sketch showing the proposed change; a written description of why the change is needed, effects to historic properties, if any; and a description of alternatives considered to achieve the same goals, if needed. NJ SHPO will provide written comments to NJ TRANSIT and FTA within fifteen (15) working days of receipt of the documents. If one or more of the signatories determines that an amendment is needed, then the parties to this PA shall consult in accordance with XII. AMENDMENTS.

VII. CHANGES IN PROJECT AREA/SCOPE

In the event NJ TRANSIT modifies the project design, the geographic boundaries of the project area, or the scope of the project, the following measures shall be implemented in consultation with the signatories:

- A. NJ TRANSIT in consultation with FTA and NJ SHPO shall assess and revise the project APE as needed to incorporate any additional areas that have the potential to affect historic properties;
- B. NJ TRANSIT in consultation with FTA and NJ SHPO shall carry out additional investigations deemed necessary to identify historic architectural and archaeological properties that may be affected;
- C. NJ TRANSIT in consultation with FTA and NJ SHPO shall assess the project's effect on any new historic properties and explore measures to avoid, minimize, or mitigate effects on these properties.
- D. NJ TRANSIT in consultation with FTA and NJ SHPO shall ensure the preparation of appropriate reports and documents, notify Section 106 consulting parties, including Indian tribes, of any changes in the project's effect on historic properties, and provide an opportunity for review and comment.

- E. If a change in project scope results in potential effects to historic properties not addressed in the PA, the FTA shall consult with all consulting parties to amend the PA in accordance with Stipulation XI below.

VIII. MONITORING AND OVERSIGHT

Each year following the execution of this PA until it expires or is terminated, NJ TRANSIT shall provide all signatories to this PA a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in FTA's efforts to carry out the terms of this PA.

IX. DOCUMENT REVIEW AND REPORTING

NJ SHPO will provide comments on documents they review as set forth below:

- A. Unless otherwise stipulated in this PA, NJ SHPO shall have up to thirty (30) days to review and comment on all work plans or draft reports stipulated in this PA starting from the date of receipt of such documents.
- B. If SHPO does not submit comments in writing to NJ TRANSIT and FTA within 15 calendar days of receipt of any plans or draft reports, it is understood that NJ SHPO has concurred with the submission.
- C. If NJ SHPO objects to or recommends revisions to submissions stipulated in the PA, NJ TRANSIT, FTA, and NJ SHPO will consult expeditiously to respond to recommendations and resolve objections.
- D. If FTA and NJ TRANSIT cannot resolve NJ SHPO objections, and if further consultation with NJ SHPO is deemed unproductive by any party, the parties will adhere to the dispute resolution procedures detailed under Section X. below.
- E. FTA, NJ TRANSIT, and NJ SHPO acknowledge that the timeframes set forth in Section IX. A. above will be the maximum allowable under normal circumstances. In exigent circumstances (such as when construction activities have been delayed pending resolution of objections or disputes), each party agrees to expedite their respective document review and dispute resolution obligations.

X. DISPUTE RESOLUTION

- A. In the event any signatory or concurring party to this PA objects at any time to any actions proposed or the manner in which the terms of this PA are implemented, FTA and NJ TRANSIT shall consult with such party to resolve the objection. If FTA determines that such objection cannot be resolved, FTA and NJ TRANSIT will meet with the concurring party within 30 calendar days to resolve the objection.
- B. If after consultation with the objecting party FTA determines that the objection has not been satisfactorily resolved, FTA will, within 15 days of determination, forward documentation relevant to the dispute to the ACHP.

- C. Except in exigent circumstances as provided in Section X. E. below, when a dispute occurs, ACHP will provide FTA with recommendations or comments within 30 calendar days after receipt of pertinent documentation. FTA will take such recommendations or comments into account in reaching a final decision regarding the dispute.
- D. Except in exigent circumstances as provided in Section X. E. below, in the event ACHP fails to respond to FTA's requests for recommendations or comment within 30 calendar days of receiving pertinent documents, FTA may resolve the dispute. Prior to reaching a final decision, FTA shall prepare a written response that takes into account any timely comments regarding the dispute from the signatories and concurring parties to the PA, and provide them and the ACHP with a copy of such written response.
- E. In the case of disputes arising under exigent circumstances (such as when construction activities have been suspended or delayed pending resolution of the matter), relevant parties will endeavor to resolve any dispute within seven calendar days. In particular, ACHP agrees to respond to FTA's request for recommendations or comments within five business days of its receipt thereof.

XI. DURATION

This PA will expire if its terms are not carried out within ten (10) years from the date of its execution, or upon project completion or grant closeout, whichever comes first. If within 10 years, the Project is not completed or its stipulations are not met, the signatories shall consult to determine if the PA shall be amended, extended, or terminated. Prior to such time, the FTA through NJ TRANSIT may consult with the other signatories to reconsider the terms of the PA and amend it in accordance with Stipulation XII below.

XII. AMENDMENTS

Any signatory to this PA may request at any time that it be amended whereupon the signatories will consult in accordance with 36 CFR Section 800.14(b) to consider such amendment. Any resulting amendments shall be developed and executed among the signatories in the same manner as the original PA. Any amendment of this PA will go into effect only upon written agreement by all signatories.

XIII. TERMINATION

If any signatory to this PA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other parties to attempt to develop an amendment per Stipulation XII, above. If within thirty (30) days (or another time period agreed to by all signatories) an amendment cannot be reached, any signatory may terminate the PA upon written notification to the other signatories.

Once the PA is terminated, and prior to work continuing on the undertaking, FTA must either (a) execute a PA pursuant to 36 CFR 800.6 or (b) request, take into account, and respond to the comments of the ACHP under 36 CFR 800.7. FTA through NJ TRANSIT shall notify the signatories as to the course of action it will pursue.

Execution of this PA by FTA, NJ TRANSIT, and NJSHPO, and implementation of its terms demonstrate that the FTA has taken into account the effects of this undertaking on historic properties and afforded the ACHP an opportunity to comment.

XIV. CONTACT INFORMATION

For purposes of notices and consulting pursuant to this PA, the following addresses and contact information should be used for the respective agencies:

NJ TRANSIT

Dara Callender
Environmental Services Unit
NJ TRANSIT
One Penn Plaza East
Newark, NJ 07105-2246
Tel: (973) 491-7205
Fax: (973) 863-4538

FTA

Daniel V. Moser
Federal Transit Administration
1 Bowling Green, Room 429
New York, NY 10004-1415
Tel: (212) 668-2326
Fax: (212) 668-2136

NJ SHPO

Daniel D. Saunders
Deputy State Historic Preservation Officer
Mail Code 501-04B
State of New Jersey
Department of Environmental Protection
Historic Preservation Office
P.O. Box 420
Trenton, NJ 08625-0420
Tel: (609) 984-0176
Fax: (609) 984-0578

ATTACHMENTS

References:

New Jersey Historic Preservation Office (HPO)

1994 *Guidelines for Preparing Cultural Resource Management Archaeological Reports*. On file, Historic Preservation Office, Trenton, New Jersey.

1996 *Guidelines for Phase I Archaeological Investigations: Identification of Archaeological Resources*. On file, Historic Preservation Office, Trenton, New Jersey.

Richard Grubb & Associates, Inc.

2014 Phase IA Archaeological Survey and Historic Architectural Resources Background Study (HARBS) and Effects Assessment Report, NJ TRANSIT County Yard/Delco Lead Emergency Train Storage and Service and Inspection Facility Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey, July 2014 [revised November 14, 2014]. On file, New Jersey Historic Preservation Office, Trenton, New Jersey.

Attachment 1: Area of Potential Effect (APE)

Attachment 2: Areas of "high sensitivity" for potential historic and prehistoric archaeological resources

Attachment 3: Photo of County Interlocking Tower

Attachment 4: Photo of Mile Run Culvert 32.61

Attachment 5: Photo of existing Stone Retaining Wall at Mile Run Yard

APPROVAL AND SIGNATURE PAGE FOR PROGRAMMATIC AGREEMENT

Among

Federal Transit Administration (FTA)
New Jersey Transit Corporation (NJ TRANSIT)
New Jersey State Historic Preservation Officer (NJ SHPO)

Regarding the
New Jersey Transit Delco Lead/County Yard Safe Haven Storage and Service and
Inspection Facility Project
City of New Brunswick and Township of North
Middlesex County, New Jersey

FEDERAL TRANSIT ADMINISTRATION

By: Marilyn G. Shazor
Marilyn G. Shazor, Regional Administrator, Region II

Date: 9/16/2015

APPROVAL AND SIGNATURE PAGE FOR PROGRAMMATIC AGREEMENT

Among

Federal Transit Administration (FTA)
New Jersey Transit Corporation (NJ TRANSIT)
New Jersey State Historic Preservation Officer (NJ SHPO)

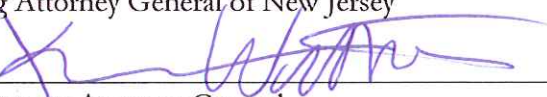
Regarding the
New Jersey Transit Delco Lead/County Yard Safe Haven Storage and Service and
Inspection Facility Project
City of New Brunswick and Township of North
Middlesex County, New Jersey

NEW JERSEY TRANSIT CORPORATION

By: 
Steven H. Santoro, Assistant Executive Director

Date: 9/1/15

APPROVED AS TO FORM ONLY:

John J. Hoffman
Acting Attorney General of New Jersey
By: 
Deputy Attorney General

Date: 8/27/15


APPROVAL AND SIGNATURE PAGE FOR PROGRAMMATIC AGREEMENT

Among

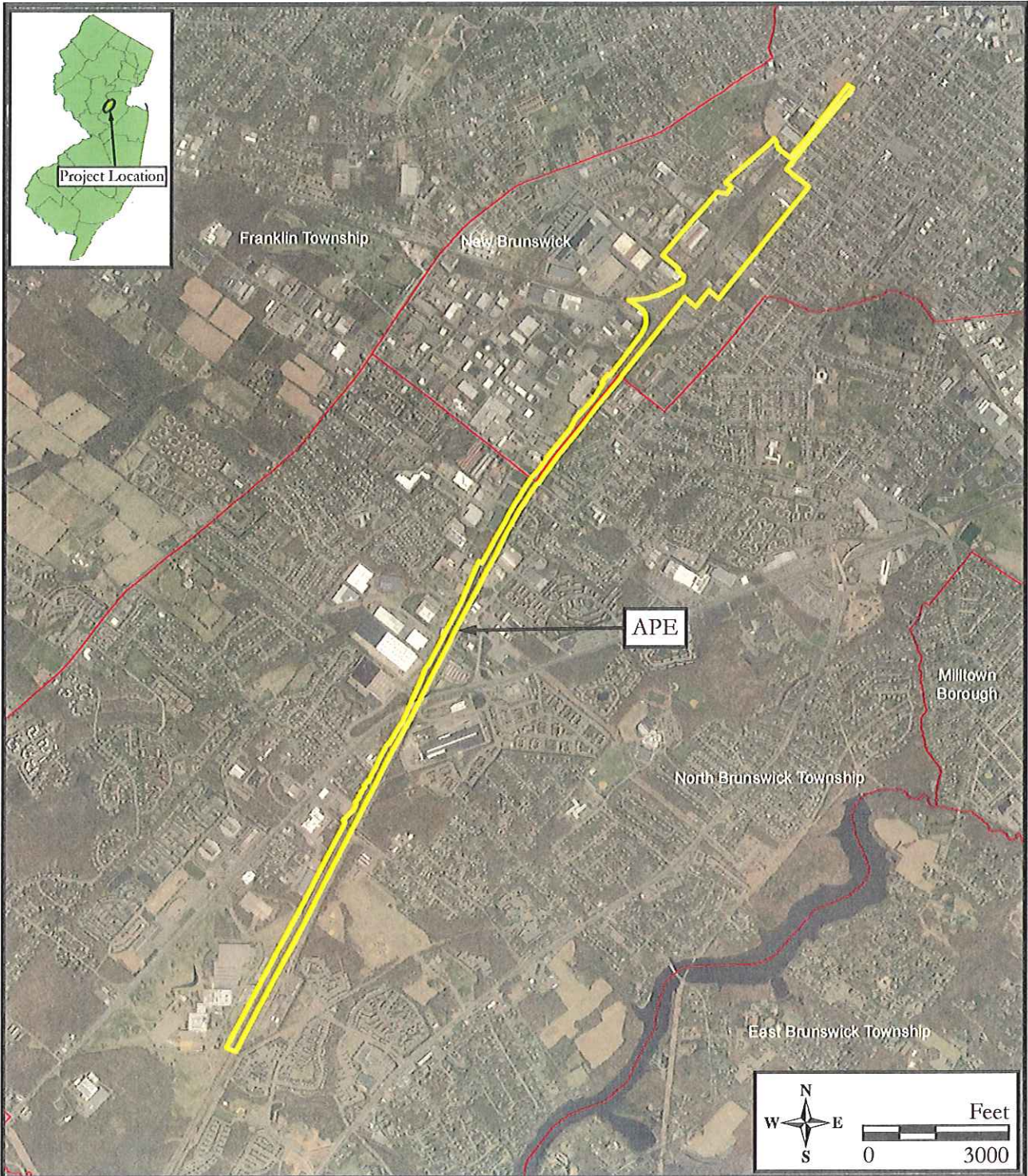
**Federal Transit Administration (FTA)
New Jersey Transit Corporation (NJ TRANSIT)
New Jersey State Historic Preservation Officer (NJ SHPO)**

**Regarding the
New Jersey Transit Delco Lead/County Yard Safe Haven Storage and Service and
Inspection Facility Project
City of New Brunswick and Township of North
Middlesex County, New Jersey**

NEW JERSEY STATE HISTORIC PRESERVATION OFFICE

By: 
Daniel S. Saunders, Deputy State Historic Preservation Officer

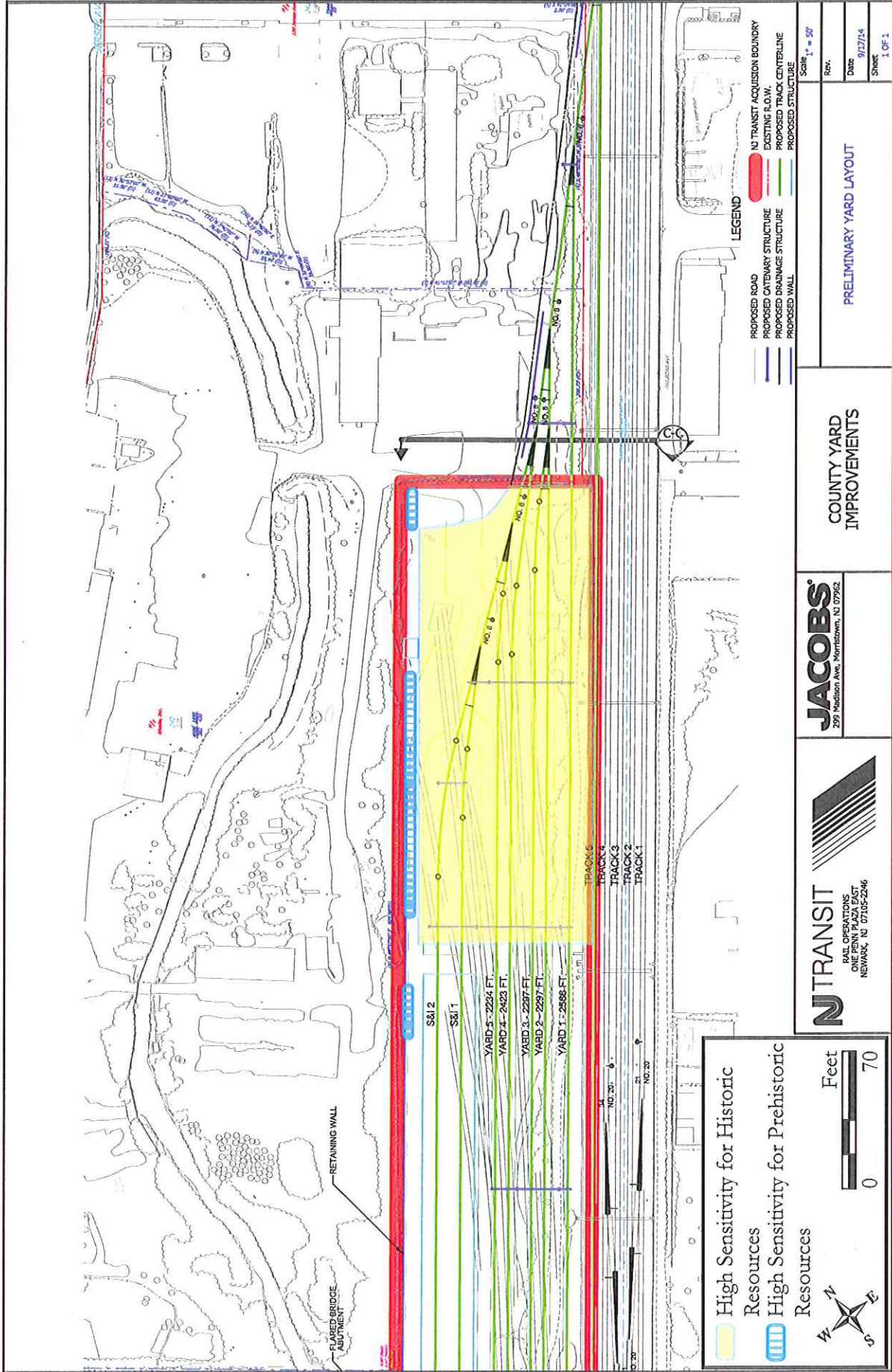
Date: 8/4/15



Attachment 1: Area of potential effect (APE) map, NJ TRANSIT County Yard/Delco Lead Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey.



CULTURAL RESOURCE CONSULTANTS



Attachment 2: Prehistoric and historic archaeology sensitivity map, NJ TRANSIT County Yard/Delco Lead Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey.



Attachment 3: County Interlocking Tower, NJ TRANSIT County Yard/Delco Lead Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey.



Attachment 4: Mile Run Culvert (Culvert 32.61), NJ TRANSIT County Yard/Delco Lead Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey.



Attachment 5: Stone Retain Wall, Mile Run Yard, NJ TRANSIT County Yard/Delco Lead Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey.

Attachment 2: Section 106 Consultation Correspondence

APPENDIX D: RECORD OF PUBLIC CONSULTATION

Agencies and individuals with an identified interest in archaeology, history or historic preservation were contacted as part of this work. Information was requested regarding opinions as to the significance of properties within the APE, project compatibility/incompatibility with existing history resources, project effect(s) on eligible resources, and other thoughts and concerns relevant to the review process for the project. As a result, the following persons and/or organizations were contacted requesting information on and possible impacts to historic resources.

Identified Local Historic Preservation Groups/Local Individuals with an Identified Interest in Preservation:

Anna Aschkenes
Executive Director
Middlesex County Cultural and Heritage Commission
703 Jersey Avenue
New Brunswick, NJ 08901-3605
Contact letter mailed April 8, 2014
Response: None to date

Dr. Robert J. Belvin, Ph.D., President
New Brunswick Historical Society
60 Livingston Avenue
New Brunswick, NJ 08901
Contact letter mailed April 8, 2014
Response: Response provided on April 11, 2014. See attached.

Michael Hritz
North Brunswick Historical Society
P.O. Box 7140
North Brunswick, NJ 08902
Contact letter mailed April 8, 2014
Response: None to date

Alan B. Buchan President
Pennsylvania Railroad Technical and Historical Society
785 Cornwallis Drive
Mt. Laurel, NJ 08054-3209
Contact letter mailed April 8, 2014
Response: None to date

K.C. Smith
United Railroad Historical Society of New Jersey
36 Banstead Way
Jackson, NJ 08527-4495
Contact letter mailed April 8, 2014
Response: None to date

Michael Del Vecchio
President
Tri-State Railroad Historical Society
P.O. Box 1217
Morristown, NJ 07962-1217
John E. Barth

North Jersey Chapter National Railroad Historical Society
54 Poplar Street
Closter, NJ 07624-1036
Contact letter mailed April 8, 2014
Response: None to date

John Kilbride, President
Camden & Amboy Railroad Historical Group
W-11 Avon Drive East
East Windsor, NJ 08520-5647
Contact letter mailed April 8, 2014
Response: None to date

Jim Mackin, President
Roebing Chapter
Society for Industrial Archeology
370 Riverside Drive, Apt. 2B
New York, NY 10025
Contact letter mailed April 8, 2014
Response: None to date

Dr. Gregory D. Lattanzi, President
Archaeological Society of New Jersey
c/o New Jersey State Museum
Bureau of Archaeology & Ethnography
205 West State Street
PO Box 530
Trenton NJ 08625-0530
Contact letter mailed April 8, 2014
Response: None to date



State of New Jersey

MAIL CODE 501-04B

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

HISTORIC PRESERVATION OFFICE

P.O. Box 420

Trenton, NJ 08625-0420

TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

BOB MARTIN
Commissioner

KIM GUADAGNO
Lt. Governor

March 17, 2014

Dara Callender, P.E.
Supervising Compliance Specialist
Environmental Services Unit
NJ Transit
One Penn Plaza East
Newark, NJ 07105-2246

Dear Ms. Callender:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR 800: Protection of Historic Properties, as published in the Federal Register on December 12, 2000 (65 FR 77698-77739) and amended on July 6, 2004 (FR 40544-40555), I am providing Initial Consultation Comments for the following proposed project:

**City of New Brunswick and Township of North Brunswick
Middlesex County
County Yard/Delco Lead Emergency Train Storage and Service and
Inspection Facility Project
NJ Transit
Federal Transit Administration (FTA)**

The proposed project has three components:

1. Acquisition of a permanent lease from the National Railroad Passenger Corporation (Amtrak) for the County Yard (a.k.a. Mile Run Yard) facility.
2. Expansion and improvements to yard and lead tracks to provide storm resiliency through increased train storage capacity, and
3. Repairs and upgrades to existing service track (Delco Lead) to facilitate train movements.

Yard improvements include a proposed five-track electrified train storage yard, a two-track enclosed service and inspection facility, a 50' high Yardmaster tower, new crew facilities and associated catenary structures, signal systems, lighting, drainage, retaining walls, parking facilities and related infrastructure improvements. The proposed upgrades consist of clearing vegetation, grading, re-tracking, retaining walls, culverts, transformer pads, catenary structures, and new signal boxes/bungalows. A second track may be added to the Lead. I note that there are proposed improvements to the adjacent Jersey Avenue Passenger Station that are separate and unrelated to the project described above, but which will require planning coordination.

800.3 Initiation of the Section 106 Process

I agree that the New Jersey Historic Preservation Office (HPO), NJ Transit, National Railroad Passenger Corporation (Amtrak), Consolidated Rail Corporation, Middlesex County, City of New Brunswick, Township of North Brunswick, the Delaware Nation, the Delaware Tribe, the Eastern Shawnee Tribe of Oklahoma and the Shawnee Tribe, are the appropriate parties for the initiation of consultation. Public involvement activities may identify additional consulting parties and resource organizations. As described in the submitted materials, the Public Involvement Plan for the proposed project consists of contacting consulting parties and interested parties via letter including the project description, location map and preliminary information regarding historic properties within the project's Area of Potential Effects (APE). Subsequent cultural resources documentation will be provided to the consulting and interested parties. In the event of an Adverse Effect determination, the consulting and interested parties will be consulted and comments on a draft memorandum of Agreement (MOA) will be solicited. The HPO agrees with the public involvement plan.

800.4 Identification of Historic Properties

I agree with the Area of Potential Effects (APE) for architectural history as delineated on the submitted maps. The proposed APE appears to include all the properties that would be physically or visually impacted by the proposed project. While the submitted documentation states that the final limits of disturbance has not been fully developed as project plans are still in the early design phase, the HPO concurs with the APE Archaeology as currently defined. The HPO looks forward to being provided the opportunity to comment on all areas of ground disturbance once plans are fully developed as part of the undertaking.

I also agree that the Middlesex County Cultural and Heritage Commission, the New Brunswick Historical Society, the North Brunswick Historical Society, the Pennsylvania Railroad Technical and Historical Society, the United Railroad Historical Society, the Tri-State Railroad Historical Society, the North Jersey Chapter National Railroad Historical Society, the Camden & Amboy Railroad Historical Group, the Roebling Chapter Society for Industrial Archaeology, and the Archaeological Society of New Jersey, are organizations with a potential interest in and knowledge of historic properties and would be considered information resources for the pending cultural resources evaluation.

The HPO looks forward to continued consultation on the above project. If you have any questions regarding historic architecture, please contact Patty Chrisman of my staff at (609) 984-0850 or at Patty.Chrisman@dep.state.nj.us. For questions regarding archaeology, please contact Vincent Maresca at (609) 633-2395 or at Vincent.Maresca@dep.state.nj.us. Please refer to project number 14-1846 in any future emails, telephone calls or written correspondence in order to expedite our review and response.

Sincerely,

Handwritten signature of Daniel D. Saunders in black ink, with a blue initials 'Km' to the right.

Daniel D. Saunders
Deputy State Historic Preservation Officer

C: Anthony Carr, FTA



State of New Jersey

MAIL CODE 501-04B

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

HISTORIC PRESERVATION OFFICE

P.O. Box 420

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CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

September 10, 2014

Dara Callender, P.E.
Supervising Compliance Specialist
Environmental Services Unit
NJ Transit
One Penn Plaza East
Newark, NJ 07105-2246

Dear Ms. Callender:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR 800: Protection of Historic Properties, as published in the Federal Register on December 12, 2000 (65 FR 77698-77739) and amended on July 6, 2004 (FR 40544-40555), I am providing Continuing Consultation Comments for the following proposed project:

**City of New Brunswick and Township of North Brunswick
Middlesex County
County Yard/Delco Lead Emergency Train Storage and Service and
Inspection Facility Project
NJ Transit
Federal Transit Administration (FTA)**

SUMMARY: Through this review, two (2) **previously identified** historic properties were located within the project's Area of Potential Effects (APE). Five (5) newly identified historic properties were found to be contributing resources to the Pennsylvania Railroad (New York to Philadelphia) Historic District. Through this review, the boundaries of the Camden & Amboy Railroad Branch Line Historic District have been clarified.

The proposed project consists of the rehabilitation and upgrade of the Delco Lead, an existing track on the Northeast Corridor, and the construction of a new service and inspection facility, as well as emergency train storage, at the County Yard. Improvements include a proposed five-track electrified train storage yard, a two-track enclosed service and inspection facility, a 50' high Yardmaster tower, new crew facilities and associated catenary structures, signal systems, lighting, drainage, retaining walls, parking facilities and related infrastructure improvements. The proposed upgrades consist of clearing vegetation,

grading, re-tracking, retaining walls, culverts, transformer pads, catenary structures, and new signal boxes/bungalows. A second track may be added to the Lead. I note that there are proposed improvements to the adjacent Jersey Avenue passenger Station that are separate and unrelated to the project described above, but which will require planning coordination.

This letter is in response to your submission of:

*Phase 1A Archaeological Survey and Historic Architectural Resources Background Study
(HARBS)/Effects Assessment Report
NJ Transit County Yard/Delco Lead Emergency Train Storage and Inspection Facility Project
City of New Brunswick and Township of North Brunswick, New Jersey*

*Prepared for:
BEM Systems, Inc.
By
RGA Cultural Resource Consultants
July 2014*

800.4 Identification of Historic Properties

Historic Architecture

I concur with the findings of the submitted HARBS that the following previously identified historic properties are located within the project's APE:

- **Pennsylvania Railroad (PRR) (New York to Philadelphia) Historic District (PRRHD)** (SHPO 3/3/2003)
- **Camden & Amboy Railroad Branch Line Historic District (C&ARRHD)** (SHPO 5/21/1991)

I also concur with the findings of the submitted HARBS that the following newly identified resources contribute to the significance of the PRRHD:

- Pennsylvania Railroad Delco Lead, City of New Brunswick and North Brunswick Township, Middlesex County
- Pennsylvania Railroad Culvert 32.61 over Mile Run, City of New Brunswick, Middlesex County
- Pennsylvania Railroad Stone Retaining walls, City of New Brunswick, Middlesex County

I respectfully disagree with the recommendations of the submitted HARBS and find that the following resources contribute to the significance of the PRRHD:

- Pennsylvania Railroad County Interlocking Tower, City of New Brunswick, Middlesex County
- Pennsylvania Railroad Mile Run Yard (a.k.a. County Yard), City of New Brunswick, Middlesex County (also contributes to the C&ARRHD)

The PRR County Interlocking Tower was constructed during the period of significance of the PRRHD (1863-1963) and retains sufficient integrity to convey its associations with the railroad and continues to function for railroad purposes. Based on a Historic Building Report on the County Interlocking Tower by John Bowie Associates (prepared for the National Railroad Passenger Corporation

Amtrak), the existing building consists of remnants of the earlier 1900 brick building. Following a 1951 derailment of a freight train which crashed into the County Interlocking Tower, the building was repaired with concrete block infill and a scored stucco exterior. The PRR Mile Run Yard (County Yard) dates to the period of the C&ARR, and continued in use through the period of significance for the PRRHD. It retains integrity of location and setting and continues to function for rail purposes, and despite the loss of railroad maintenance facilities and most track, the Mile Run Yard does convey the essence of a rail yard.

Archaeology

I concur with the report findings that the archaeological APE contains a high sensitivity for containing archaeological remains of the circa 1840s Camden & Amboy Railroad turntable and engine house (Figure 4.1d).

The Historic Preservation Office (HPO) looks forward to additional consultation once more detailed plans are developed to understand if any deep ground disturbing project activities are necessary within the area of archaeological sensitivities (Figure 4.1d) and the need for any program of Phase 1 archaeological survey (backhoe trenching) or other methods of survey as appropriate to identify the presence or absence of archaeological properties within the APE.

Additional Comments

The Consultant has made a case for not delineating the Camden & Amboy Railroad Historic District (C&ARRHD), or to include resources related to the district, in the submitted report, as the corridor today strongly reflects the PRR, and because as currently defined, the boundary of the C&ARRHD extends north only to a point 3.5 miles south of New Brunswick. It is the opinion of the HPO that the boundary of the Camden & Amboy Railroad Branch Line Historic District should be extended north along the corridor as far as the Raritan River in New Brunswick consistent with the 1839 extension of the C&A Branch Line to New Brunswick. The HPO requests that the C&ARRHD and any related resources be identified in a revised HARBS to be submitted to this office.

I note that the project elements are currently in the conceptual phase and that plans are not advanced to the point where effects can be assessed. The HPO looks forward to documentation including a final effects assessment on historic properties as the project advances.

Thank you for the opportunity to review the submitted HARBS. The sections providing historic context are particularly clear and well written. The HPO looks forward to receiving a revised HARBS and final effects assessment, which will be a welcome addition to the HPO library. The HPO looks forward to continued consultation on the above project. If you have any questions regarding historic architecture, please contact Patty Chrisman of my staff at (609) 984-0850 or at Patty.Chrisman@dep.nj.gov. For questions regarding archaeology, please contact Vincent Maresca at (609) 633-2395 or at Vincent.Maresca@dep.nj.gov. Please refer to project number 14-1846 in any future emails, telephone calls or written correspondence in order to expedite our review and response.

Sincerely,



Daniel D. Saunders
Deputy State Historic preservation Officer

Marked on _____?



U.S. Department
Of Transportation
Federal Transit
Administration

Region II
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

August 27, 2014

Kim Jumper
Tribal Historic Preservation Officer
Shawnee Tribe
29 South Highway 69A
Miami, OK 74355

RE: Phase IA Archaeological Survey and Historic Architectural Resources Background
Survey/Effects Assessment:
NJ TRANSIT County Yard/Delco Lead Emergency Train Storage and Service and Inspection Facility
Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey

Dear Ms. Jumper:

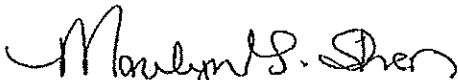
New Jersey Transit (NJ TRANSIT) has applied for federal funds to help fund acquisition of the existing County Yard rail yard and to rehabilitate and upgrade an existing service track called the Delco Lead on the Northeast Corridor in New Jersey. This project is intended to provide emergency train storage and service and inspection facilities. In advance of the proposed improvements, Richard Grubb & Associates, Inc. has prepared the enclosed cultural resources report, entitled *Phase IA Archaeological Survey and Historic Architectural Resources Background Survey (HARBS)/Effects Assessment Report, NJ TRANSIT County Yard/Delco Lead Emergency Train Storage and Service and Inspection Facility Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey (HPO Project Number: 14-1846)* to comply with Section 106 of the National Historic Preservation Act, as amended.

The Area of Potential Effects (APE) includes two previously identified historic properties eligible for listing in the National Register of Historic Places (NR): the Pennsylvania Railroad (New York to Philadelphia) Historic District [PRRHD] and the Camden and Amboy Railroad Branch Line Historic District. The HARBS examined 18 architectural resources over 50 years of age inside the APE; none met the criteria for individual eligibility for listing in the NR. Three PRR-related resources – the Delco Lead, the culvert at MP 32.61, and the stone retaining walls - are recommended as contributing elements to the NR-eligible PRRHD. The Phase IA archaeological survey concluded that the APE has low sensitivity for the potential to contain significant prehistoric archaeological resources. One area has high sensitivity for the potential to contain historic archaeological deposits associated with the PRRHD, including an 1845 engine house and turntable, and a late nineteenth century round house and turntable. The HARBS concluded that the proposed improvements would have no adverse effect on architectural historic properties on the conditions that the project design apply the Secretary of the Interior's Standards for the Treatment of Historic Properties and use context sensitive design treatments consistent with the PRRHD, and the New Jersey State Historic Preservation Office (NJSHPO) be afforded an opportunity to review and comment on final design plans as they may affect the PRRHD. Avoidance of impacts is recommended in the area of high historic archaeological

sensitivity and, if avoidance is not feasible, archaeological monitoring pursuant to a plan approved by the NJSHPD is recommended to be undertaken during construction.

The enclosed copy of the report is for your review and file. A paper copy of the report is also available upon request. If you are aware of any religious or culturally significant archaeological sites that may be affected by the project, or have any information regarding the project area, please respond within 30 days of the receipt of this letter. Should you have any questions or require additional information feel free to contact Daniel Moser, FTA Community Planner, at (212) 668-2326 or by email at daniel.moser@dot.gov.

Thank you,



Marilyn G. Shazor
Regional Administrator
Federal Transit Administration Region II

Enclosures

cc: Dara Callender, NJ TRANSIT (w/o attachments)
Daniel Saunders, NJDEP-HPO (w/o attachments)



U.S. Department
Of Transportation
Federal Transit
Administration

Region II
New York
New Jersey

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New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

August 27, 2014

Rebecca Hawkins
Archaeologist
Eastern Shawnee Tribe of Oklahoma
70500 East 128 Road
Wyandotte, OK 74370

RE: Phase IA Archaeological Survey and Historic Architectural Resources Background Survey/Effects Assessment:
NJ TRANSIT County Yard/Delco Lead Emergency Train Storage and Service and Inspection Facility Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey

Dear Ms. Hawkins:

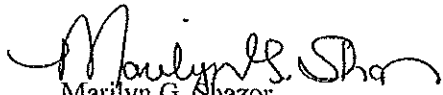
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sensitivity and, if avoidance is not feasible, archaeological monitoring pursuant to a plan approved by the NJSHPO is recommended to be undertaken during construction.

The enclosed copy of the report is for your review and file. A paper copy of the report is also available upon request. If you are aware of any religious or culturally significant archaeological sites that may be affected by the project, or have any information regarding the project area, please respond within 30 days of the receipt of this letter. Should you have any questions or require additional information feel free to contact Daniel Moser, FTA Community Planner, at (212) 668-2326 or by email at daniel.moser@dot.gov.

Thank you,



Marilyn G. Shazor
Regional Administrator
Federal Transit Administration Region II

Enclosures

cc: Dara Callender, NJ TRANSIT (w/o attachments)
Daniel Saunders, NJDEP-HPO (w/o attachments)



U.S. Department
Of Transportation
Federal Transit
Administration

Region II
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

August 27, 2014

Brice Obermeyer
Delaware Tribe Historic Preservation Office
1200 Commercial Street, Roosevelt Hall, Rm 212
Emporia State University
Emporia, KS 66801

RE: Phase IA Archaeological Survey and Historic Architectural Resources Background
Survey/Effects Assessment:
NJ TRANSIT County Yard/Delco Lead Emergency Train Storage and Service and Inspection Facility
Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey

Dear Mr. Obermeyer:

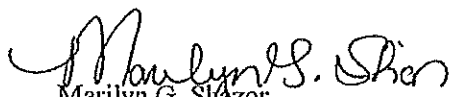
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The enclosed copy of the report is for your review and file. A paper copy of the report is also available upon request. If you are aware of any religious or culturally significant archaeological sites that may be affected by the project, or have any information regarding the project area, please respond within 30 days of the receipt of this letter. Should you have any questions or require additional information feel free to contact Daniel Moser, FTA Community Planner, at (212) 668-2326 or by email at daniel.moser@dot.gov.

Thank you,



Marilyn G. Sizor
Regional Administrator
Federal Transit Administration Region II

Enclosures

cc: Dara Callender, NJ TRANSIT (w/o attachments)
Daniel Saunders, NJDEP-HPO (w/o attachments)



U.S. Department
Of Transportation
**Federal Transit
Administration**

Region II
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New Jersey

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August 27, 2014

Tamara Francis-Fourkiller, Cultural Preservation Director
Delaware Nation
ATTN: Cultural Preservation Department
31064 State Hwy 281
Anadarko, OK 73005

RE: Phase IA Archaeological Survey and Historic Architectural Resources Background
Survey/Effects Assessment:
NJ TRANSIT County Yard/Delco Lead Emergency Train Storage and Service and Inspection Facility
Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey

Dear Ms. Francis-Fourkiller:

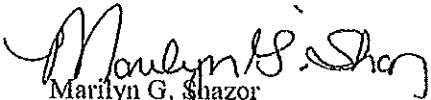
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sensitivity and, if avoidance is not feasible, archaeological monitoring pursuant to a plan approved by the NJSHPO is recommended to be undertaken during construction.

The enclosed copy of the report is for your review and file. A paper copy of the report is also available upon request. If you are aware of any religious or culturally significant archaeological sites that may be affected by the project, or have any information regarding the project area, please respond within 30 days of the receipt of this letter. Should you have any questions or require additional information feel free to contact Daniel Moser, FTA Community Planner, at (212) 668-2326 or by email at daniel.moser@dot.gov.

Thank you,



Marilyn G. Shazor
Regional Administrator
Federal Transit Administration Region II

Enclosures

cc: Dara Callender, NJ TRANSIT (w/o attachments)
Daniel Saunders, NJDEP-HPO (w/o attachments)



Delaware Tribe Historic Preservation Representatives
Department of Anthropology
Gladfelter Hall
Temple University
1115 W. Polett Walk
Philadelphia, PA 19122
temple@delawaretribe.org

October 6, 2014

U.S. Department of Transportation
Federal Transit Administration
Attn: Daniel Moser
One Bowling Green, Room 429
New York, NY 10004

Re: NJ Transit County Yard/ Delco Lead Emergency Train Storage and Service and Inspection Facility Project

Dear Daniel Moser,

Thank you for notifying the Delaware Tribe of the plans for the above referenced project and providing the Phase IA Archaeology Survey and Historic Architectural Resources Background Survey. Our review indicates that there are no religious or culturally significant sites within the selected project area. We concur with the findings of the Phase IA survey and defer further comment to your office.

We ask that if any archaeological remains (artifacts, subsurface features, etc.) are discovered during the construction process that construction be halted until an archaeologist can view and assess the finds. Furthermore, we ask that if any human remains are accidentally unearthed during the course of the project that you cease development immediately and inform the Delaware Tribe of Indians of the inadvertent discovery. If you have any questions, feel free to contact this office by phone at (609) 220-1047 or by e-mail at temple@delawaretribe.org.

Sincerely,

A handwritten signature in cursive script that reads "Blair Fink".

Blair Fink
Delaware Tribe Historic Preservation Representatives
Department of Anthropology
Gladfelter Hall
Temple University
1115 W. Polett Walk
Philadelphia, PA 19122



The Delaware Nation
Cultural Preservation Office
P.O. Box 825 - 31064 State Highway 281- Anadarko, OK 73005
Phone: 405/247-2448 – Fax: 405/247-8905

NAGPRA ext. 1403
Section 106 ext. 1181
Museum ext. 1181
Library ext. 1196
Clerk ext. 1182

October 28, 2014

RE: NJ Transit County Yard/Delco Lead Emergency Train Storage and Service and Inspection Facility Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey

Dear Mr. Moser,

The Delaware Nation Cultural Preservation Department received correspondence regarding the above referenced project. Our office is committed to protecting sites important to tribal heritage, culture and religion. Furthermore, the tribe is particularly concerned with archaeological sites that may contain human burials or remains, and associated funerary objects.

As described in your correspondence and upon research of our database(s) and files, we find that the Lenape people occupied this area either prehistorically or historically. However, the location of the project does not endanger cultural or religious sites of interest to the Delaware Nation. Please continue with the project as planned. However, should this project inadvertently uncover an archaeological site or object(s), we request that you halt all construction and ground disturbance activities and immediately contact the appropriate state agencies, as well as our office (within 24 hours).

Please Note the Delaware Nation, the Delaware Tribe of Indians, and the Stockbridge Munsee Band of Mohican Indians are the only Federally Recognized Delaware/Lenape entities in the United States and consultation must be made only with designated staff of these three tribes. We appreciate your cooperation in contacting the Delaware Nation Cultural Preservation Office to conduct proper Section 106 consultation. Should you have any questions regarding this email or future consultation feel free to contact our offices at 405-247-2448 or by email nalligood@delawarenation.com.

Sincerely,

Nekole Alligood
Director



U.S. Department
Of Transportation
Federal Transit
Administration

Region II
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
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December 9, 2014

Tamara Francis-Fourkiller
THPO and Cultural Preservation Director
The Delaware Nation
Cultural Preservation Office
PO Box 825
31064 State Highway 281
Anadarko, OK 73005

RE: Phase IA Archaeological Survey and
Historic Architectural Resources Background Survey (HARBS)/Effects Assessment
NJ TRANSIT County Yard/Delco Lead Emergency Train Storage and
Service and Inspection Facility Project
City of New Brunswick and Township of North Brunswick
Middlesex County, New Jersey
July 28, 2014 [Revised November 14, 2014]
HPO Project # 14-1846

Dear Ms. Francis-Fourkiller:

As you are aware, New Jersey Transit Corporation (NJ TRANSIT), using federal funds, proposes to create emergency train storage on existing service track known as Delco Lead and on County Yard. These parcels are located adjacent to each other along the Northeast rail corridor in both the City of New Brunswick and the Township of North Brunswick, Middlesex County, New Jersey. The proposal also includes construction of train service and inspection facilities on County Yard. Pursuant to Section 106 of the National Historic Preservation Act, as amended, I have enclosed a revised cultural resources report prepared by Richard Grubb & Associates, Inc. (RGA) entitled *Phase IA Archaeological Survey and Historic Architectural Resources Background Survey (HARBS)/Effects Assessment Report, NJ TRANSIT County Yard/Delco Lead Emergency Train Storage and Service and Inspection Facility Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey (HPO Project Number: 14-1846), July 28, 2014 [Revised November 14, 2014]*. The report has been prepared in response to consultation comments issued by the State Historic Preservation Officer (SHPO) on September 10, 2014, and to additional consultation with SHPO staff members on October 1, 2014.

Two previously documented historic properties were identified inside the Area of Potential Effect (APE): the Pennsylvania Railroad (New York to Philadelphia) Historic District (PRRHD) (SHPO Opinion: 3/3/2003) and the Camden and Amboy Railroad Branch Line Historic District

(SHPO Opinion: 5/21/1991).

The Phase IA archaeological survey concluded that most of the APE-Archaeology has been subjected to extensive prior ground disturbance related to the construction of tracks and digging for utilities. Limited portions of the APE-Archaeology where a retaining wall is proposed have a high sensitivity for significant prehistoric archaeological resources. The remainder of the APE-Archaeology has a low sensitivity for prehistoric archaeological resources. The APE-Archaeology has high sensitivity for the potential to contain archaeological deposits associated with an 1845 engine house, a late nineteenth century round house, and a late nineteenth century turntable. Archaeological evidence of these railroad-related structures could include deep foundation remains.

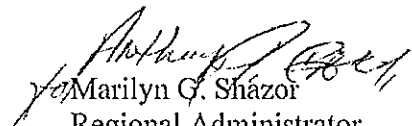
The revised HARBS examined 19 resources over 50 years of age within the APE-Architecture. Thirteen resources did not meet the criteria for eligibility for listing in the National Register of Historic places (NRHP), either individually or as contributing resources. Newly identified contributing resources to the PRRHD include: Mile Run Yard; Delco Lead; Culvert 32.61 over Mile Run; County Interlocking Tower; and a pair of Stone Retaining Walls associated with the railroad's grade separation through New Brunswick. There are no identified resources contributing to the C&ARR Branch Line Historic District.

After consultation with SHPO staff on October 1, 2014, in accordance with 36 CFR 800.6(b)(2)(c) and commensurate with the project's scope and anticipated impacts, RGA recommends that the sponsoring agency and the SHPO execute a Memorandum of Agreement (MOA) outlining procedures to resolve adverse effects to historic properties and to develop methods for further archaeological investigations.

The enclosed CD copy of the report is for your review and file. A paper copy of the report is also available upon request. If you are aware of any religious or culturally significant archaeological sites that may be affected by the project, or have any information regarding the project area, please respond by January 31, 2015.

Should you have any questions or require additional information feel free to contact Daniel Moser at (212) 668-2326 or by email at daniel.moser@dot.gov.

Very truly yours,


Marilyn G. Shazor
Regional Administrator
Federal Transit Administration

Enclosures

cc: Daniel Saunders, NJDEP-HPO (w/o attachments)
Dara Callender, NJ TRANSIT (w/o attachments)



U.S. Department
Of Transportation
Federal Transit
Administration

Region II
New York
New Jersey

One Bowling Green
Room 429
New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

December 9, 2014

Rebecca Hawkins
Archaeologist
Eastern Shawnee Tribe of Oklahoma
70500 East 128 Road
Wyandotte, OK 74370

RE: Phase IA Archaeological Survey and
Historic Architectural Resources Background Survey (HARBS)/Effects Assessment
NJ TRANSIT County Yard/Delco Lead Emergency Train Storage and
Service and Inspection Facility Project
City of New Brunswick and Township of North Brunswick
Middlesex County, New Jersey
July 28, 2014 [Revised November 14, 2014]
HPO Project # 14-1846

Dear Ms. Hawkins:

As you are aware, New Jersey Transit Corporation (NJ TRANSIT), using federal funds, proposes to create emergency train storage on existing service track known as Delco Lead and on County Yard. These parcels are located adjacent to each other along the Northeast rail corridor in both the City of New Brunswick and the Township of North Brunswick, Middlesex County, New Jersey. The proposal also includes construction of train service and inspection facilities on County Yard. Pursuant to Section 106 of the National Historic Preservation Act, as amended, I enclose a revised cultural resources report prepared by Richard Grubb & Associates, Inc. (RGA) entitled *Phase IA Archaeological Survey and Historic Architectural Resources Background Survey (HARBS)/Effects Assessment Report, NJ TRANSIT County Yard/Delco Lead Emergency Train Storage and Service and Inspection Facility Project, City of New Brunswick and Township of North Brunswick, Middlesex County, New Jersey (HPO Project Number: 14-1846), July 28, 2014 [Revised November 14, 2014]*. The report has been prepared in response to consultation comments issued by the State Historic Preservation Officer (SHPO) on September 10, 2014, and to additional consultation with SHPO staff members on October 1, 2014.

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Rebecca Hawkins
December 9, 2014
Page 2

Archaeology has a low sensitivity for prehistoric archaeological resources. The APE-Archaeology has high sensitivity for the potential to contain archaeological deposits associated with an 1845 engine house, a late nineteenth century round house, and a late nineteenth century turntable. Archaeological evidence of these railroad-related structures could include deep foundation remains.

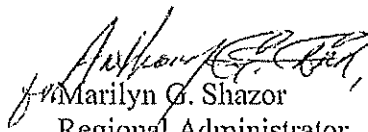
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Very truly yours,


Marilyn G. Shazor
Regional Administrator
Federal Transit Administration

Enclosures

cc: Daniel Saunders, NJDEP-HPO (w/o attachments)
Dara Callender, NJ TRANSIT (w/o attachments)



U.S. Department
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Administration

Region II
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New Jersey

One Bowling Green
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New York, NY 10004-1415
212-668-2170
212-668-2136 (Fax)

December 9, 2014

Brice Obermeyer
Delaware Tribe Historic Preservation Office
1200 Commercial Street, Roosevelt Hall, Rm 212
Emporia State University
Emporia, KS 66801

RE: Phase IA Archaeological Survey and
Historic Architectural Resources Background Survey (HARBS)/Effects Assessment
NJ TRANSIT County Yard/Delco Lead Emergency Train Storage and
Service and Inspection Facility Project
City of New Brunswick and Township of North Brunswick
Middlesex County, New Jersey
July 28, 2014 [Revised November 14, 2014]
HPO Project # 14-1846

Dear Mr. Obermeyer:

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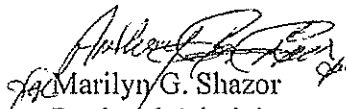
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Very truly yours,


Marilyn G. Shazor
Regional Administrator
Federal Transit Administration

Enclosures

cc: Daniel Saunders, NJDEP-HPO (w/o attachments)
Dara Callender, NJ TRANSIT (w/o attachments)



U.S. Department
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212-668-2136 (Fax)

December 9, 2014

Kim Jumper
Tribal Historic Preservation Officer
Shawnee Tribe of Oklahoma
P. O. Box 189
29 South Highway 69A
Miami, OK 74354

RE: Phase IA Archaeological Survey and
Historic Architectural Resources Background Survey (HARBS)/Effects Assessment
NJ TRANSIT County Yard/Delco Lead Emergency Train Storage and
Service and Inspection Facility Project
City of New Brunswick and Township of North Brunswick
Middlesex County, New Jersey
July 28, 2014 [Revised November 14, 2014]
HPO Project # 14-1846

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Kim Jumper
December 9, 2014
Page 2

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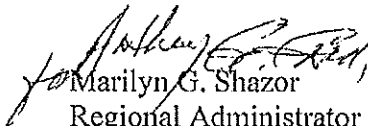
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After consultation with SHPO staff on October 1, 2014, in accordance with 36 CFR 800.6(b)(2)(c) and commensurate with the project's scope and anticipated impacts, RGA recommends that the sponsoring agency and the SHPO execute a Memorandum of Agreement (MOA) outlining procedures to resolve adverse effects to historic properties and to develop methods for further archaeological investigations.

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Very truly yours,


Marilyn G. Shazor
Regional Administrator
Federal Transit Administration

Enclosures

cc: Daniel Saunders, NJDEP-HPO (w/o attachments)
Dara Callender, NJ TRANSIT (w/o attachments)



State of New Jersey

MAIL CODE 501-04B

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES
HISTORIC PRESERVATION OFFICE

P.O. Box 420

Trenton, NJ 08625-0420

TEL. (609) 984-0176 FAX (609) 984-0578

CHRIS CHRISTIE
Governor

BOB MARTIN
Commissioner

KIM GUADAGNO
Lt. Governor

January 14, 2015

Dara Callender, P.E.
Supervising Compliance Specialist
Environmental Services Unit
NJ Transit
One Penn Plaza East
Newark, NJ 07105-2246

Dear Ms. Callender:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR 800: Protection of Historic Properties, as published in the Federal Register on December 12, 2000 (65 FR 77698-77739) and amended on July 6, 2004 (FR 40544-40555), I am providing Continuing Consultation Comments for the following proposed project:

**City of New Brunswick and Township of North Brunswick
Middlesex County
County Yard/Delco Lead Emergency Trains Storage and Service and
Inspection Facility Project
NJ Transit
Federal Transit Administration (FTA)**

SUMMARY: In this revised SHPO Opinion, the period of significance for the Pennsylvania Railroad (New York to Philadelphia) Railroad Historic District (PRRHD) (SHPO 3/3/2003) has been extended to 1835, to reflect the construction of the New Jersey Railroad (NJRR) segment of the corridor. The period of significance, areas of significance and the boundaries of the Camden & Amboy (C&ARR) Railroad Branch Line Historic District (SHPO 5/21/1991) have been extended and further clarified.

The proposed project includes several components: 1. Acquisition of a permanent lease from the National Railroad Passenger Corporation (AMTRAK) for the County Yard (Mile Run Yard) facility; 2. Expansion of the yard and facilities to provide "safe haven" storage capacity in the event of significant storms; and, 3. An existing service track (the Delco Lead) will be reconstructed. Specific improvements to the yard include: proposed five-track electrified trains storage; two-track enclosed service and inspection

facility; a 50' high "yardmaster tower;" new crew facilities; and associated catenary, signal, lighting, drainage, retaining walls, parking facilities, etc.

In previous review of this project, the Historic Preservation Office (HPO) was not able to assess effects as the project design was not sufficiently advanced (HPO-I2014-118). While the project design remains schematic, the current submission includes additional project information. NJ Transit proposes the demolition of the County Interlocking Tower, a contributing resource to the Pennsylvania Railroad (New York to Philadelphia) Historic District (PRRHD). Additionally, plans include the alteration, demolition and/or covering of Mile Run Yard with fill, and the construction of new buildings and related infrastructure. The project will have an adverse effect on the PRRHD, the County Interlocking Tower, and the PRR Mile Run Yard.

NJ Transit previously submitted an HARBS/Effects Assessment (July 2014). Following consultation comments the Consultant has revised the report. *The current submitted report supersedes the July 2014 report.*

This letter is in response to your submission of:

*Phase IA Archaeological Survey and Historic Architectural resources Background Study
(HARBS)/Effects Assessment Report
NJ Transit County Yard/Delco Lead Emergency Train Storage and Inspection Facility Project
City of New Brunswick and Township of North Brunswick, New Jersey*

Prepared by:

BEM Systems, Inc.

By

RGA Cultural Resource Consultants

July 2014 (Revised November 14, 2014)

800.4 Identification of Historic Properties

The currently understood period of significance for the PRRHD extends from 1863 to 1963 (with an increase annually, maintaining the 50 year cut-off). The submitted report recommends bringing forward the period of significance for the PRRHD to 1835, to include the date for the construction of the New Jersey Railroad (NJRR) segment of the corridor. In a previous opinion of eligibility for the Camden & Amboy Railroad (C&ARR) Branch Line Historic District, the opinion did not specify areas of significance or a period of significance and the boundaries of the district were vague. The Consultant has recommended that the district is eligible under Criterion A in the areas of transportation, commerce, engineering and industry as "an important early extension of New Jersey's first railroad to form an all-rail route between Philadelphia and New York, thus promoting transportation, trade and industrial development between the two cities..." The district is also significant under Criterion C as an example of early railroad construction, and Criterion D, as likely to yield important archaeological information on early railroad construction and/or operations. The Consultant has recommended a period of significance from 1838 (acquisition of property and construction of the C&ARR Branch Line) to 1880, the date of the final abandonment of the northern section of the right-of-way. The consultant further recommends an extension of the northern boundary of the district to a point on Livingston Avenue, approximately between Block 140.01, Lot 5.02 and Block 140.01, Lot 9 in North Brunswick Township, to reflect the "junction with the historic right-of-way of the NJRR as described in the latter's written survey of 1835." *The HPO concurs with the above recommendations.*

Archaeology

The revised report identified areas of high sensitivity for precontact and historic period archaeological sensitivity within the project's area of potential effects. However, Section 6.0 Conclusions and Recommendations does not provide any assessment of potential project effects within areas of high archaeological sensitivity and/or any recommendations if any additional survey is necessary or appropriate. Please provide a revised report that includes recommendations for areas of high potential for archaeological resources.

800.5 Assessment of Adverse Effects

Once the identification of archaeological resources has been completed, the HPO will be able to provide comments on a finding of effect for the entire project.

Additional Comments

Thank you for the opportunity to review the submitted revised HARBS. The HPO appreciates the research efforts of the Consultant in clarifying the history of the C&ARR Branch Line and the boundaries of the historic district. The HPO looks forward to receiving recommendations for archaeological resources and to the completion of the identification of historic resources. If you have any questions regarding historic architecture, please contact Patty Chrisman of my staff at (609) 984-0850 or at Patty.Chrisman@dep.nj.gov. For questions regarding archaeology, please contact Vincent Maresca at (609) 633-2395 or at Vincent.Maresca@dep.nj.gov. Please refer to project number 14-1846 in any future emails, telephone calls or written correspondence in order to expedite our review and response.

Sincerely,



Daniel D. Saunders

Deputy State Historic Preservation Officer

C: Anthony Carr, FTA
Philip A. Hayden, RGA



Preserving America's Heritage

July 06, 2015

Ms. Nancy Danzig
Director of Planning and Program Development
Federal Transit Administration- Region II
One Bowling Green, Room 429
New York, NY 10004-1415

Ref: *Proposed New Jersey Transit Delco Lead/County Yard Safe Haven Storage and Service and Inspection Facility Project in the City of New Brunswick, Township of North Brunswick, Middlesex County, New Jersey*

Dear Ms. Danzig:

The Advisory Council on Historic Preservation (ACHP) has received your notification and supporting documentation regarding the adverse effects of the referenced undertaking on a property or properties listed or eligible for listing in the National Register of Historic Places. Based upon the information you provided, we have concluded that Appendix A, *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, of our regulations, "Protection of Historic Properties" (36 CFR Part 800), does not apply to this undertaking. Accordingly, we do not believe that our participation in the consultation to resolve adverse effects is needed. However, if we receive a request for participation from the State Historic Preservation Officer (SHPO), Tribal Historic Preservation Officer, affected Indian tribe, a consulting party, or other party, we may reconsider this decision. Additionally, should circumstances change, and you determine that our participation is needed to conclude the consultation process, please notify us.

Pursuant to 36 CFR §800.6(b)(1)(iv), you will need to file the final Programmatic Agreement (PA), developed in consultation with the New Jersey State Historic Preservation Office's (SHPO's) and any other consulting parties, and related documentation with the ACHP at the conclusion of the consultation process. The filing of the PA and supporting documentation with the ACHP is required in order to complete the requirements of Section 106 of the National Historic Preservation Act.

Thank you for providing us with your notification of adverse effect. If you have any questions or require further assistance, please contact Christopher Wilson at 202 517-0229 or via e-mail at cwilson@achp.gov.

Sincerely,

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION

401 F Street NW, Suite 308 • Washington, DC 20001-2637
Phone: 202-517-0200 • Fax: 202-517-6381 • achp@achp.gov • www.achp.gov

Appendix B: Noise and Vibration Impact Assessment

Attachment 1: Noise Impact Assessment Calculations

Attachment 2: Construction Noise and Vibration Assessment

Attachment 1: Noise Impact Assessment Calculations

Project: **NJ Transit - Delco Lead/S&I Facility**

Receiver Parameters	
Receiver:	R1 - Joyce Kilmer Ave WD
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	63 dBA

Noise Source Parameters	
Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Daytime hrs	Avg. Number of Trains/hr	2
		0
Nighttime hrs	Avg. Number of Trains/hr	2
		0
Distance	Distance from Source to Receiver (ft)	837
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	63 dBA
Total Project Ldn:	48 dBA
Total Noise Exposure:	63 dBA
Increase:	0 dB
Impact?:	None

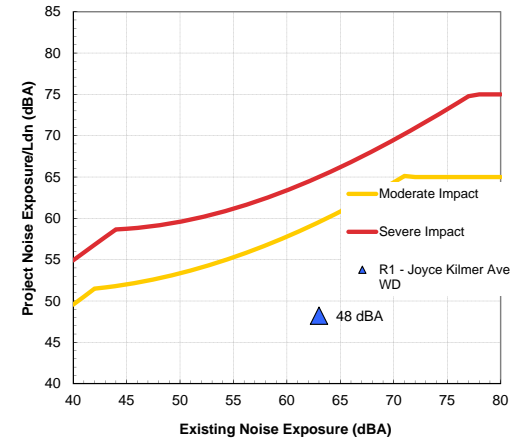
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	295 ft
Dist to Sev. Impact Contour (Source 1):	178 ft

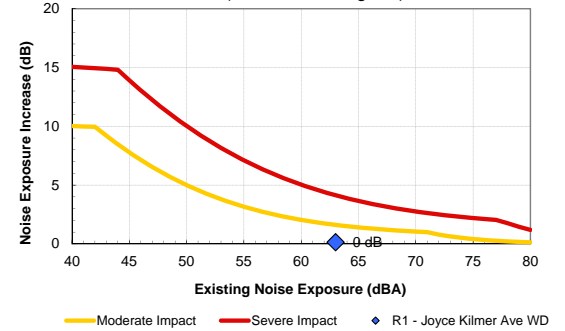
Source 1 Results

Leq(day):	41.8 dBA
Leq(night):	41.8 dBA
Ldn:	48.2 dBA

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Project: NJ Transit - Delco Lead/S&I Facility

Receiver Parameters	
Receiver:	R1 - Joyce Kilmer Ave WE
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	62 dBA

Noise Source Parameters	
Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Daytime hrs	Avg. Number of Trains/hr	2
		0
Nighttime hrs	Avg. Number of Trains/hr	2
		0
Distance	Distance from Source to Receiver (ft)	837
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	62 dBA
Total Project Ldn:	48 dBA
Total Noise Exposure:	62 dBA
Increase:	0 dB
Impact?:	None

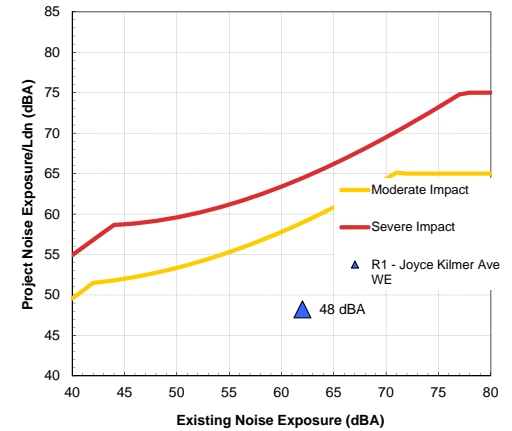
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	312 ft
Dist to Sev. Impact Contour (Source 1):	188 ft

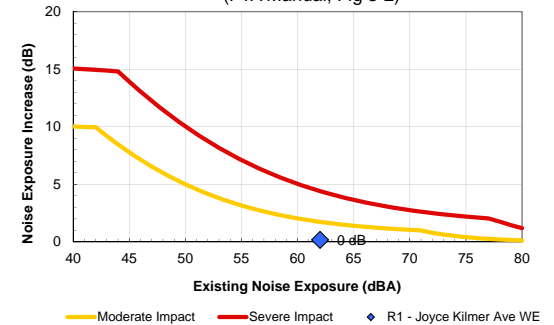
Source 1 Results

Leq(day):	41.8 dBA
Leq(night):	41.8 dBA
Ldn:	48.2 dBA

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Project: NJ Transit - Delco Lead/S&I Facility

Receiver Parameters	
Receiver:	R2 - Railroad Ave WD
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	63 dBA

Noise Source Parameters	
Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Daytime hrs	Avg. Number of Trains/hr	2
		0
Nighttime hrs	Avg. Number of Trains/hr	2
		0
Distance	Distance from Source to Receiver (ft)	541
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	63 dBA
Total Project Ldn:	53 dBA
Total Noise Exposure:	63 dBA
Increase:	0 dB
Impact?:	None

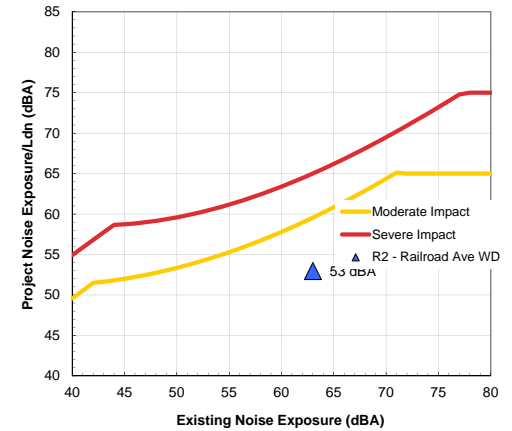
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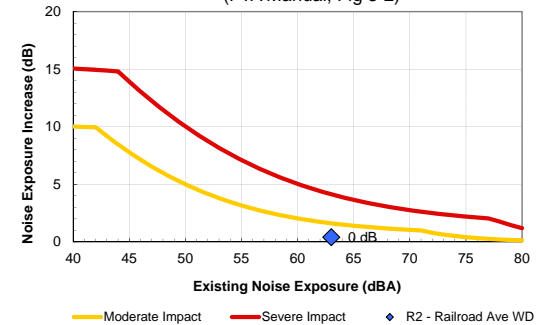
Source 1 Results

Leq(day):	46.5 dBA
Leq(night):	46.5 dBA
Ldn:	53.0 dBA

Noise Impact Criteria
 (FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
 (FTA Manual, Fig 3-2)



Project: NJ Transit - Delco Lead/S&I Facility

Receiver Parameters	
Receiver:	R2 - Railroad Ave WE
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	61 dBA

Noise Source Parameters	
Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Daytime hrs	Avg. Number of Trains/hr	2
		0
Nighttime hrs	Avg. Number of Trains/hr	2
		0
Distance	Distance from Source to Receiver (ft)	541
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	61 dBA
Total Project Ldn:	53 dBA
Total Noise Exposure:	62 dBA
Increase:	1 dB
Impact?:	None

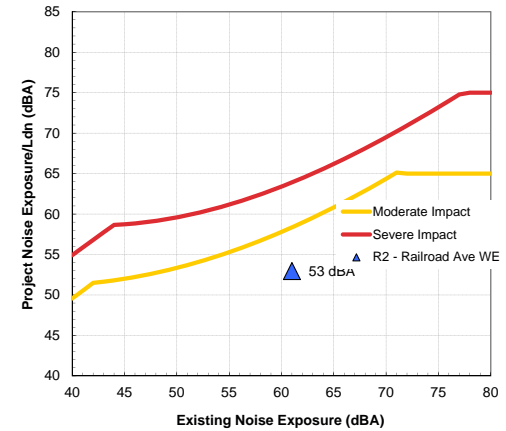
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	329 ft
Dist to Sev. Impact Contour (Source 1):	197 ft

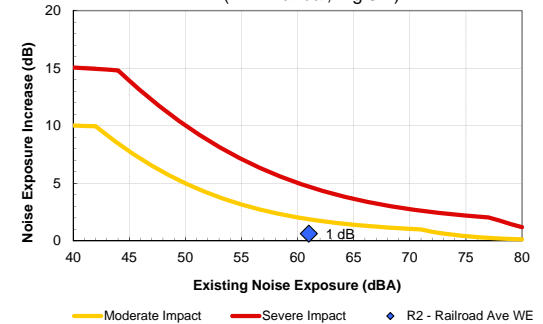
Source 1 Results

Leq(day):	46.5 dBA
Leq(night):	46.5 dBA
Ldn:	53.0 dBA

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Project: NJ Transit - Delco Lead/S&I Facility
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Receiver Parameters	
Receiver:	R3 - Jersey Ave WD/WE
Land Use Category:	2. Residential
Existing Noise (Measured or Generic Value):	70 dBA

Noise Source Parameters	
Number of Noise Sources:	2

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Daytime hrs	Avg. Number of Trains/hr	2
		0
Nighttime hrs	Avg. Number of Trains/hr	2
		0
Distance	Distance from Source to Receiver (ft)	534
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Noise Source Parameters		Source 2
	Source Type:	Highway/Transit
	Specific Source:	Automobiles and Vans
Daytime hrs	Speed (mph)	40
	Avg. Number of Events/hr	12
Nighttime hrs	Speed (mph)	40
	Avg. Number of Events/hr	22
Distance	Distance from Source to Receiver (ft)	30
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Ldn:	70 dBA
Total Project Ldn:	59 dBA
Total Noise Exposure:	70 dBA
Increase:	0 dB
Impact?:	None

Distance to Impact Contours

Dist to Mod. Impact Contour (Sources 1+2):	--
Dist to Sev. Impact Contour (Sources 1+2):	--

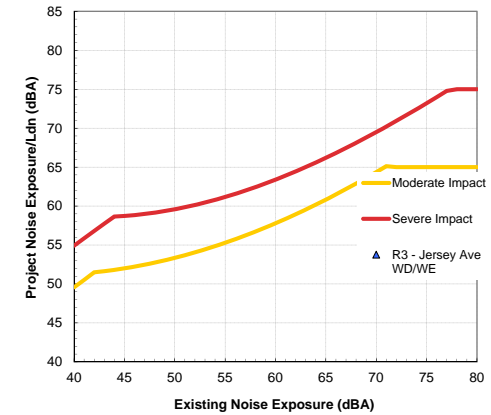
Source 1 Results

Leq(day):	46.7 dBA
Leq(night):	46.7 dBA
Ldn:	53.1 dBA

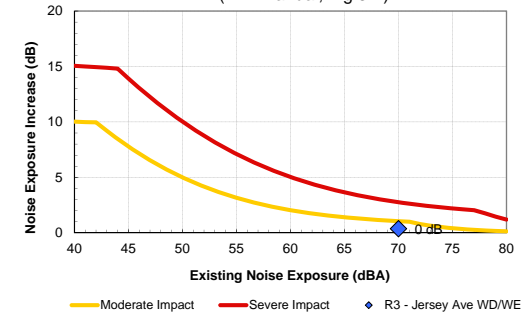
Source 2 Results

Leq(day):	49.6 dBA
Leq(night):	52.2 dBA
Ldn:	58.4 dBA
Incremental Ldn (Src 1-2):	59.5 dBA

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Project: **NJ Transit - Delco Lead/S&I Facility**

Receiver Parameters	
Receiver:	R4 - Greater Bruns CS WD Max
Land Use Category:	3. Institutional
Existing Noise (Measured or Generic Value):	61 dBA

Noise Source Parameters	
Number of Noise Sources:	1

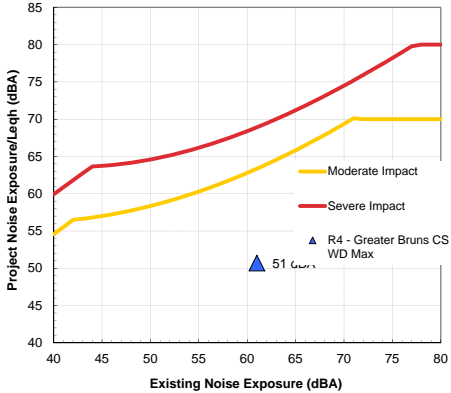
Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Noisiest hr of Activity During Sensitive hrs	Number of Trains/hr	2
		0
Distance	Distance from Source to Receiver (ft)	369
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary	
Existing Leqh:	61 dBA
Total Project Leqh:	51 dBA
Total Noise Exposure:	61 dBA
Increase:	0 dB
Impact?:	None

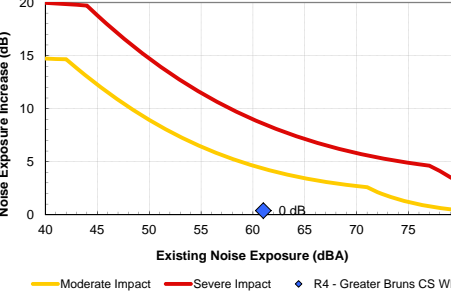
Distance to Impact Contours	
Dist to Mod. Impact Contour (Source 1):	115 ft
Dist to Sev. Impact Contour (Source 1):	69 ft

Source 1 Results	
Leqh:	50.7 dBA

Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Project: NJ Transit - Delco Lead/S&I Facility

Receiver Parameters	
Receiver:	R5 - Youth Sports WD Max
Land Use Category:	3. Institutional
Existing Noise (Measured or Generic Value):	61 dBA

Noise Source Parameters	
Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Noisiest hr of Activity During Sensitive hrs	Number of Trains/hr	2
		0
Distance	Distance from Source to Receiver (ft)	262
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Leq _h :	61 dBA
Total Project Leq _h :	54 dBA
Total Noise Exposure:	62 dBA
Increase:	1 dB
Impact?:	None

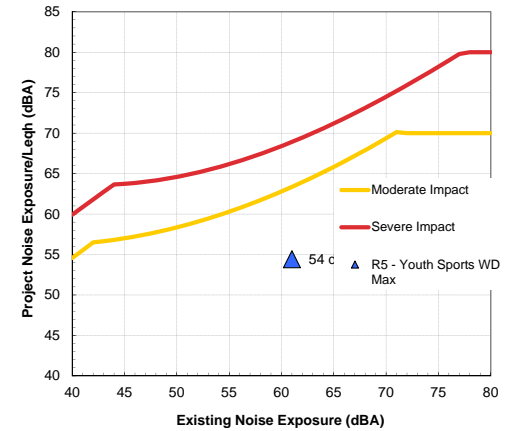
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	115 ft
Dist to Sev. Impact Contour (Source 1):	69 ft

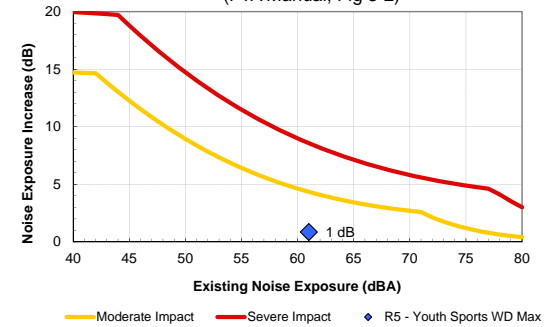
Source 1 Results

Leq _h :	54.4 dBA
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Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Project: NJ Transit - Delco Lead/S&I Facility

Receiver Parameters	
Receiver:	R 5 - Youth Sports WE Max
Land Use Category:	3. Institutional
Existing Noise (Measured or Generic Value):	63 dBA

Noise Source Parameters	
Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Noisiest hr of Activity During Sensitive hrs	Number of Trains/hr	2
		0
Distance	Distance from Source to Receiver (ft)	262
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Leq _h :	63 dBA
Total Project Leq _h :	54 dBA
Total Noise Exposure:	64 dBA
Increase:	1 dB
Impact?:	None

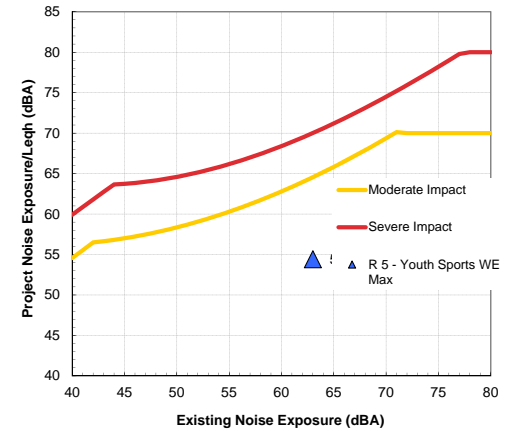
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	103 ft
Dist to Sev. Impact Contour (Source 1):	62 ft

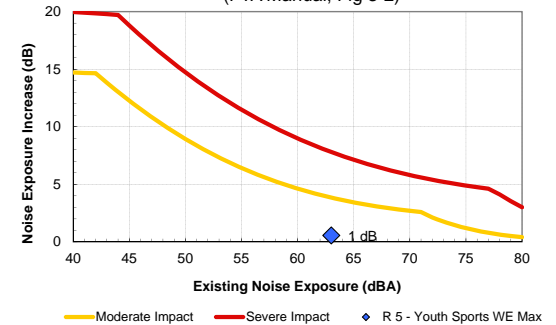
Source 1 Results

Leq _h :	54.4 dBA
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Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Project: NJ Transit - Delco Lead/S&I Facility

Receiver Parameters	
Receiver:	R6 - Children's Center WD Max
Land Use Category:	3. Institutional
Existing Noise (Measured or Generic Value):	61 dBA

Noise Source Parameters	
Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Noisiest hr of Activity During Sensitive hrs	Number of Trains/hr	2
		0
Distance	Distance from Source to Receiver (ft)	262
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Leqh:	61 dBA
Total Project Leqh:	54 dBA
Total Noise Exposure:	62 dBA
Increase:	1 dB
Impact?:	None

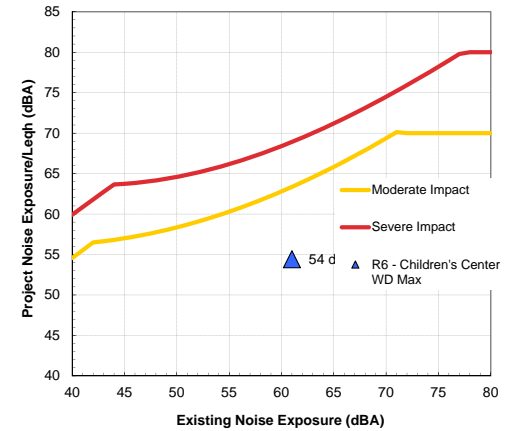
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	115 ft
Dist to Sev. Impact Contour (Source 1):	69 ft

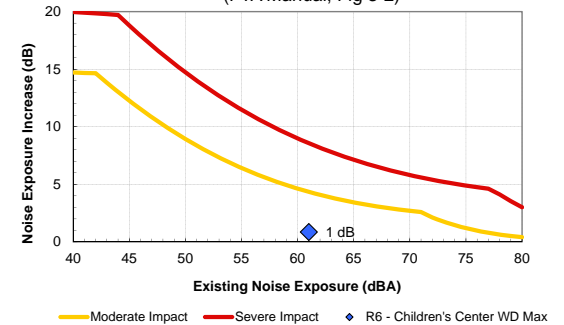
Source 1 Results

Leqh:	54.4 dBA
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Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Project: NJ Transit - Delco Lead/S&I Facility

Receiver Parameters	
Receiver:	R6 - Children's Center WE Max
Land Use Category:	3. Institutional
Existing Noise (Measured or Generic Value):	63 dBA

Noise Source Parameters	
Number of Noise Sources:	1

Noise Source Parameters		Source 1
	Source Type:	Stationary Source
	Specific Source:	Rail Yard & Shops
Noisiest hr of Activity During Sensitive hrs	Number of Trains/hr	2
		0
Distance	Distance from Source to Receiver (ft)	262
	Number of Intervening Rows of Buildings	0
Adjustments	Noise Barrier?	No

Project Results Summary

Existing Leq _h :	63 dBA
Total Project Leq _h :	54 dBA
Total Noise Exposure:	64 dBA
Increase:	1 dB
Impact?:	None

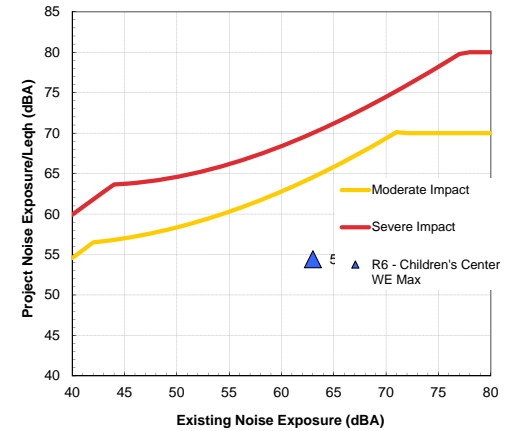
Distance to Impact Contours

Dist to Mod. Impact Contour (Source 1):	103 ft
Dist to Sev. Impact Contour (Source 1):	62 ft

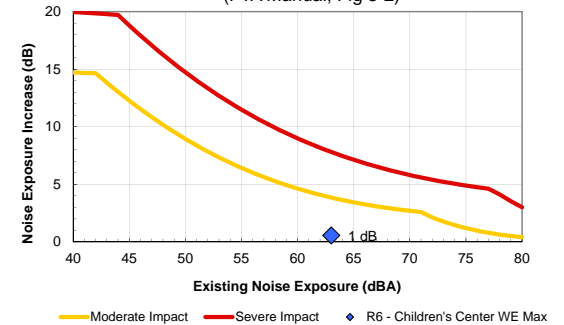
Source 1 Results

Leq _h :	54.4 dBA
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Noise Impact Criteria
(FTA Manual, Fig 3-1)



Increase in Cumulative Noise Levels Allowed
(FTA Manual, Fig 3-2)



Attachment 2: Construction Noise and Vibration Assessment

APPENDIX B

ATTACHMENT 2: CONSTRUCTION NOISE AND VIBRATION

Construction of the proposed Project will be performed in several stages over the course of approximately 3.5 years. Utility relocation will be performed during Stage 1, while retaining wall construction and hauling fill into the site will be necessary during Stage 2. Construction of the S&I Facility and associated new tracks as well as construction of the bridge over Mile Run Culvert will be performed during Stage 3. Construction means and methods, schedule, number of truck deliveries and haul routes are based on preliminary engineering and reasonable assumptions. Heavy operations are anticipated during each stage; therefore, based on FTA guidance, a General Assessment was performed for each of the three main stages of project construction. In order to evaluate the potential for noise and/or vibration impact relative to adjacent sensitive receivers, heavy operations associated with each stage were identified. The three construction stages and activities with the greatest potential to generate noise and/or vibration impacts were evaluated and are described within.

Stage 1 – Utility Relocation (Estimated 8 months duration)

During Stage 1, approximately 800 feet of an existing 36-inch sanitary sewer line will be relocated around the proposed footprint of the S&I Facility building. The 30-foot deep sewer line will require pile driving to install sheeting for a period of approximately 4 months based on preliminary engineering information. Typical sheet driving activities are performed utilizing a vibratory hammer mounted to an excavator, which has the potential to generate both noise and vibration impacts. Therefore, noise and vibration impacts related to Stage 1 were evaluated based on assuming one crew utilizing a vibratory hammer and excavator, simultaneously. The analysis assumes this stage of construction must be completed prior to commencement of Stages 2 and 3.

Stage 2 –Retaining Wall Construction (Estimated 12 months duration)

Approximately 60 trucks per day, each hauling 15 cubic yards of fill, are needed for filling in areas of the proposed Project site. Based on preliminary engineering information, trucking would occur over the course of two, eight-hour work shifts from 6:00 AM – 2:00 PM and 2:00 PM – 10:00 PM, equating to approximately four trucks per hour. The location from which fill material will be obtained is not

currently known, however, trucks would likely utilize Jersey Avenue to access the site. Since all residential receivers are located north of the site entrance, haul routes should be to/from the south. In addition, Stage 2 would most likely require a large backhoe and crane to assemble stacked retaining wall segments. Retaining wall construction, utilizing a backhoe and crane simultaneously, has the greatest potential to generate noise impacts. Similar to Stage 1, one crew was assumed at any given time. In accordance with FTA guidance, this operation is not anticipated to generate significant vibration. The analysis assumes Stage 2 must be complete prior to commencement of Stage 3.

Stage 3 – Construction of the Bridge Over Mile Run Culvert, S&I Facility and New Tracks (Estimated 24 months Duration)

Several tasks are associated with this stage, some of which may be performed in parallel. Therefore, the assessment of Stage 3 construction-related noise is based on the two heaviest operations that could potentially be performed at the site concurrently. Approximately 4 months of pile driving is necessary to first construct abutments and supports for the bridge over the Mile Run Culvert, followed by the foundation associated with the proposed S&I Facility building. Concrete operations would be necessary for the abutment and supports as well as for construction of the building foundation. Pile driving operations for construction of the bridge and S&I Facility building foundation are not expected to occur simultaneously. However, construction of new tracks associated with the S&I Facility may occur within the yard at the same time as pile driving operations and concrete work on either the bridge or S&I Facility building foundation. Therefore, to address noise impacts during this stage, a cumulative assessment based on pile driving activities, as well as concrete and track work was performed. As with Stages 1 and 2, only one crew was assumed at any given time for each task utilizing an impact pile driver, concrete pump truck for foundation/bridge construction, and an excavator and tie inserter for track installation. In accordance with FTA guidance, the potential for significant vibrations may occur during pile driving, and therefore, a vibration assessment was also performed for Stage 3.

Table 1 presents a summary of three main construction stages, heaviest construction activities evaluated in each stage, and the assumed types and reasonable quantities of equipment. Figure 1 illustrates the approximate work locations associated with each construction stage.

Table 1
Construction Scenarios

Stage	Heaviest Operation(s)	Potential Equipment Type	Reasonable Equipment Quantity
1 – Utility Relocation	Sheet Driving	Vibratory Hammer	1
		Excavator	1
2 – Fill and Retaining Walls	Construction of Retaining Walls	Backhoe	1
		Crane	1
3 – Construction of Bridge over Mile Run Culvert, S&I Facility & New Tracks	Pile Driving & Concrete Work Track Installation	Impact Pile Driver	1
		Concrete Pump Truck	1
		Tie Inserter	1
		Excavator	1

Construction Noise Assessment

Since specific construction information is not available at this time, a FTA Detailed Assessment of construction noise cannot be performed. Therefore, a modified version of the FTA General Assessment of construction noise was performed utilizing information currently available. Specifically, the FTA General Assessment of construction noise provides procedures to evaluate worst-case construction scenarios based on preliminary engineering, assuming equipment operates continuously for one hour at full load and from the project center. Attenuation due to ground effects is typically ignored under General Assessment procedures. Based on the nature of sheet pile installation as well as pile driving and concrete work, and approximate work locations and limits, adjustments to the General Assessment procedures were made accordingly. The methodology utilized for this analysis and specific variations from FTA General Assessment procedures are described within.

Reference noise levels for construction equipment at a distance of 50 feet are provided in Table 12-1 of the FTA's guidance manual as well as the FHWA's Roadway Construction Noise Model (RCNM) database. In accordance with the FTA guidance manual, it is acceptable to utilize RCNM to evaluate construction noise impacts and incorporate reference noise levels provided in Table 12-1 within RCNM.

The RCNM algorithms for predicting construction noise levels are consistent with FTA methodology and assume equipment are point sources of noise, whereby the rate of reduction in noise levels is approximately 6 decibels per doubling of distance. However, RCNM provides a much more comprehensive database of equipment and therefore includes additional pieces of equipment not provided in FTA's Table 12-1. Further, the RCNM database includes more realistic reference noise emission levels, particularly for a vibratory hammer, based on field-measured levels as part of the Central Artery/Tunnel project in Boston, Massachusetts. Therefore, to perform a reasonable worst-case construction noise analysis, the FHWA's RCNM was utilized, including reference noise emission levels provided within the model. FHWA's RCNM method for prediction of construction noise is computed based on using equation (1):

$$(1) Leq = E.L. + 10 \log(U.F.) - 20 \log\left(\frac{D}{50}\right) - 10G \log\left(\frac{D}{50}\right) - A_{shielding}$$

where:

Leq = Leq at receptor location resulting from operation of single piece of equipment over a specified time period

E.L. = reference equipment noise emission level (based on a Lmax at 50 ft)

U.F. = equipment usage factor (percentage of time that equipment is operating at full power over the specified time period)

D = distance between source and receptor (ft)

G = ground effects constant (zero for acoustically hard ground surface conditions)

$A_{\text{shielding}}$ = attenuation provided by intervening buildings, barriers, etc.

Default acoustic usage factors ('U.F.' in equation 1) provided in RCNM, representing the percentage of time equipment is operating during the analysis period, were also utilized rather than performing the analysis with the FTA General Assessment assumption that equipment operates continuously at full load for a one hour period (i.e. 100 percent of the hour). Due to soil obstructions and time to lift and ensure sheets are plum, sheet driving operations do not typically run continuously for an entire hour. Similarly, an impact pile driver will not typically run continuously for an entire hour, as the time is dictated by soil obstructions and depth to which the piles need to be driven. Further, concrete pump trucks follow behind sheet and pile driving and are typically not operating continuously for an entire hour.

Since approximate work locations and limits are known for each activity analyzed (see Figure 1), the analyses were performed based on these work limits, as opposed to performing the analysis with the FTA General Assessment assumption that all equipment operates from project center. Consistent with FTA guidelines for General Assessment, ground effects ('G' in equation 1) were ignored (i.e. additional attenuation due to ground absorption was not accounted for in the analysis). Additional attenuation due to shielding by intervening buildings and barriers (' $A_{\text{shielding}}$ ' in equation 1) was also ignored in order to perform a preliminary worst-case analysis.

Under FTA's General Assessment, construction noise levels are compared to both daytime (7:00 AM – 10:00 PM) and nighttime (10:00 PM – 7:00 AM) hourly equivalent noise level ($L_{\text{eq}(h)}$) limits established for residential, commercial, and industrial land use. Due to the proximity of the Youth Sports Complex, Children's Center and Greater Brunswick Charter School to the areas of construction, and the daytime noise sensitivity of these facilities, these receptors were evaluated as residential land use for purposes of determining the potential for construction noise impacts. Based on preliminary engineering information, construction could occur in two shifts from 6:00 AM – 2:00 PM and from 2:00 PM – 10:00 PM weekdays as well as on weekends; therefore, impacts were assessed based on the day and night hourly equivalent noise level ($L_{\text{eq}(h)}$) criteria for each land use type. FTA General Assessment construction noise criteria are presented in Table 2.

Table 2
FTA Construction Noise Impact Criteria for General Assessment

Land Use	1-hour L_{eq} (dBA)	
	Day	Night
	(7:00 AM – 10:00 PM)	(10:00 PM – 7:00 AM)
Residential	90	80
Commercial	100	100
Industrial	100	100

Note: Recreational and institutional land use types were assessed based on the residential land use category.

Since construction activities associated with Stages 1 and 2 are linear and do not involve multiple concurrent heavy operations, impact areas were identified for these stages. Impact areas were derived by calculating the distances from the operations to which noise levels would exceed FTA construction noise impact criteria. Beyond these distances, impacts would not be anticipated. The construction noise impact analyses and results for Stages 1 and 2 are described within. RCNM output files and calculation worksheets associated with Stages 1 and 2 are included within Appendix A.

Stage 1 – Utility Relocation (Estimated 8 months duration)

Construction-related noise levels are predicted to exceed the daytime residential construction noise impact criterion of 90 dBA and nighttime criterion of 80 dBA within 79 feet and 247 feet, respectively, of the limits of the sheet driving operation. At greater distances, noise levels during the sheet driving operation are expected to be below FTA residential construction noise impact criteria. Since there are no residences, recreational sites or institutional structures within the distance to impact for daytime work, and no residential structures within the distance to impact for nighttime work, construction noise impacts to these land use types are not anticipated during Stage 1. Similarly, construction-related noise levels are predicted to exceed the daytime and nighttime commercial/industrial construction noise impact criterion of 100 dBA within 25 feet of the limits of the sheet driving operation. Since there are no industrial or commercial structures within 25 feet of this operation, impacts to this land use type are also not anticipated during Stage 1. Results of the construction noise impact analysis for Stage 1 are summarized in Table 3.

**Table 3
Stage 1 – Sheet Driving
Noise Impact Assessment Results**

Time	Structures Within Impact Areas?	
	Residential	Commercial/Industrial
Day (7:00 AM – 10:00 PM)	NO	NO
Night (10:00 PM – 7:00 AM)	NO	NO

Note: Recreational and institutional land use types were assessed based on the residential land use category.

Stage 2 –Retaining Wall Construction (Estimated 12 months duration)

Construction-related noise levels are predicted to exceed the daytime residential construction noise impact criterion of 90 dBA and nighttime criterion of 80 dBA within 11 feet and 32 feet, respectively, of the limits of the retaining wall construction. Beyond these distances, noise levels are expected to be below FTA residential construction noise impact criteria. Since there are no residences, recreational sites or institutional structures within the distance to impact during daytime work, and no residential structures within the distance to impact during nighttime work, noise impacts to these land use types are not anticipated during Stage 2. Similarly, construction-related noise levels are predicted to exceed the daytime and nighttime commercial/industrial construction noise impact criterion of 100 dBA within 4 feet of the limits of the retaining wall construction. Two industrial structures (warehouses) located to the north of the site, between Lawrence Street and Columbus Place, are directly adjacent to the location of retaining wall construction but just beyond the impact area. While noise levels are anticipated to be elevated during construction activities directly adjacent to these structures, both are warehouse spaces with office space located further north in the buildings. Therefore, commercial/industrial impacts are not anticipated during Stage 2. Results of the construction noise impact analysis for Stage 2 are summarized in Table 4.

**Table 4
Stage 2 – Construction of Retaining Walls
Noise Impact Assessment Results**

Time	Structures Within Impact Areas?	
	Residential	Commercial/Industrial
Day (7:00 AM – 10:00 PM)	NO	NO
Night (10:00 PM – 7:00 AM)	NO	NO

Note: Recreational and institutional land use types were assessed based on the residential land use category.

Stage 3 – Construction of the Bridge Over Mile Run Culvert, S&I Facility and New Tracks (Estimated 24 months Duration)

The impact assessment for Stage 3 work is more complex due to potential concurrent operations. Therefore, noise levels were predicted at the closest noise-sensitive receptors to the concurrent operations of track installation, pile driving and concrete work associated with either the bridge or the S&I Facility building foundation. Figure 2 illustrates the noise analysis locations selected for evaluating impacts associated with Stage 3. RCNM output files and calculation worksheets associated with Stage 3 are included within Appendix B.

Table 5 depicts the list of receivers for which impact analysis was performed in addition to distances from pile driving/concrete work and track installation, the predicted cumulative noise level, and impact determination based on the applicable FTA criteria. As illustrated in the Table 5, construction noise levels during the heaviest concurrent operations associated with Stage 3 are not anticipated to exceed applicable FTA construction noise impact criteria.

Table 5
Stage 3 – Impact Pile Driving and Track Installation
Cumulative Noise Impact Assessment Results

Receiver No.	Receiver Location	Land Use	FTA Impact Criteria (dBA) Day/Night	Distance to Impact Pile Driving/Track Installation (ft)	Cumulative Noise Level (dBA)	Exceeds FTA Day/Night Impact Criteria?
1	Greater Brunswick Charter School	Institutional	90/NA	365/134	78.7	NO/NA
2	Youth Sports Complex	Recreational	90/NA	141/143	85.6	NO/NA
3	The Children's Center	Institutional	90/NA	276/149	80.3	NO/NA
4	306 Lawrence St (MF)	Residential	90/80	539/212	75.2	NO/NO
5	Masters Brothers (Plumbing, HVAC) (Btwn. Lawrence St. & Ward St.)	Industrial	100/100	602/88	78.7	NO/NO
6	308-312 Columbus Pl (MF)	Residential	90/80	989/89	77.9	NO/NO
7	Midwood Distributors	Industrial	100/100	1000/19	90.8	NO/NO
8	Jersey Ave at Hay St	Residential	90/80	530/511	74.1	NO/NO
9	Warehouse	Industrial	100/100	170/274	83.8	NO/NO
10	303-315 Jersey Ave	Residential	90/80	592/696	73.1	NO/NO
11	Wholesale Direct USA	Industrial	100/100	346/250	78.0	NO/NO

NA – Not Applicable

Construction Vibration Assessment

In accordance with the FTA guidance manual, construction-induced vibration should be quantitatively assessed for activities such as blasting, pile driving, vibratory compaction, demolition, drilling and excavation in close proximity to sensitive structures as such activities have the greatest potential to generate vibration impacts. As aforementioned, relocation of the existing 36-inch sanitary sewer line during Stage 1 would require installation of sheeting. Construction of the bridge over the Mile Run Culvert and construction of the foundation for the new S&I Facility during Stage 3 would require impact pile driving.

Impacts related to construction-generated vibration are typically assessed based on structural damage and annoyance thresholds. Structural damage is based on the peak particle velocity (PPV) of the vibrations in inches per second (in/sec), and the criteria for assessing damage is based on building material, as presented in Table 6. All locations evaluated were assumed to be Building Category II structures, which are buildings constructed of engineered concrete and masonry. PPV estimates above 0.3 in/sec indicate a potential for damage to a structure in this category.

**Table 6
FTA Construction Vibration Damage Criteria**

Building Category	PPV (in/sec)	Approximate L_v ¹
I. Reinforced Concrete, steel or timber (no plaster)	0.5	102
II. Engineered concrete and masonry (no plaster)	0.3	98
III. Non-engineered timber and masonry buildings	0.2	94
IV. Buildings extremely susceptible to vibration damage	0.12	90

Note:

1. RMS velocity in decibels (VdB) re 1 micro-inch/second.

Source: FTA *Transit Noise and Vibration Impact Assessment*, May 2006. Report No. FTA-VA-90-1003-06.

Vibration annoyance is evaluated based on vibration velocity levels (L_v) measured in units of VdB. FTA criteria for assessing annoyance due to construction-related vibrations are based on land use categories and are presented in Table 7.

Table 7
FTA Construction Vibration Annoyance Criteria

Land Use Category	GBV Impact Levels (VdB re 1 micro-inch/sec)		
	Frequent Events ¹	Occasional Events ²	Infrequent Events ³
Category 1: Buildings where vibration would interfere with interior operations.	65 VdB ⁴	65 VdB ⁴	65 VdB ⁴
Category 2: Residences and buildings where people normally sleep.	72 VdB	75 VdB	80 VdB
Category 3: Institutional land use with primarily daytime use.	75 VdB	78 VdB	83 VdB

Notes:

1. "Frequent Events" is defined as more than 70 vibration events of the same source per day.
2. "Occasional Events" is defined as between 30 and 70 vibration events of the same source per day.
3. "Infrequent Events" is defined as fewer than 30 vibration events of the same kind per day.
4. This criterion limit is based on levels that are acceptable for most moderately sensitive equipment such as optical microscopes. Vibration-sensitive manufacturing or research will require detailed evaluation to define the acceptable vibration levels.

Source: FTA *Transit Noise and Vibration Impact Assessment*, May 2006. Report No. FTA-VA-90-1003-06.

In accordance with FTA manual guidelines, vibration land use Category 1 is intended to represent other non-residential buildings with high sensitivity such as buildings where vibration-sensitive research and manufacturing is performed, hospitals with vibration-sensitive equipment, and university research operations. There are no Category 1 land use types within the study area. Vibration land use Category 2 is intended to represent residences as well as hotels and hospitals where people sleep. Vibration land use Category 3 is intended to include schools and churches as well as quiet office buildings where vibration may interfere with activities; however this category is not intended to include all buildings with office space (e.g. industrial buildings which have office space).

For the construction vibration annoyance assessment, both Category 2 and 3 land use were identified. Vibration annoyance Category 3 land use proximate to sheet driving and impact pile driving operations include the Children's Center and Greater Brunswick Charter School. For comparison to the criteria, it was assumed that vibration events would be infrequent (i.e. less than 30 events per day, per the FTA criterion definition), thereby indicating that vibration velocity levels above 80 VdB would be considered to be annoying to nearby residents, and levels above 83 VdB would be considered to be annoying to people utilizing the facilities at the Children's Center as well as children attending the Greater Brunswick Charter School.

Table 12-2 of FTA's May 2006 guidance manual includes a list of construction equipment with reference vibration source levels in PPV and VdB at a distance of 25 feet. The reference source levels are representative of a variety of measured data. Although soil conditions can vary actual vibrations, FTA guidance states that these reference source levels provide a reasonable estimate for a wide range of soil conditions. For the sheet pile operation, the upper range value of a sonic (vibratory) pile driver was utilized to perform a conservative worst-case analysis. Similarly, to construct the bridge and S&I Facility building foundation, the upper range value of an impact pile driver was utilized.

Reference source levels are utilized within equations (2) and (3), which are provided in the FTA's guidance manual, to identify vibration velocity levels at nearby structures. Equation (2) was utilized to perform the construction vibration damage assessment, and includes a factor "n" to account for the attenuation rate of vibrations through the ground in accordance with FTA procedures. The value of "n" may be varied if detailed soil information is known. An "n" value of 1.5 is representative of "competent soils" (including sand, sandy clays, silty clays, silts, gravel and weathered rock). Equation (3) was utilized to predict vibration velocity levels for the annoyance assessment.

$$(2) PPV_{equip} = PPV_{ref} * \left(\frac{25}{D}\right)^n; \text{ and}$$

$$(3) Lv(D) = Lv(25ft) - 30\log\left(\frac{D}{25}\right)$$

Where:

PPV_{ref} = reference vibration level in in/sec at 25 feet

D = distance between source and receptor (ft)

n = attenuation rate of vibrations through the ground

Similar to the construction noise analysis, equations (2) and (3) were manipulated to determine impact areas. Specifically, within 45 feet of the sheet driving operation associated with Stage 1, or within 75 feet of the impact pile driving operation associated with Stage 3, there is a potential for vibration-induced structural damage. As depicted in Table 8, there are no structures within these impact areas; therefore, structural damage is not anticipated as a result of sheet driving or impact pile driving.

Vibration-induced annoyance to residential land use (Category 2) is predicted to occur within 170 feet of the sheet driving operation associated with Stage 1 and within 291 feet of the impact pile driving operation associated with Stage 3. There are no residential structures within these distances. Vibration-induced annoyance to institutional or commercial structures with quiet office spaces (Category 3) is predicted to occur within 135 feet of the sheet driving operation associated with Stage 1 and within 232

feet of the impact pile driving operation associated with Stage 3. Since there are no residential, institutional or commercial structures with quiet office spaces within applicable distances from sheet driving and impact pile driving operations, vibration-induced annoyance is not anticipated to occur during Stage 1 or Stage 3.

Table 8 summarizes the results of the vibration impact assessment for structural damage and annoyance.

Table 8
Stages 1 and 3 – Sheet Driving and Impact Pile Driving
Vibration Assessment Results

Vibration Impact Type	Land Use	Structures Within Sheet Driving Impact Areas?	Structures Within Impact Pile Driving Impact Areas?
Structural Damage	All Structures	NO	NO
Annoyance	Category 2	NO	NO
	Category 3	NO	NO

STAGES 1 AND 2 RCNM OUTPUT FILES AND
CALCULATION WORKSHEETS

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 09/18/2015
 Case Description: Stage 1 - Sheet Pile Installation for Sewer Relocation

**** Receptor #1 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residential - Dist to 90 dBA	Residential	90.0	90.0	80.0

Description	Impact Device	Usage (%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Vibratory Pile Driver	No	20		100.8	79.0	0.0
Excavator	No	40		80.7	79.0	0.0

Results

Equipment Leg	Noise Limits (dBA)								Noise Limit Exceedance (dBA)				
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Night
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax
Vibratory Pile Driver N/A	96.8	89.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator N/A	76.7	72.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total N/A	96.8	89.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #2 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Residential - Dist to 80 dBA	Residential	90.0	90.0	80.0

Equipment				
Spec	Actual	Receptor	Estimated	

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 09/18/2015
 Case Description: Stage 2 - Retaining Wall Construction

**** Receptor #1 ****

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Residential - Dist to 90 dBA	Residential	90.0	90.0	80.0

Description	Impact Device	Usage (%)	Equipment			
			Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	11.0	0.0
Backhoe	No	40		77.6	11.0	0.0

Results

Night	Noise Limits (dBA)								Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Lmax	
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	
Equipment														
Leq														
Crane	93.7	85.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Backhoe	90.7	86.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	93.7	89.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

**** Receptor #2 ****

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Residential - Dist to 80 dBA	Residential	90.0	90.0	80.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	32.0	0.0
Backhoe	No	40		77.6	32.0	0.0

Results

Description	Calculated (dBA)	Noise Limits (dBA)						Noise Limit Exceedance (dBA)					
		Day		Evening		Night		Day		Evening			
		Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	
Night													
Equipment													
Leq													
Crane	84.4	76.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Backhoe	81.4	77.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Total	84.4	80.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													

**** Receptor #3 ****

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Commercial/Industrial - Dist to 100	Commercial	100.0	100.0	100.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Crane	No	16		80.6	4.0	0.0
Backhoe	No	40		77.6	4.0	0.0

Results

Description	Calculated (dBA)	Noise Limits (dBA)			Noise Limit Exceedance (dBA)	
		Day	Evening	Night	Day	Evening
		Lmax	Leq	Lmax	Leq	Lmax
Night						

**Stage 1 & 2 Distance to FTA Impact
Residential Land Use**

FTA 1-hour Leq (dBA) Impact Criteria		Distance to FTA Impact Criteria (ft)		
		Sheeting Installation Sanitary Sewer Relocation	Construction of Retaining Walls	Pile Driving S&I Facility Building Foundation
Day (7:00 AM - 10:00 PM)	90	79	11	82
Night (10:00 PM - 7:00 AM)	80	247	32	259

**Stage 1 & 2 Distance to FTA Impact
Commercial/Industrial Land Use**

FTA 1-hour Leq (dBA) Impact Criteria		Distance to FTA Impact Criteria (ft)		
		Sheeting Installation Sanitary Sewer Relocation	Construction of Retaining Walls	Pile Driving S&I Facility Building Foundation
Day (7:00 AM - 10:00 PM)	100	25	4	26
Night (10:00 PM - 7:00 AM)	100	25	4	26

STAGE 3 RCNM OUTPUT FILES AND CALCULATION WORKSHEETS

Roadway Construction Noise Model (RCNM), Version 1.1

Report date: 09/18/2015
 Case Description: Stage 3 - Pile Driving and Track Lay Down

**** Receptor #1 ****

Description	Baselines (dBA)			
	Land Use	Daytime	Evening	Night
Greater Brunswick Charter School	Residential	90.0	90.0	80.0

Description	Equipment					
	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Impact Pile Driver	Yes	20		101.3	365.0	0.0
Concrete Pump Truck	No	20		81.4	365.0	0.0
Excavator	No	40		80.7	134.0	0.0
Tie Inserter	No	40		85.0	134.0	0.0

Results

Night	Noise Limits (dBA)								Noise Limit Exceedance (dBA)				
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Lmax
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	
Equipment													
Leq													
Impact Pile Driver	84.0	77.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Concrete Pump Truck	64.1	57.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Excavator	72.1	68.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Tie Inserter	76.4	72.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Total	84.0	78.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													

**** Receptor #2 ****

Baselines (dBA)

Description	Land Use	Daytime	Evening	Night
Youth Sports Complex	Residential	90.0	90.0	80.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Impact Pile Driver	Yes	20		101.3	141.0	0.0
Concrete Pump Truck	No	20		81.4	141.0	0.0
Excavator	No	40		80.7	143.0	0.0
Tie Inserter	No	40		85.0	143.0	0.0

Results

Night	Noise Limits (dBA)								Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening			
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	
Equipment														
Leq														
Impact Pile Driver	92.3	85.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Concrete Pump Truck	72.4	65.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	71.6	67.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Tie Inserter	75.9	71.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	92.3	85.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

**** Receptor #3 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
The Children's Center	Residential	90.0	90.0	80.0

Equipment

Impact	Usage	Spec Lmax	Actual Lmax	Receptor Distance	Estimated Shielding
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Description	Device	(%)	(dBA)	(dBA)	(feet)	(dBA)
Impact Pile Driver	Yes	20		101.3	276.0	0.0
Concrete Pump Truck	No	20		81.4	276.0	0.0
Excavator	No	40		80.7	149.0	0.0
Tie Inserter	No	40		85.0	149.0	0.0

Results

Night	Noise Limits (dBA)								Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening			
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	
Equipment														
Leq														
Impact Pile Driver	86.4	79.4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Concrete Pump Truck	66.6	59.6	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator	71.2	67.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Tie Inserter	75.5	71.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total	86.4	80.3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

**** Receptor #4 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
306 Lawrence St (MF)	Residential	90.0	90.0	80.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Impact Pile Driver	Yes	20		101.3	539.0	0.0
Concrete Pump Truck	No	20		81.4	539.0	0.0
Excavator	No	40		80.7	212.0	0.0
Tie Inserter	No	40		85.0	212.0	0.0

Results

**** Receptor #8 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Jersey Ave at Hay St	Residential	90.0	90.0	80.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Impact Pile Driver	Yes	20		101.3	530.0	0.0
Concrete Pump Truck	No	20		81.4	530.0	0.0
Excavator	No	40		80.7	511.0	0.0
Tie Inserter	No	40		85.0	511.0	0.0

Results

Night	Noise Limits (dBA)								Noise Limit Exceedance (dBA)				
	Calculated (dBA)		Day		Evening		Night		Day		Evening		Lmax
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	
Equipment													
Leq													
Impact Pile Driver	80.8	73.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Concrete Pump Truck	60.9	53.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Excavator	60.5	56.5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Tie Inserter	64.8	60.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													
Total	80.8	74.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A													

**** Receptor #9 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Warehouse	Industrial	100.0	100.0	100.0

Description	Equipment		Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
	Impact Device	Usage (%)			
Impact Pile Driver	Yes	20	101.3	170.0	0.0
Concrete Pump Truck	No	20	81.4	170.0	0.0
Excavator	No	40	80.7	274.0	0.0
Tie Inserter	No	40	85.0	274.0	0.0

Results

Description	Noise Limits (dBA)								Noise Limit Exceedance (dBA)					
	Calculated (dBA)		Day		Evening		Night		Day		Evening			
	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	
Impact Pile Driver	90.6	83.7	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Concrete Pump Truck	70.8	63.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Excavator	65.9	62.0	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Tie Inserter	70.2	66.2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Total	90.6	83.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

**** Receptor #10 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
303-315 Jersey Ave	Residential	90.0	90.0	80.0

Description	Equipment		Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
	Impact Device	Usage (%)			
Impact Pile Driver	Yes	20	101.3	592.0	0.0
Concrete Pump Truck	No	20	81.4	592.0	0.0

Excavator	No	40	80.7	696.0	0.0
Tie Inserter	No	40	85.0	696.0	0.0

Results

		Noise Limits (dBA)							Noise Limit Exceedance (dBA)					
		Calculated (dBA)		Day		Evening		Night		Day		Evening		
		Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax	Leq	Lmax

Night														

Equipment														
Leq														

Impact Pile Driver		79.8	72.8	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Concrete Pump Truck		59.9	52.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Excavator		57.8	53.9	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Tie Inserter		62.1	58.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														
Total		79.8	73.1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
N/A														

**** Receptor #11 ****

Description	Land Use	Baselines (dBA)		
		Daytime	Evening	Night
Wholesale Direct USA	Industrial	100.0	100.0	100.0

Equipment

Description	Impact Device	Usage (%)	Spec Lmax (dBA)	Actual Lmax (dBA)	Receptor Distance (feet)	Estimated Shielding (dBA)
Impact Pile Driver	Yes	20		101.3	346.0	0.0
Concrete Pump Truck	No	20		81.4	346.0	0.0
Excavator	No	40		80.7	250.0	0.0
Tie Inserter	No	40		85.0	250.0	0.0

Results

		Noise Limits (dBA)							Noise Limit Exceedance (dBA)				
--	--	--------------------	--	--	--	--	--	--	------------------------------	--	--	--	--

Stage 3
Impact Pile Driving and Track Lay Down
Cumulative Noise Assessment Results

RCV#	Receiver Name	Land Use	FTA Impact Criteria		Distance to Pile Driving (ft)	Distance to Track Laying (ft)	Cumulative Noise Level (dBA)	Exceeds FTA Daytime Criteria?	Exceeds FTA Nighttime Criteria?
			Daytime (7:00 AM - 10:00 PM)	Nighttime (10:00 PM - 7:00 AM)					
			1	Greater Brunswick Charter School					
2	Youth Sports Complex	Recreational	90	N/A	141	143	85.6	NO	N/A
3	The Children's Center	Institutional	90	N/A	276	149	80.3	NO	N/A
4	306 Lawrence St (MF)	Residential	90	80	539	212	75.2	NO	NO
5	Masters Brothers (Plumbing, HVAC) (Btwn. Lawrence St. & Ward St.)	Commercial/Industrial	100	100	602	88	78.7	NO	NO
6	308-312 Columbus Pl (MF)	Residential	90	80	989	89	77.9	NO	NO
7	Midwood Distributors	Commercial/Industrial	100	100	1000	19	90.8	NO	NO
8	Jersey Ave at Hay St	Residential	90	80	530	511	74.1	NO	NO
9	Warehouse	Commercial/Industrial	100	100	170	274	83.8	NO	NO
10	303-315 Jersey Ave	Residential	90	80	592	696	73.1	NO	NO
11	Wholesale Direct USA	Commercial/Industrial	100	100	346	250	78.0	NO	NO

VIBRATION CALCULATION WORKSHEET

Vibration Source Level Information

	Annoyance	Damage
Equipment Type	Reference Source Level at 25 ft (Lv VdB)	Reference Source Level at 25 ft (PPV in/sec)
Vibratory Hammer	105	0.734
Impact Pile Driver	112	1.518

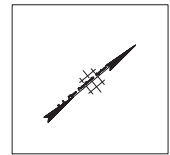
Source: Vibration source levels were obtained from Table 12-2 of FTA's Transit Noise and Vibration Impact Assessment May 2006 guidance document.

FTA Construction Vibration Criteria			Distance to FTA Impact Criteria (ft)	
	Land Use	Criteria	Sheeting Installation Sanitary Sewer Relocation	Pile Driving S&I Facility Building Foundation
Structural Damage (PPV in/sec)	All buildings	0.30	45	74
Annoyance (VdB)	Category 2	80	170	291
	Category 3	83	135	232

Formula Tests

Damage	0.30	0.31
	0.30	0.31
Annoyance	80.0	80.1
	83.0	83.1
	80.0	80.1
	83.0	83.0

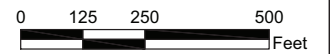
AERIAL MAPPING PROVIDED BY NEW JERSEY GEOGRAPHIC INFORMATION NETWORK



PROJECT NORTH

LEGEND

- Future Improvement
- Approximate Location of Stage 1 Sheet Driving
- Approximate Location of Stage 2 Retaining Wall Construction
- Approximate Location of Stage 3 Impact Pile Driving and Concrete Work - S&I Facility Foundation
- Approximate Location of Stage 3 Impact Pile Driving and Concrete Work - Bridge Over Mile Run Culvert



Date September 18, 2015

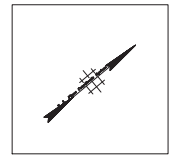
NJ Transit

Delco Lead Train Safe Haven Service and Inspection Facility

Figure 1





Stage 1, 2 and 3 Heavy Construction Locations

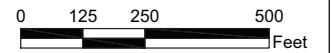
Paul Carpenter Associates, Inc.



PROJECT NORTH

LEGEND

-  Future Improvement
-  Approximate Location of Stage 3 Impact Pile Driving and Concrete Work - S&I Facility Foundation
-  Approximate Location of Stage 3 Impact Pile Driving and Concrete Work - Bridge Over Mile Run Culvert
-  Stage 3 Construction Analysis Locations
- # Analysis Location Number



Date | September 18, 2015

NJ Transit

Delco Lead Train Safe Haven Service and Inspection Facility

Figure 2

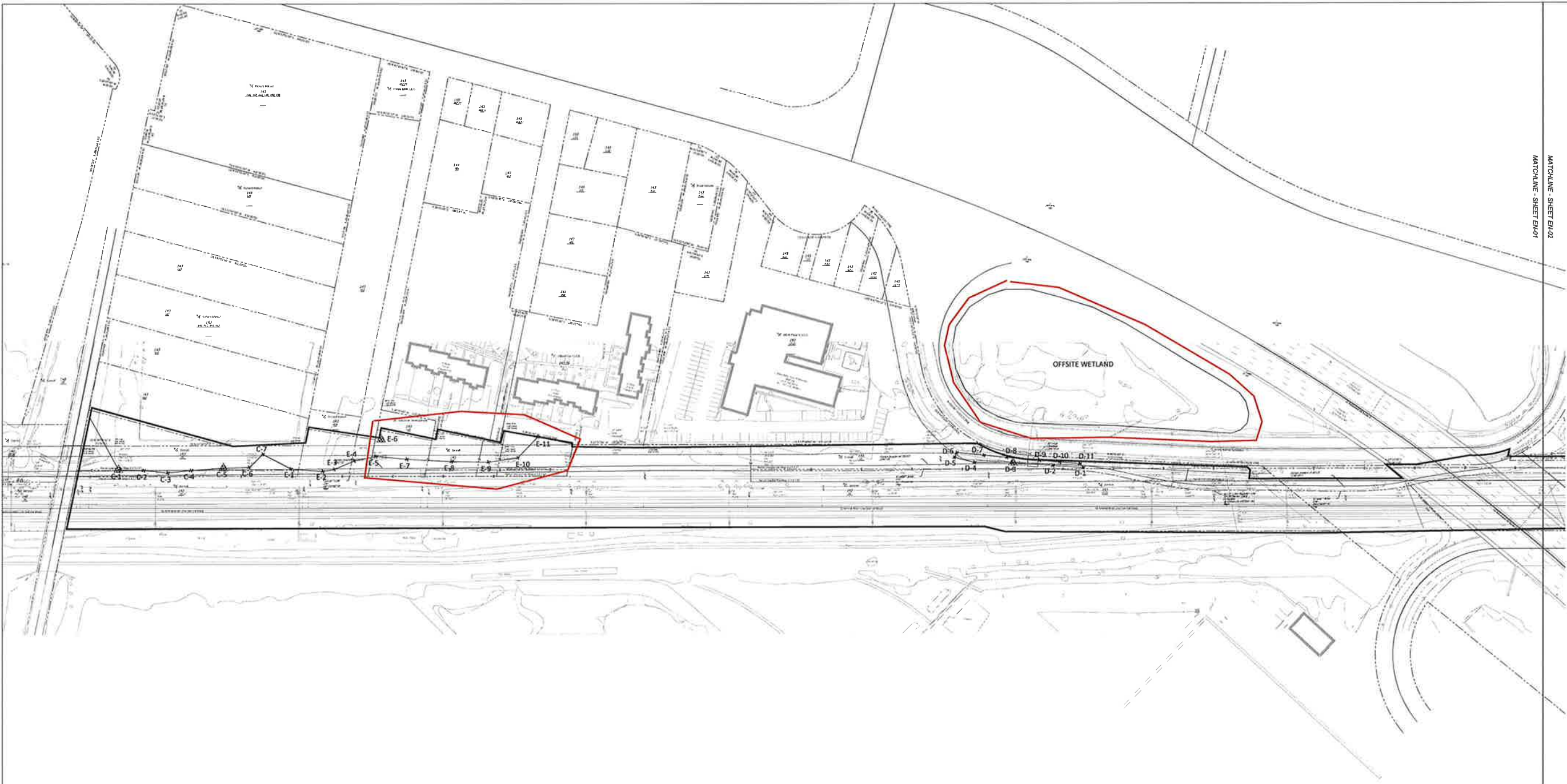
Stage 3 Construction Analysis Locations

Appendix C: Natural Resources

Attachment 1: Wetlands Delineation Maps

Attachment 2: New Jersey No Net Loss Reforestation Act-public information flyer

Attachment 1: Wetlands Delineation Maps

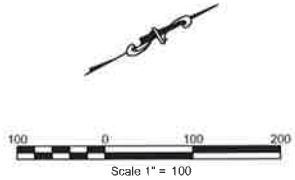


MATCHLINE - SHEET EN01
MATCHLINE - SHEET EN02

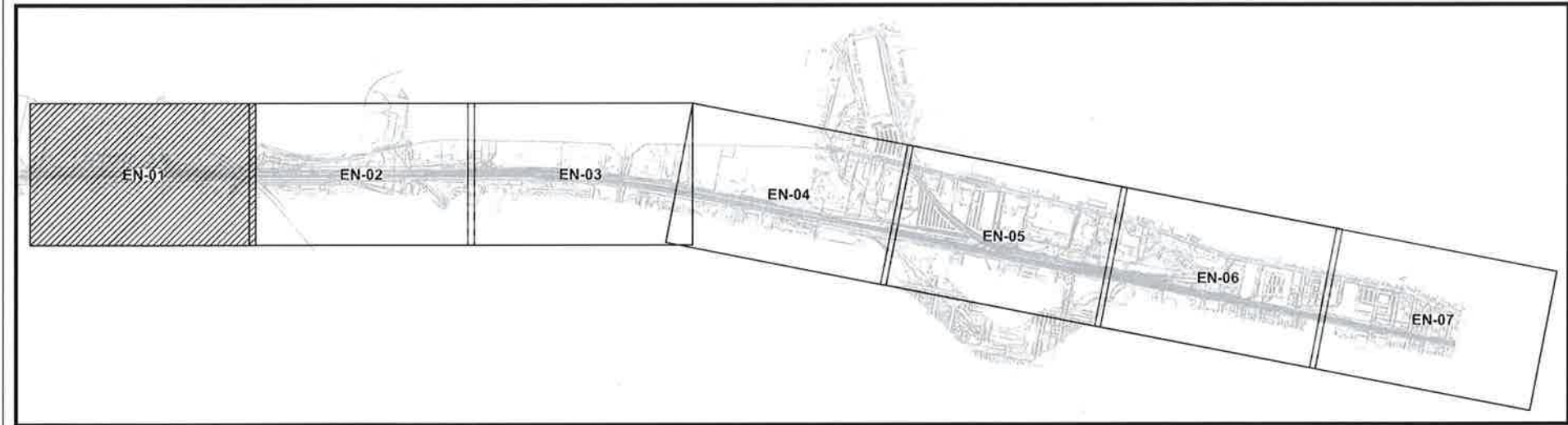
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





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 Scale: 1" = 1000'

LEGEND

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	UPLAND FLAGGED LABEL
	WETLAND DELINEATION SAMPLE POINT
	WETLAND DELINEATION FLAGGED LABEL
	PROPERTY / R.O.W. LINES
	STREAM / DITCH LINES

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N.J. PROFESSIONAL ENGINEER
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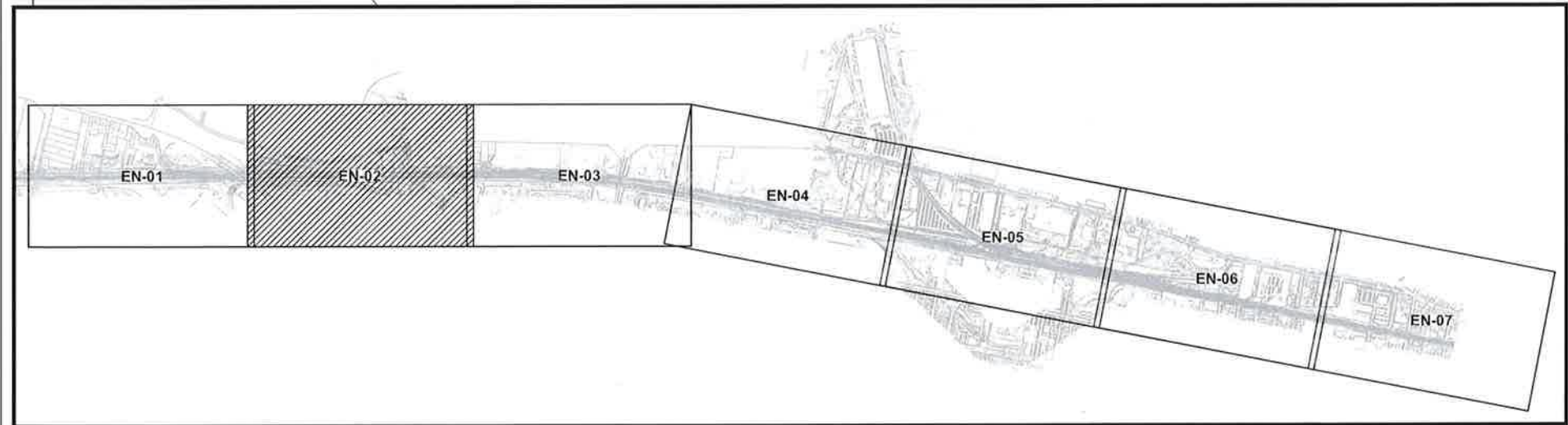
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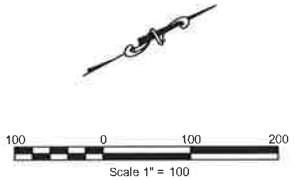
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MATCHLINE - SHEET EN-03



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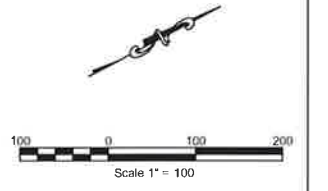
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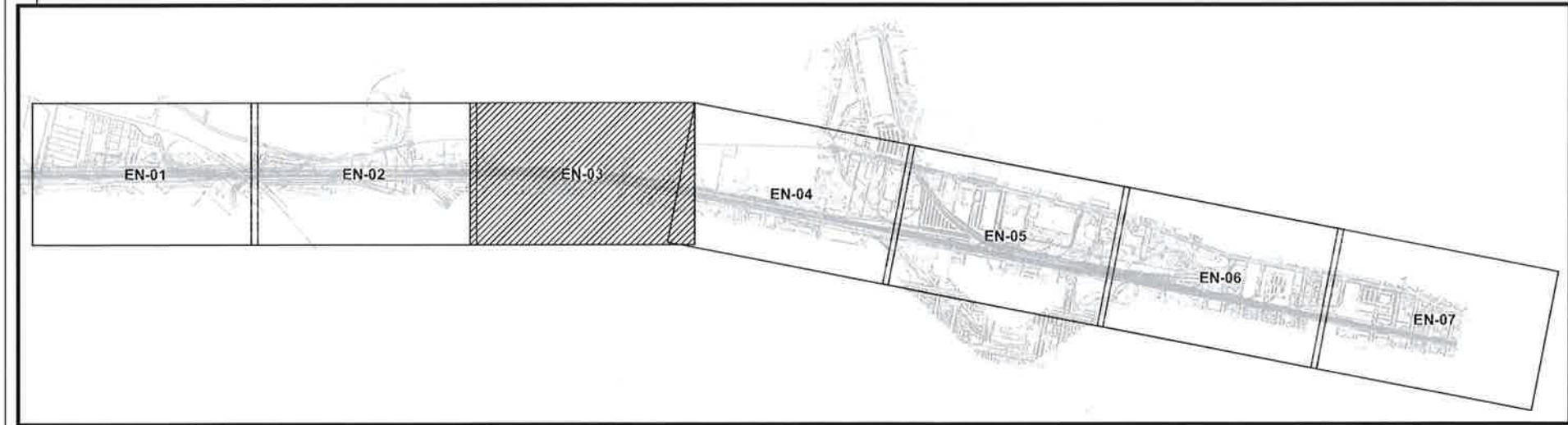
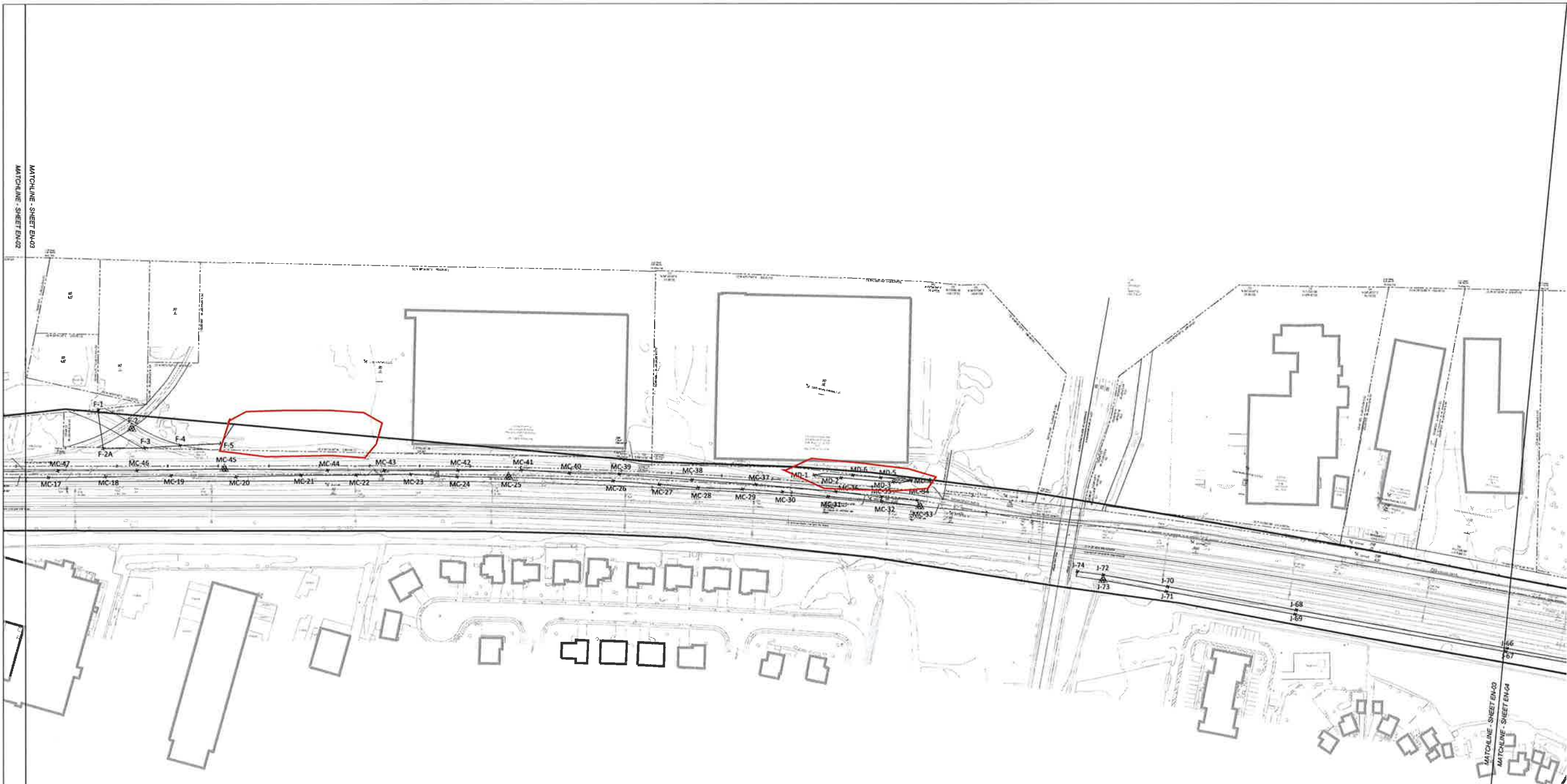
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



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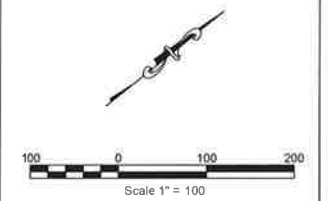
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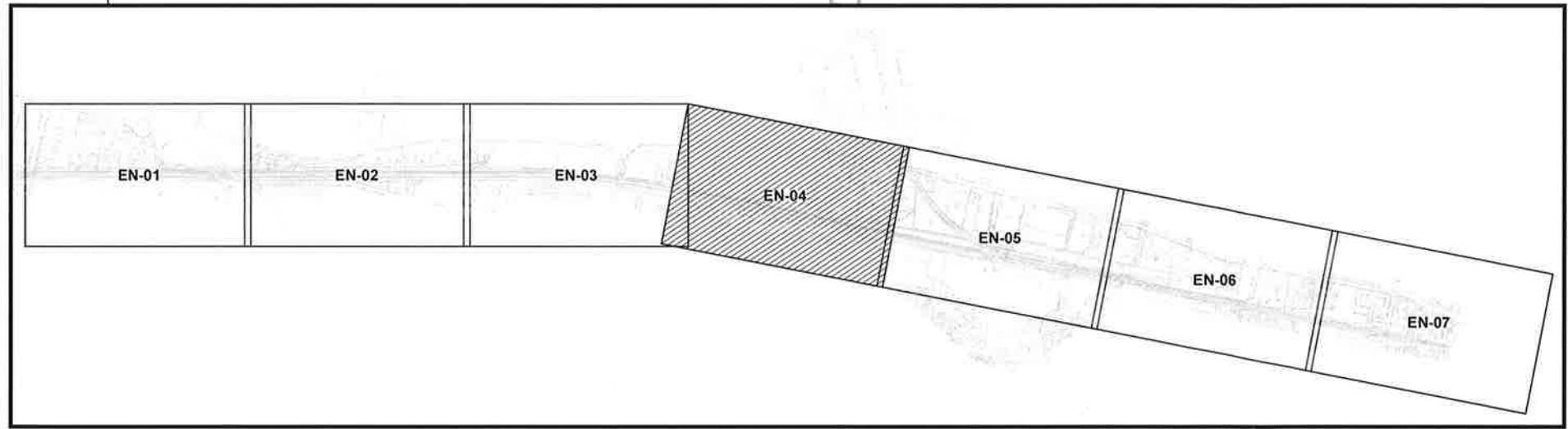
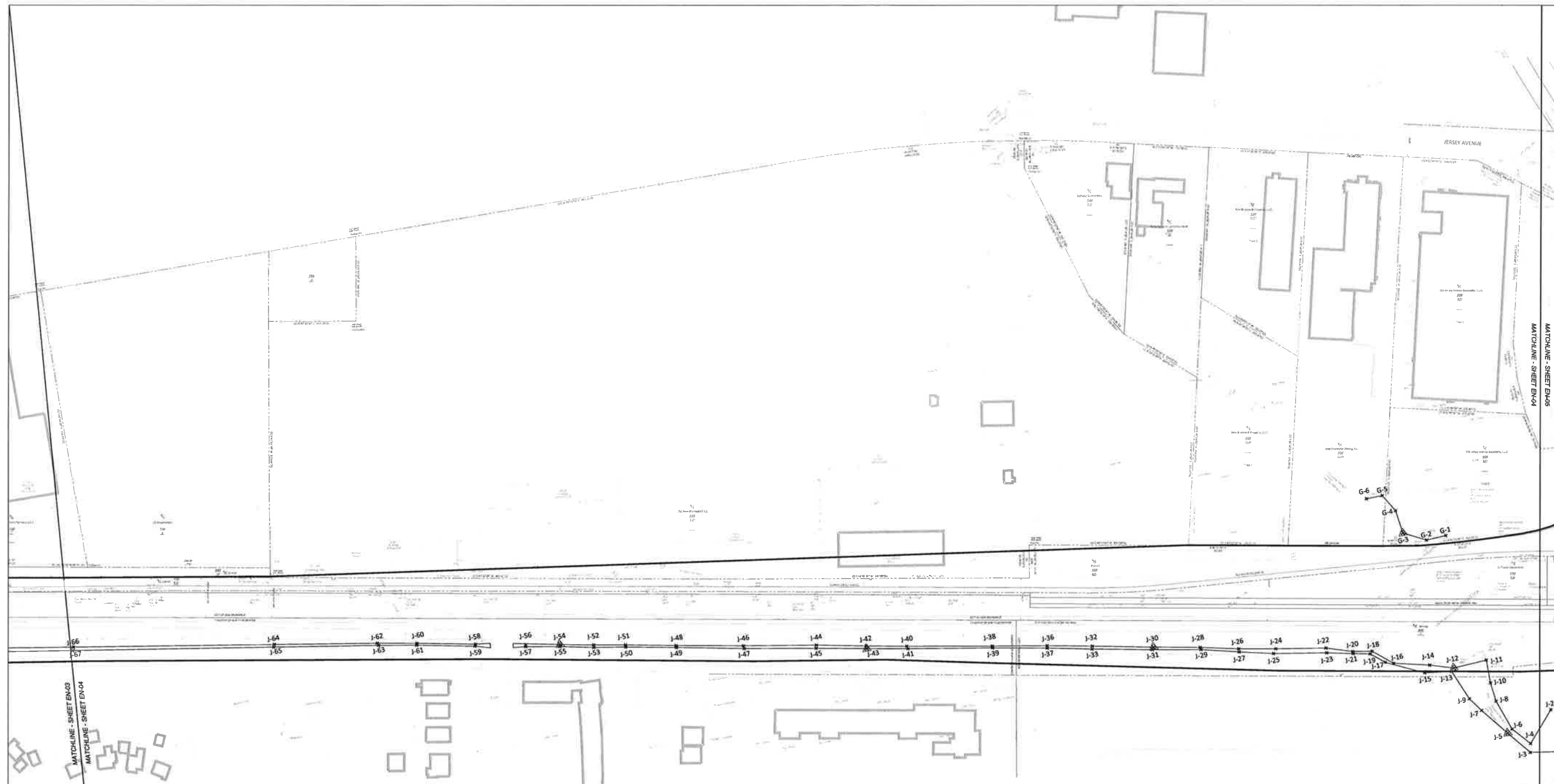
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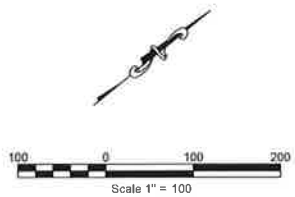


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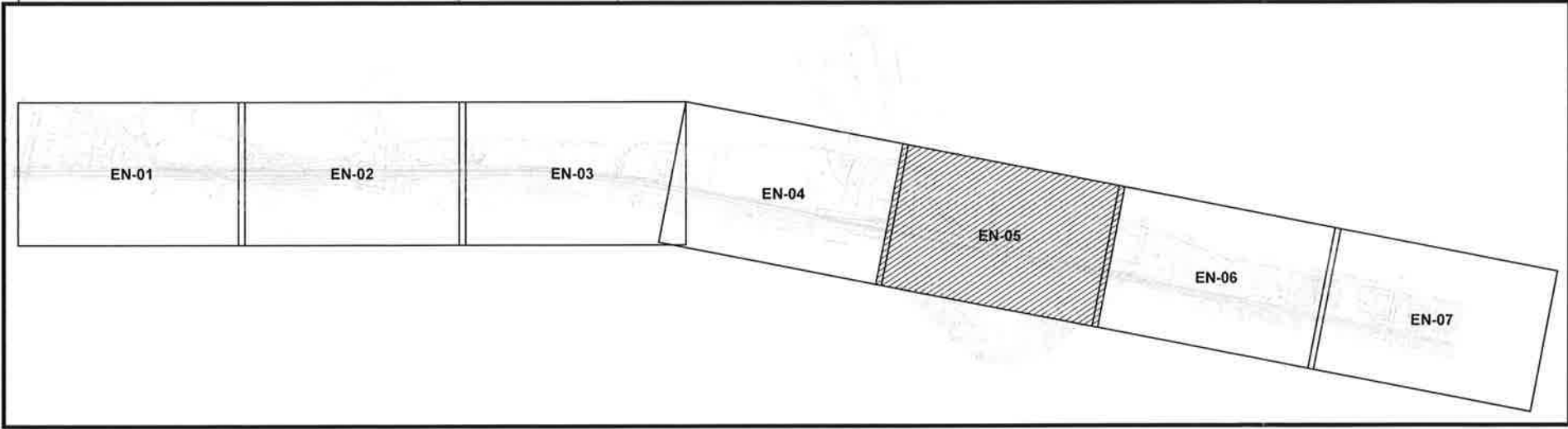
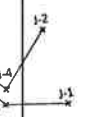
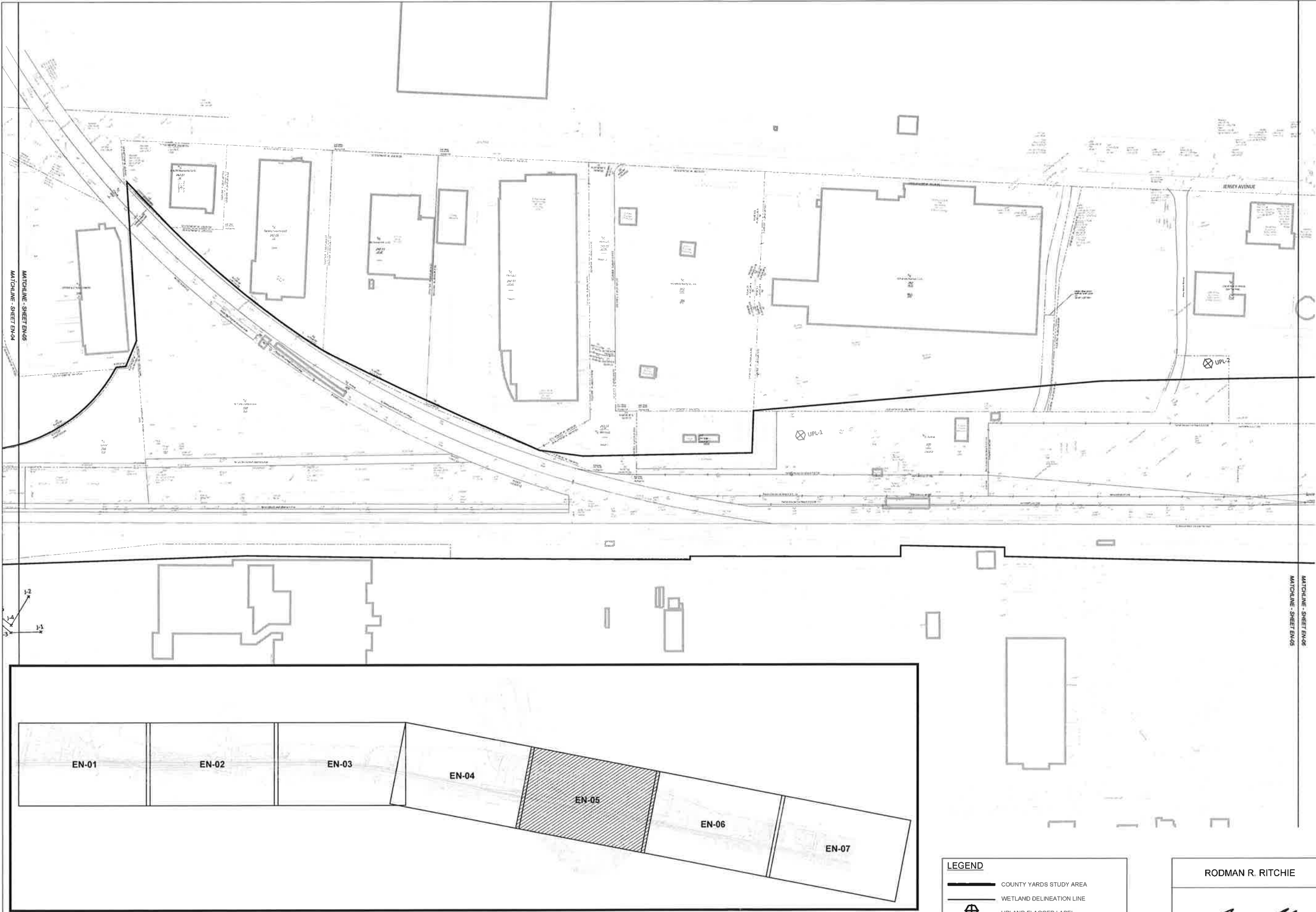
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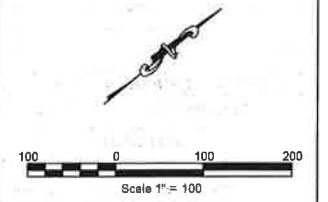
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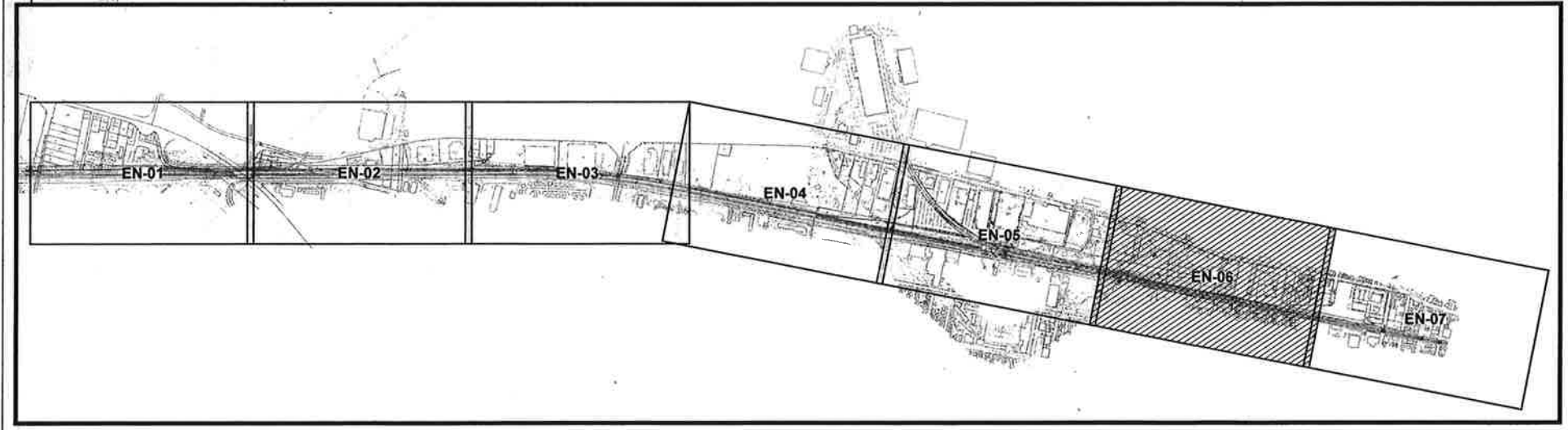
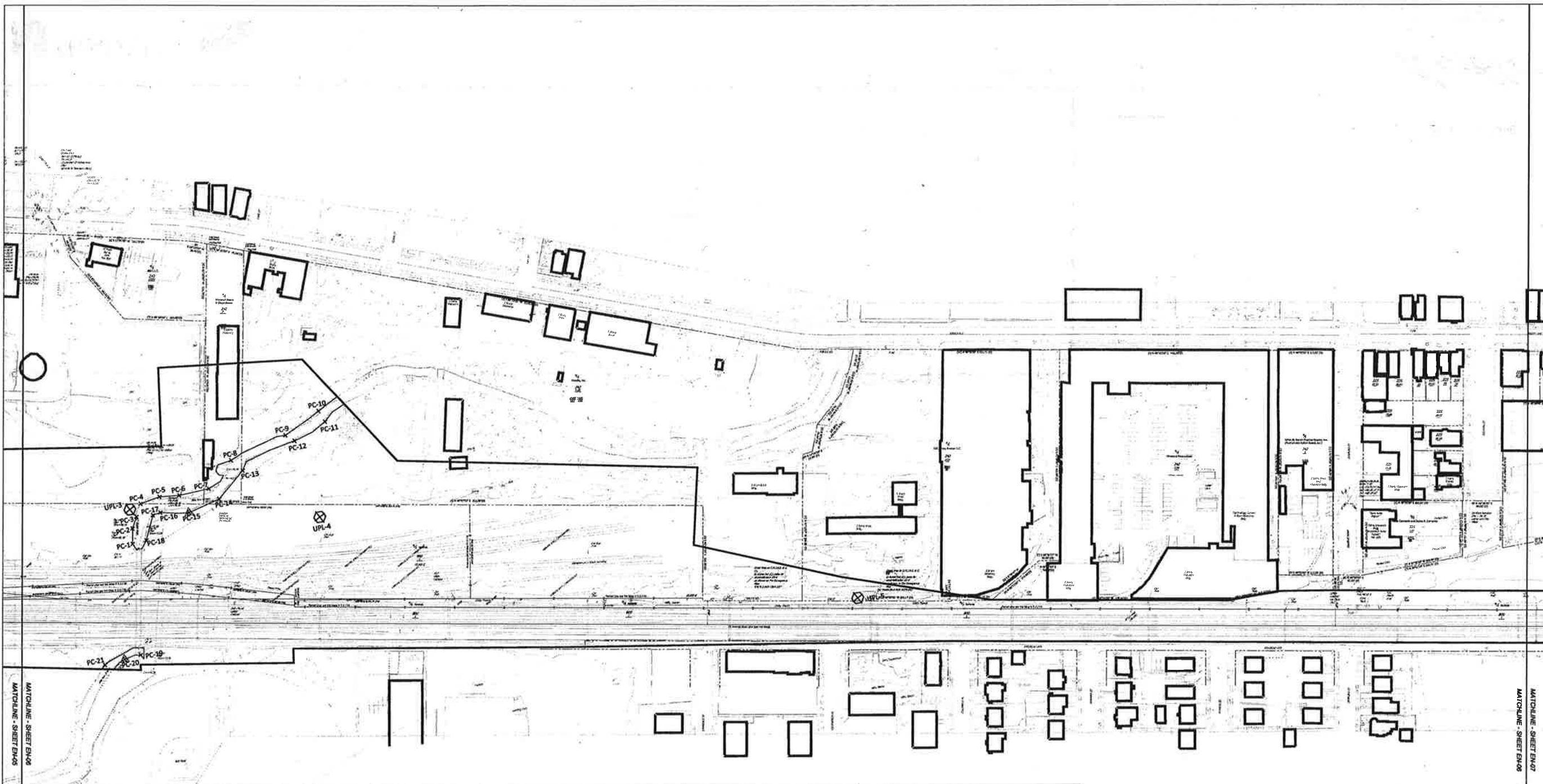
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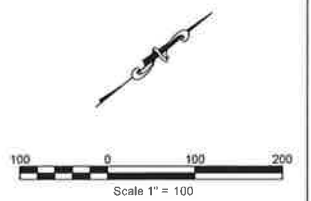
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- HORIZONTAL DATUM IS REFERENCED TO N.J.S.P.C. SYSTEM NAD83 AND VERTICAL DATUM IS REFERENCED TO NAVD88.
 - EXISTING PROPERTY LINES SHOWN HEREON ARE BASED UPON ONE OR MORE DOCUMENTS INCLUDING, BUT NOT LIMITED TO, RECORDED DEEDS, FIELD MAPS, RAILROAD VALUATION MAPS, EXISTING BOUNDARY SURVEYS AND/OR OFFICIAL TAX MAPS.
 - WETLAND DELINEATION FLAGGED AND STAKED-OUT BY AKRF, INC. ON THE FOLLOWING DATES: 4/23/2014, 7/18/2014, 8/4/2014, AND SURVEYED BY GTS CONSULTANTS. ADDITIONAL FIELD DELINEATION COMPLETED BY AKRF, INC. 11/21/14 WITH PLACE LOCATIONS RECORDED BY GPS.
 - TOPOGRAPHIC MAP COMPILED BY ROBINSON AERIAL SURVEYS, INC. DATED 8/17/2014.
 - SUPPLEMENT SURVEY COMPILED BY GTS CONSULTANTS 8/22/2014, 8/26/2014, 8/29/2014, 9/2/2014, AND 9/4/2014.
 - WETLAND DELINEATION PLANS PREPARED BY AKRF, INC UTILIZING SURVEY DATA SUPPLIED BY GTS CONSULTANTS 10/16/2014.
 - PROFESSIONAL ENGINEER CERTIFICATION IS LIMITED TO ACCURACY OF INFORMATION PROVIDED BY OTHERS AS IDENTIFIED IN GENERAL NOTES AND REFERENCES ABOVE.

REVISIONS		
NO	DATE	DESCRIPTION
1	11/18/14	NJ TRANSIT COMMENTS

PROJECT NJ TRANSIT
 COUNTY YARDS PROJECT
 TOWNSHIP OF NORTH BRUNSWICK &
 THE CITY OF NEW BRUNSWICK
 COUNTY OF MIDDLESEX,
 NEW JERSEY

DRAWN BY GLR/KMD	CHECKED BY RRR
SCALE 1"=100'	DATE 11/21/14

SHEET TITLE
 NJ TRANSIT
 COUNTY YARDS PROJECT
 WETLAND DELINEATION
 MAPS








SHEET NO.
 EN-07 OF 7 SHEETS

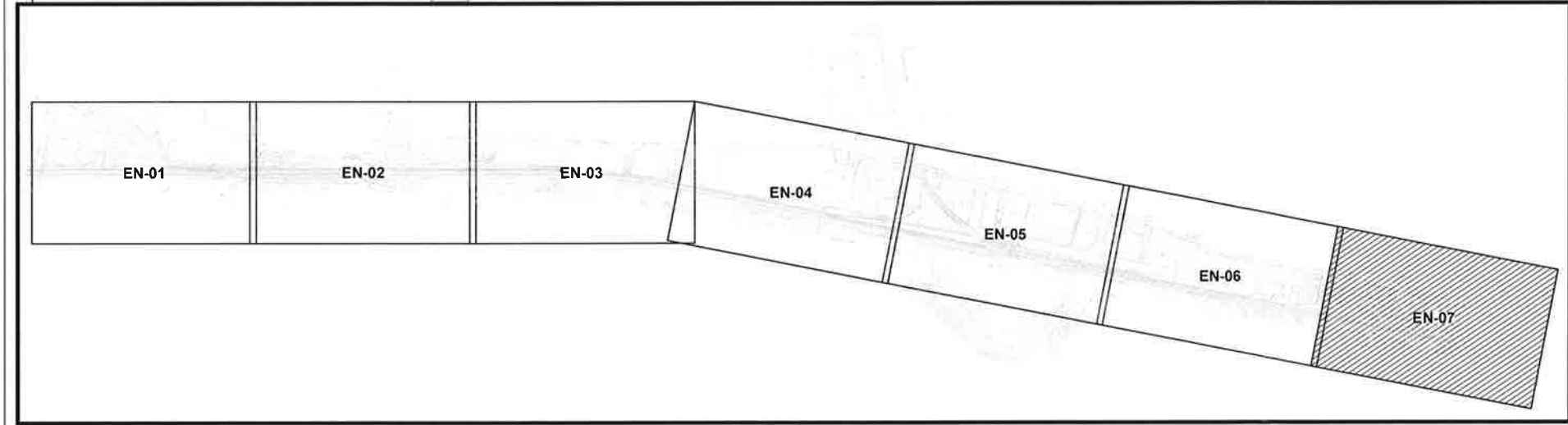
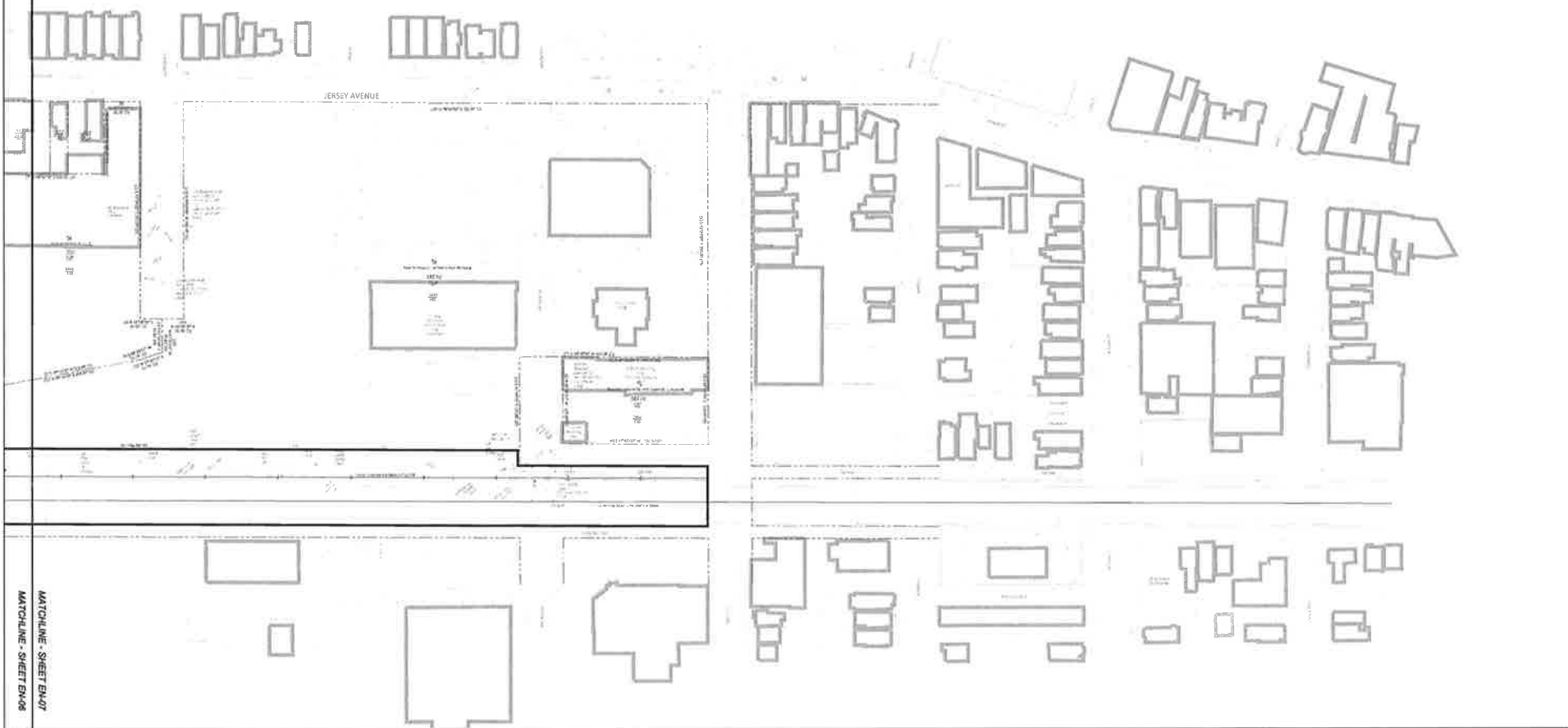
RODMAN R. RITCHIE



N.J. PROFESSIONAL ENGINEER
 LIC. NO. GE 043547

LEGEND

	COUNTY YARDS STUDY AREA
	WETLAND DELINEATION LINE
	UPLAND FLAGGED LABEL
	WETLAND DELINEATION SAMPLE POINT
	WETLAND DELINEATION FLAGGED LABEL
	PROPERTY / R.O.W. LINES
	STREAM / DITCH LINES



SHEET INDEX
 Scale: 1" = 1000'

Attachment 2: *New Jersey No Net Loss Reforestation Act-public information flyer*

New Jersey No Net Loss Reforestation Act (N.J.S.A. 13:L-14.1 et seq.)

What is the No Net Loss Reforestation Act?

The No Net Loss Reforestation Act requires State agencies to prepare a Compensatory Reforestation Plan to provide mitigation for one-half acre or more of forest impact associated with a State sponsored project. The goal of the mitigation is that new trees will be planted to replace those that are lost. State sponsored projects that impact one acre or more of forest area require a public forum to allow public comment on the proposed deforestation and compensatory mitigation. The Reforestation Act applies to areas where tree species dominate the vegetation, even if the location does not provide the appearance of a traditional, forested area.

Proposed Project Impacts

The project consists of two distinct pieces Delco Lead and County Yard. The purpose of improvements to the Delco Lead is to provide emergency storage for 288 NJ TRANSIT train cars and equipment. Tree removal will be required in different areas along the length of the existing Delco Lead freight siding to accommodate the construction of an additional storage track. Trees are found along the Delco Lead in intermittent patches within disturbed area.

The existing County Yard is to be expanded to provide storage of 144 train cars and as well as light maintenance. Tree removal will be required for the majority of the existing County Yard property. The forest area to be impacted consists mainly of successional growth of deciduous trees that have populated the unused portions of the former rail yard tracks due to lack of maintenance. Trees have grown up through the stone ballast that originally covered the yard, through and around abandoned rails and ties.

- ▶ Total Forest Area Impact – 11.85 acres (Delco Lead + County Yard)
- ▶ Dominant Tree Species to be Impacted Include:
 - Staghorn Sumac (*Rhus Typhina*)
 - Pin Oak (*Quercus palustris*)
 - Tree of Heaven (*Ailanthus altissima*)
 - Maple (*Acer sp.*)
 - Catalpa (*Catalpa sp.*)
 - Cherry (*Prunus serotina*)
 - Locust (*Gleditsia sp.*)
 - Elm (*Ulmus sp.*)
- ▶ Tree Sizes range from saplings (less than 3 inches in diameter) to trees as much as 36 inches in diameter; however, most trees to be removed are less than 24 inches in diameter.

Proposed Compensatory Reforestation Plan

- ▶ Compensation by on-site reforestation is not feasible due to on-going railroad operations and safety considerations associated with sight lines within the Transit right-of-way.
- ▶ NJ Transit will reach out to municipal agencies to determine whether there is a specific local reforestation project that can be funded by NJ Transit to allow for replacement trees to be planted in or near New Brunswick or North Brunswick.

- ▶ NJ Transit proposes to compensate for any remaining obligation with a monetary contribution to the New Jersey Forest Service. The New Jersey Forest Service will interact with local, County and other state agencies to locate and fund appropriate sites for reforestation. The appropriate amount of compensation will be determined by the New Jersey Forest Service.




Public Comment Period

- Public Comments Are Welcome.
- Comment Forms may be filled out at this Information Center.
- Written comments must be received by NJ TRANSIT by June 16, 2015.

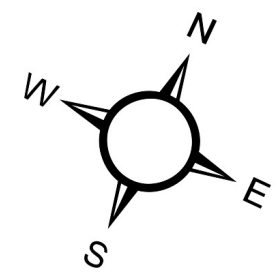
Comments should be mailed to:

***Delco Lead and County Yard Improvements
c/o InGroup, Inc.
P.O. Box 206
Midland Park, NJ 07432
Fax: 201-612-1232
Email: DelcoOutreach@ingroupinc.com***

County Yard

-  Proposed County Yard
-  Forested Areas within County Yard
-  Limit of Disturbance - 7 acres

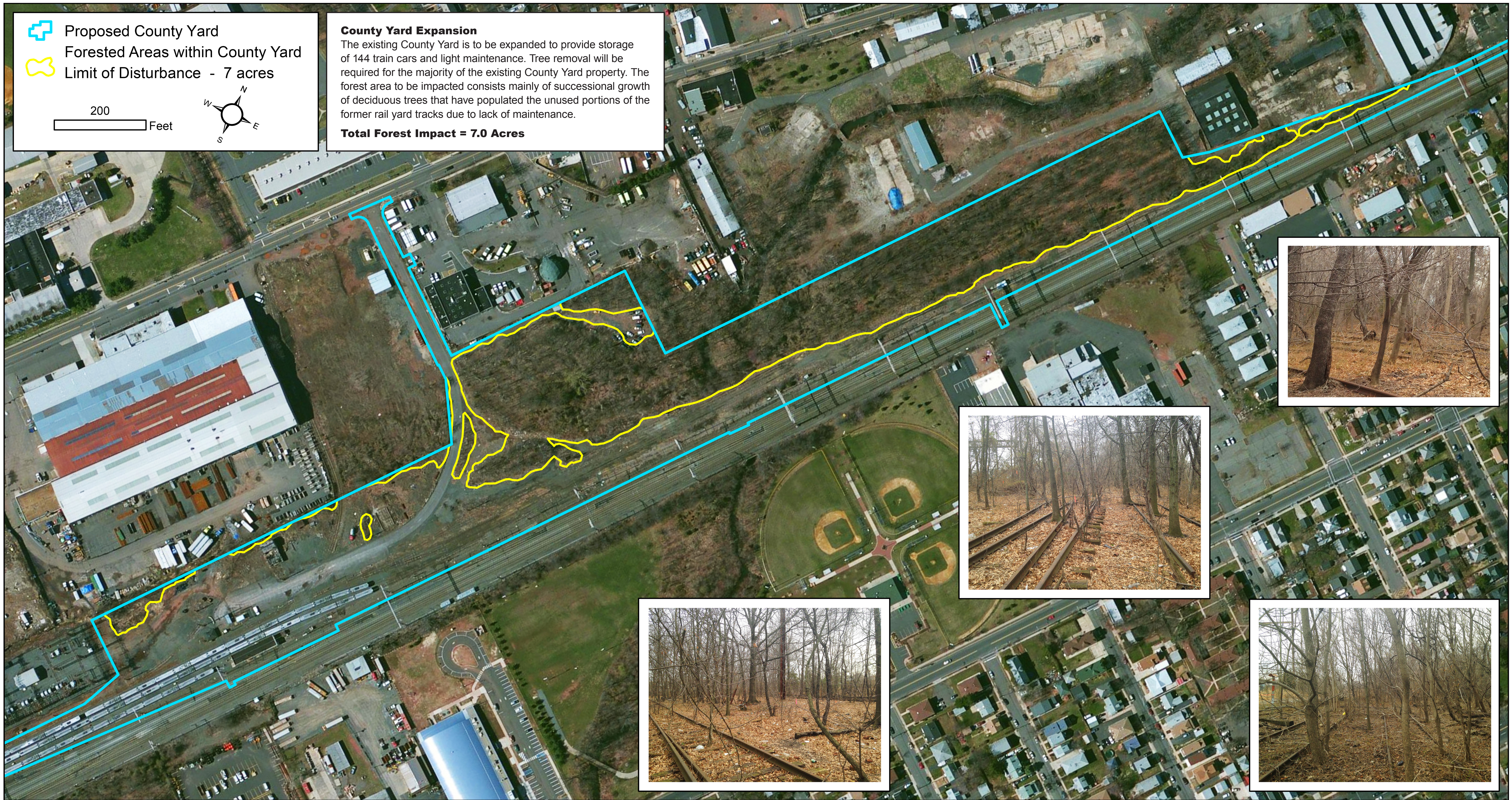
200
Feet



County Yard Expansion

The existing County Yard is to be expanded to provide storage of 144 train cars and light maintenance. Tree removal will be required for the majority of the existing County Yard property. The forest area to be impacted consists mainly of successional growth of deciduous trees that have populated the unused portions of the former rail yard tracks due to lack of maintenance.

Total Forest Impact = 7.0 Acres



Delco Lead



Appendix D: Agency Correspondence

Attachment 1: Natural Heritage Program determination dated July 23, 2015

Attachment 2: National Marine Fisheries Service determination dated September 4, 2014

Attachment 3: New Jersey Municipalities with Hibernation or Maternity Occurrences of Indiana and Northern Long-eared Bat, August 27, 2015

Attachment 4: USFWS IPaC Trust Resources List

Attachment 5: USFWS Review Determination Letter dated September 15, 2015

Attachment 1: *Natural Heritage Program determination dated July 23, 2015*



State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION

State Forestry Services
Mail Code 501-04

ONLM - Natural Heritage Program
P.O. Box 420

Trenton, NJ 08625-0420
Tel. #609-984-1339
Fax. #609-984-1427

CHRIS CHRISTIE
Governor

KIM GUADAGNO
Lt. Governor

BOB MARTIN
Commissioner

July 23, 2015

Harold Olarte
BEM Systems, Inc.
100 Passaic Avenue
Chatham, NJ 07928

Re: Delco Lead and County Yard
New Brunswick and North Brunswick, Middlesex County

Dear Mr. Olarte:

Thank you for your data request regarding rare species information for the above referenced project site in New Brunswick and North Brunswick, Middlesex County.

Searches of the Natural Heritage Database and the Landscape Project (Version 3.1) 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 Landscape Project habitat mapping and the Biotics Database for occurrences of any rare wildlife species or wildlife habitat on the referenced site. The Natural Heritage Database was searched for occurrences of rare plant species or ecological communities that may be on the project site. Please refer to Table 1 (attached) to determine if any rare plant species, ecological communities, or rare wildlife species or wildlife habitat are documented on site. A detailed report is provided for each category coded as 'Yes' in Table 1.

We have also checked the Landscape Project habitat mapping and Biotics Database for all occurrences of rare wildlife species or wildlife habitat within one mile of the referenced site. Please refer to Table 2 (attached) to determine if any rare wildlife species or wildlife habitat is documented within one mile of the project site. Detailed reports are provided for each category coded as 'Yes' in Table 2. These reports may include species that have also been documented on the project site.

For requests submitted as part of a Flood Hazard Area Control Act (FHACA) rule application, we report records for all rare plant species and ecological communities tracked by the Natural Heritage Program that may be on your project site. (In some borderline cases these records may be described as on or in the immediate vicinity of your project site.) A subset of these plant species are also covered by the FHACA rules when the records are located within one mile of the project site. One mile searches for plant species will only report occurrences for those plant species identified under the FHACA regulations as being critically dependent on the watercourse. Please refer to Table 2 (attached) to determine if any rare plant species covered by the FHACA rules have been documented. Detailed reports are provided for each category coded as 'Yes' in Table 2. These reports may include species that have also been documented on the project site.

The Natural Heritage Program reviews its data periodically to identify priority sites for natural diversity in the State. Included as priority sites are some of the State's best habitats for rare and endangered species and ecological communities. Please refer to Tables 1 and 2 (attached) to determine if any priority sites are located on or within one mile of the project site.

A list of rare plant species and ecological communities that have been documented from the project site, referenced above, can be downloaded from <http://www.state.nj.us/dep/parksandforests/natural/heritage/countylist.html>. If suitable habitat is present at the project site, the species in that list have potential to be present.

Status and rank codes used in the tables and lists are defined in EXPLANATION OF CODES USED IN NATURAL HERITAGE REPORTS, which can be downloaded from http://www.state.nj.us/dep/parksandforests/natural/heritage/nhpcodes_2010.pdf.

If you have questions concerning the wildlife records or wildlife species mentioned in this response, we recommend that you visit the interactive NJ-GeoWeb website at the following URL, <http://www.state.nj.us/dep/gis/geoweb splash.htm> or contact the Division of Fish and Wildlife, Endangered and Nongame Species Program at (609) 292-9400.

PLEASE SEE 'CAUTIONS AND RESTRICTIONS ON NHP DATA', which can be downloaded from <http://www.state.nj.us/dep/parksandforests/natural/heritage/newcaution2008.pdf>.

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,

A handwritten signature in blue ink, appearing to read 'Robert J. Cartica', with a horizontal line extending to the right.

Robert J. Cartica
Administrator

c: NHP File No. 15-4007444-8031

Table 1: On Site Data Request Search Results (7 Possible Reports)

<u>Report Name</u>	<u>Included</u>	<u>Number of Pages</u>
1. Possibly on Project Site Based on Search of Natural Heritage Database: Rare Plant Species and Ecological Communities Currently Recorded in the New Jersey Natural Heritage Database	No	0 pages included
2. On or In the Immediate Vicinity of the Project Site Based on Search of the Natural Heritage Database: Rare Plant Species and Ecological Communities Currently Recorded in the New Jersey Natural Heritage Database	No	0 pages included
3. Natural Heritage Priority Sites On Site	No	0 pages included
4. Rare Wildlife Species or Wildlife Habitat on the Project Site Based on Search of Landscape Project 3.1 Species Based Patches	No	0 pages included
5. Vernal Pool Habitat on the Project Site Based on Search of Landscape Project 3.1	Yes	1 page(s) included
6. Rare Wildlife Species or Wildlife Habitat on the Project Site Based on Search of Landscape Project 3.1 Stream Habitat File	No	0 pages included
7. Other Animal Species On the Project Site Based on Additional Species Tracked by Endangered and Nongame Species Program	No	0 pages included

**Vernal Pool Habitat on the
Project Site Based on Search of
Landscape Project 3.1**

Vernal Pool Habitat Type	Vernal Pool Habitat ID
Potential vernal habitat area	2002
Total number of records:	1

Table 2: Within 1 Mile for FHACA Searches (6 possible reports)

<u>Report Name</u>	<u>Included</u>	<u>Number of Pages</u>
1. Rare Plant Species Covered by the Flood Hazard Area Control Act Rule Within One Mile of the Project Site Based on Search of Natural Heritage Database	No	0 pages included
2. Natural Heritage Priority Sites within 1 mile	No	0 pages included
3. Rare Wildlife Species or Wildlife Habitat Within One Mile of the Project Site Based on Search of Landscape Project 3.1 Species Based Patches	Yes	1 page(s) included
4. Vernal Pool Habitat Within One Mile of the Project Site Based on Search of Landscape Project 3.1	Yes	1 page(s) included
5. Rare Wildlife Species or Wildlife Habitat Within One Mile of the Project Site Based on Search of Landscape Project 3.1 Stream Habitat File	No	0 pages included
6. Other Animal Species Within One Mile of the Project Site Based on Additional Species Tracked by Endangered and Nongame Species Program	No	0 pages included

**Rare Wildlife Species or Wildlife Habitat Within One
Mile of the Project Site Based on Search of
Landscape Project 3.1 Species Based Patches**

Class	Common Name	Scientific Name	Feature Type	Rank	Federal Protection Status	State Protection Status	Grank	Srank
<i>Aves</i>								
	Bald Eagle	Haliaeetus leucocephalus	Foraging	4	NA	State Endangered	G5	S1B,S2N
	Cooper's Hawk	Accipiter cooperii	Breeding Sighting	2	NA	Special Concern	G5	S3B,S4N
	Great Blue Heron	Ardea herodias	Foraging	2	NA	Special Concern	G5	S3B,S4N
	Great Blue Heron	Ardea herodias	Nesting Colony	2	NA	Special Concern	G5	S3B,S4N
	Northern Parula	Parula americana	Breeding Sighting	2	NA	Special Concern	G5	S3B
	Red-shouldered Hawk	Buteo lineatus	Breeding Sighting	4	NA	State Endangered	G5	S1B,S3N
	Red-shouldered Hawk	Buteo lineatus	Non-breeding Sighting	2	NA	Special Concern	G5	S1B,S3N
	Wood Thrush	Hylocichla mustelina	Breeding Sighting	2	NA	Special Concern	G5	S3B

**Vernal Pool Habitat
Within One Mile of the Project Site
Based on Search of
Landscape Project 3.1**

Vernal Pool Habitat Type	Vernal Pool Habitat ID
Potential vernal habitat area	2002
Potential vernal habitat area	2006
Potential vernal habitat area	2022
Total number of records:	3

Attachment 2: National Marine Fisheries Service determination dated September 4, 2014



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
GREATER ATLANTIC REGIONAL FISHERIES OFFICE
55 Great Republic Drive
Gloucester, MA 01930-2276

Deidra Friedhoff
Environmental Scientist
BEM Systems, Inc.
100 Passaic Ave.
Chatham, NJ 07928

SEP - 4 2014

**Re: Threatened and Endangered Species Search
Delco Lead and Country Yard Train Safe Haven, Service and Inspection Facility
Borough of New Brunswick, and North Brunswick, Middlesex County, New Jersey**

Dear Ms. Friedhoff and Mr. Olarte:

On September 2, 2014, we received your letter requesting for a search/determination of the presence or absence of any species listed by NOAA's National Marine Fisheries Service (NMFS) under the Endangered Species Act in the vicinity of the above referenced site located in New Brunswick and North Brunswick in Middlesex County. The proposed project involves converting the Conrail Delco tracks into a linear safe haven for trains during extreme flooding events. It also includes construction of a service and inspection facility at the existing County Yard located within the existing rail corridor.

No federally listed or proposed threatened or endangered species under our jurisdiction are expected to occur in the vicinity of your proposed project, and thus no direct or indirect effects are expected. NMFS Protected Resources Division does not intend to offer additional comments on this project. Should project plans change or new information become available that changes the basis for this determination, further coordination should be pursued. If you have any questions regarding these comments, please contact Edith Carson (978-282-8490; Edith.Carson@noaa.gov).

Sincerely,

for

David Gouveia
Acting Assistant Regional Administrator
for Protected Resources

EC: Carson

File Code: Sec 7\Nonfisheries\Private Firms\Technical Assistance\BEM Systems Railroad Tracks New and North Brunswick, NJ



Attachment 3: New Jersey Municipalities with Hibernation or Maternity Occurrences of Indiana and Northern Long-eared Bat, August 27, 2015

New Jersey Municipalities with Hibernation or Maternity Occurrence of Indiana Bat or Northern Long-eared Bat

COUNTY	Municipality	Indiana Bat	Northern Long-eared Bat
ATLANTIC	Absecon City		Maternity
ATLANTIC	Egg Harbor Township		Maternity
ATLANTIC	Galloway Township		Maternity
ATLANTIC	Hamilton Township		Maternity
ATLANTIC	Hammonton Town		Maternity
ATLANTIC	Pleasantville City		Maternity
ATLANTIC	Port Republic City		Maternity
BERGEN	Fair Lawn Borough		Maternity
BERGEN	Franklin Lakes Borough		Maternity
BERGEN	Glen Rock Borough		Maternity
BERGEN	Mahwah Township		Hibernation/Maternity
BERGEN	Oakland Borough		Hibernation/Maternity
BERGEN	Ridgewood Village		Maternity
BERGEN	Wyckoff Township		Maternity
BURLINGTON	Bass River Township		Maternity
BURLINGTON	Evesham Township		Maternity
BURLINGTON	Hainesport Township		Maternity
BURLINGTON	Lumberton Township		Maternity
BURLINGTON	Medford Township		Maternity
BURLINGTON	Mount Laurel Township		Maternity
BURLINGTON	New Hanover Township		Maternity
BURLINGTON	North Hanover Township		Maternity
BURLINGTON	Pemberton Township		Maternity
BURLINGTON	Shamong Township		Maternity
BURLINGTON	Tabernacle Township		Maternity
BURLINGTON	Washington Township		Maternity
BURLINGTON	Wrightstown Borough		Maternity
CAMDEN	Waterford Township		Maternity
ESSEX	Fairfield Township	Hibernation	
ESSEX	Livingston Township	Maternity	Maternity
ESSEX	Millburn Township	Maternity	
HUNTERDON	Clinton Town		Hibernation
HUNTERDON	Clinton Township		Hibernation
HUNTERDON	Delaware Township		Maternity
HUNTERDON	East Amwell Township		Maternity
HUNTERDON	Franklin Township		Hibernation
HUNTERDON	High Bridge Borough		Hibernation
HUNTERDON	Lambertville City		Maternity
HUNTERDON	Lebanon Borough		Hibernation
HUNTERDON	Raritan Township		Hibernation
HUNTERDON	Readington Township		Hibernation
HUNTERDON	Stockton Borough		Maternity
HUNTERDON	Tewksbury Township	Maternity	Hibernation
HUNTERDON	Union Township		Hibernation
HUNTERDON	West Amwell Township		Maternity
MERCER	Hopewell Borough		Maternity

All municipalities returned by IPaC for these bat species but not shown on this list are potential occurrences

New Jersey Municipalities with Hibernation or Maternity Occurrence of Indiana Bat or Northern Long-eared Bat

MERCER	Hopewell Township		Maternity
MERCER	Lawrence Township		Maternity
MERCER	Princeton Borough		Maternity
MERCER	Princeton Township		Maternity
MONMOUTH	Colts Neck Township		Maternity
MONMOUTH	Eatontown Borough		Maternity
MONMOUTH	Howell Township		Maternity
MONMOUTH	Middletown Township		Maternity
MONMOUTH	Neptune Township		Maternity
MONMOUTH	Ocean Township		Maternity
MONMOUTH	Shrewsbury Borough		Maternity
MONMOUTH	Shrewsbury Township		Maternity
MONMOUTH	Tinton Falls Borough		Maternity
MONMOUTH	Wall Township		Maternity
MONMOUTH	West Long Branch Borough		Maternity
MORRIS	Boonton Town	Hibernation	Hibernation
MORRIS	Boonton Township	Hibernation	Hibernation/Maternity
MORRIS	Butler Borough	Hibernation	Hibernation
MORRIS	Chatham Borough	Maternity	Maternity
MORRIS	Chatham Township	Maternity	Maternity
MORRIS	Chester Borough	Maternity	
MORRIS	Chester Township	Hibernation/Maternity	
MORRIS	Denville Township	Hibernation/Maternity	Hibernation/Maternity
MORRIS	Dover Town	Hibernation	Hibernation/Maternity
MORRIS	East Hanover Township	Maternity	Maternity
MORRIS	Florham Park Borough	Maternity	Maternity
MORRIS	Hanover Township	Hibernation/Maternity	Maternity
MORRIS	Harding Township	Maternity	Maternity
MORRIS	Jefferson Township	Hibernation/Maternity	Hibernation/Maternity
MORRIS	Kinnelon Borough	Hibernation	Hibernation
MORRIS	Lincoln Park Borough	Hibernation	Maternity
MORRIS	Long Hill Township	Maternity	Maternity
MORRIS	Madison Borough	Maternity	Maternity
MORRIS	Mendham Borough	Maternity	Maternity
MORRIS	Mendham Township	Hibernation/Maternity	Maternity
MORRIS	Mine Hill Township	Hibernation	Maternity
MORRIS	Montville Township	Hibernation	
MORRIS	Morris Plains Borough	Hibernation/Maternity	
MORRIS	Morris Township	Hibernation/Maternity	Maternity
MORRIS	Morristown Town	Hibernation/Maternity	Maternity
MORRIS	Mount Arlington Borough	Hibernation	Maternity
MORRIS	Mount Olive Township	Hibernation	Maternity
MORRIS	Mountain Lakes Borough	Hibernation	Hibernation
MORRIS	Netcong Borough	Hibernation	Maternity
MORRIS	Parsippany-Troy Hills Township	Hibernation/Maternity	Maternity
MORRIS	Pequannock Township	Hibernation	Maternity
MORRIS	Randolph Township	Hibernation	Maternity

All municipalities returned by IPaC for these bat species but not shown on this list are potential occurrences

New Jersey Municipalities with Hibernation or Maternity Occurrence of Indiana Bat or Northern Long-eared Bat

MORRIS	Riverdale Borough	Hibernation	Hibernation/Maternity
MORRIS	Rockaway Borough	Hibernation	Hibernation/Maternity
MORRIS	Rockaway Township	Hibernation/Maternity	Hibernation/Maternity
MORRIS	Roxbury Township	Hibernation	Maternity
MORRIS	Victory Gardens Borough	Hibernation	Maternity
MORRIS	Washington Township	Maternity	Maternity
MORRIS	Wharton Borough	Hibernation	Hibernation/Maternity
OCEAN	Barnegat Township		Maternity
OCEAN	Eagleswood Township		Maternity
OCEAN	Jackson Township		Maternity
OCEAN	Lakehurst Borough		Maternity
OCEAN	Little Egg Harbor Township		Maternity
OCEAN	Long Beach Township		Maternity
OCEAN	Manchester Township		Maternity
OCEAN	Ocean Township		Maternity
OCEAN	Plumsted Township		Maternity
OCEAN	Stafford Township		Maternity
OCEAN	Surf City Borough		Maternity
OCEAN	Tuckerton Borough		Maternity
PASSAIC	Bloomington Borough	Hibernation	Hibernation/Maternity
PASSAIC	Haledon Borough		Maternity
PASSAIC	Hawthorne Borough		Maternity
PASSAIC	North Haledon Borough		Maternity
PASSAIC	Paterson City		Maternity
PASSAIC	Pompton Lakes Borough		Hibernation/Maternity
PASSAIC	Prospect Park Borough		Maternity
PASSAIC	Ringwood Borough		Hibernation/Maternity
PASSAIC	Totowa Borough		Maternity
PASSAIC	Wanaque Borough		Hibernation/Maternity
PASSAIC	Wayne Township		Maternity
PASSAIC	West Milford Township	Hibernation	Hibernation/Maternity
PASSAIC	West Paterson Borough		Maternity
SALEM	Mannington Township		Maternity
SALEM	Pennsville Township		Maternity
SOMERSET	Bedminster Township	Maternity	
SOMERSET	Bernards Township	Maternity	Maternity
SOMERSET	Bernardsville Borough	Maternity	Maternity
SOMERSET	Far Hills Borough	Maternity	
SOMERSET	Franklin Township		Maternity
SOMERSET	Green Brook Township		Maternity
SOMERSET	Hillsborough Township		Maternity
SOMERSET	Manville Borough		Maternity
SOMERSET	Millstone Borough		Maternity
SOMERSET	Montgomery Township		Maternity
SOMERSET	North Plainfield Borough		Maternity
SOMERSET	Peapack-Gladstone Borough	Maternity	
SOMERSET	Warren Township	Maternity	

All municipalities returned by IPaC for these bat species but not shown on this list are potential occurrences

New Jersey Municipalities with Hibernation or Maternity Occurrence of Indiana Bat or Northern Long-eared Bat

SOMERSET	Watchung Borough	Maternity	
SUSSEX	Andover Township	Hibernation/Maternity	
SUSSEX	Byram Township	Hibernation	Maternity
SUSSEX	Franklin Borough	Maternity	Hibernation/Maternity
SUSSEX	Hamburg Borough	Maternity	Hibernation
SUSSEX	Hampton Township	Maternity	
SUSSEX	Hardyston Township	Hibernation/Maternity	Hibernation/Maternity
SUSSEX	Hopatcong Borough	Hibernation	Maternity
SUSSEX	Lafayette Township	Maternity	Hibernation/Maternity
SUSSEX	Montague Township	Maternity	Maternity
SUSSEX	Newton Town	Maternity	
SUSSEX	Ogdensburg Borough	Hibernation	Hibernation/Maternity
SUSSEX	Sparta Township	Hibernation/Maternity	Hibernation/Maternity
SUSSEX	Stanhope Borough	Hibernation	Maternity
SUSSEX	Sussex Borough	Maternity	Maternity
SUSSEX	Vernon Township	Maternity	Maternity
SUSSEX	Wantage Township	Maternity	Maternity
UNION	Berkeley Heights Township	Maternity	Maternity
UNION	Mountainside Borough	Maternity	
UNION	New Providence Borough	Maternity	Maternity
UNION	Scotch Plains Township	Maternity	Maternity
UNION	Summit City	Maternity	
WARREN	Blairstown Township		Hibernation
WARREN	Hardwick Township		Hibernation
WARREN	Knowlton Township		Hibernation

All municipalities returned by IPaC for these bat species but not shown on this list are potential occurrences

Attachment 4: *USFWS IPaC Trust Resources List*

Delco Lead and S&I Facility EA

IPaC Trust Resource Report

Generated July 13, 2015 02:43 PM MDT



US Fish & Wildlife Service

IPaC Trust Resource Report



Project Description

NAME

Delco Lead and S&I Facility EA

PROJECT CODE

SBMH2-DIECZ-AY5P2-DXGET-2CADA

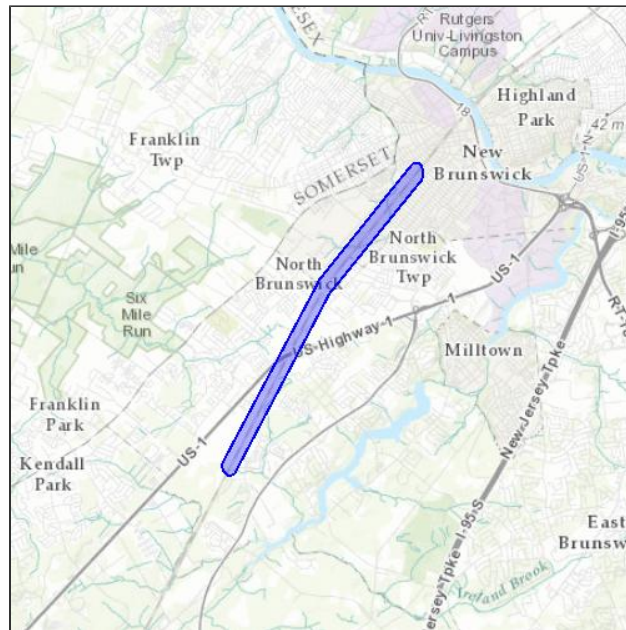
LOCATION

Middlesex County, New Jersey

DESCRIPTION

.25 mile wide study area (1320 ft)

7/13/15



U.S. Fish & Wildlife Contact Information

Species in this report are managed by:

New Jersey Ecological Services Field Office

927 North Main Street, Building D

Pleasantville, NJ 8232-1454

(609) 646-9310

Endangered Species

Proposed, candidate, threatened, and endangered species that are managed by the [Endangered Species Program](#) and should be considered as part of an effect analysis for this project.

This unofficial species list is for informational purposes only and does not fulfill the requirements under [Section 7](#) of the Endangered Species Act, which states that Federal agencies are required to "request of the Secretary of Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action." This requirement applies to projects which are conducted, permitted or licensed by any Federal agency.

A letter from the local office and a species list which fulfills this requirement can be obtained by returning to this project on the IPaC website and requesting an Official Species List from the regulatory documents section.

Mammals

Indiana Bat *Myotis sodalis*

Endangered

CRITICAL HABITAT

No critical habitat has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?sPCODE=A000>

Northern Long-eared Bat *Myotis septentrionalis*

Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?sPCODE=A0JE>

Reptiles

Bog (=muhlenberg) Turtle *Clemmys muhlenbergii*

Threatened

CRITICAL HABITAT

No critical habitat has been designated for this species.

<https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?sPCODE=C048>

Critical Habitats

Potential effects to critical habitat(s) within the project area must be analyzed along with the endangered species themselves.

There is no critical habitat within this project area

Migratory Birds

Birds are protected by the [Migratory Bird Treaty Act](#) and the Bald and Golden Eagle Protection Act.

Any activity which results in the take of migratory birds or eagles is prohibited unless authorized by the U.S. Fish and Wildlife Service (1). There are no provisions for allowing the take of migratory birds that are unintentionally killed or injured.

You are responsible for complying with the appropriate regulations for the protection of birds as part of this project. This involves analyzing potential impacts and implementing appropriate conservation measures for all project activities.

<p>American Oystercatcher <i>Haematopus palliatus</i> Year-round https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0G8</p>	Bird of conservation concern
<p>American Bittern <i>Botaurus lentiginosus</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0F3</p>	Bird of conservation concern
<p>Bald Eagle <i>Haliaeetus leucocephalus</i> Year-round https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B008</p>	Bird of conservation concern
<p>Black-billed Cuckoo <i>Coccyzus erythrophthalmus</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HI</p>	Bird of conservation concern
<p>Blue-winged Warbler <i>Vermivora pinus</i> Season: Breeding</p>	Bird of conservation concern
<p>Canada Warbler <i>Wilsonia canadensis</i> Season: Breeding</p>	Bird of conservation concern
<p>Fox Sparrow <i>Passerella iliaca</i> Season: Wintering</p>	Bird of conservation concern
<p>Golden-winged Warbler <i>Vermivora chrysoptera</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0G4</p>	Bird of conservation concern
<p>Gull-billed Tern <i>Gelochelidon nilotica</i> Season: Breeding</p>	Bird of conservation concern
<p>Hudsonian Godwit <i>Limosa haemastica</i> Season: Migrating</p>	Bird of conservation concern
<p>Kentucky Warbler <i>Oporornis formosus</i> Season: Breeding</p>	Bird of conservation concern
<p>Least Bittern <i>Ixobrychus exilis</i> Season: Breeding</p>	Bird of conservation concern
<p>Peregrine Falcon <i>Falco peregrinus</i> Season: Wintering https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0FU</p>	Bird of conservation concern

Pied-billed Grebe <i>Podilymbus podiceps</i> Year-round	Bird of conservation concern
Prairie Warbler <i>Dendroica discolor</i> Season: Breeding	Bird of conservation concern
Purple Sandpiper <i>Calidris maritima</i> Season: Wintering	Bird of conservation concern
Red Knot <i>Calidris canutus rufa</i> Season: Wintering https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0DM	Bird of conservation concern
Rusty Blackbird <i>Euphagus carolinus</i> Season: Wintering	Bird of conservation concern
Short-eared Owl <i>Asio flammeus</i> Season: Wintering https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HD	Bird of conservation concern
Snowy Egret <i>Egretta thula</i> Season: Breeding	Bird of conservation concern
Upland Sandpiper <i>Bartramia longicauda</i> Season: Breeding https://ecos.fws.gov/speciesProfile/profile/speciesProfile.action?spcode=B0HC	Bird of conservation concern
Wood Thrush <i>Hylocichla mustelina</i> Season: Breeding	Bird of conservation concern
Worm Eating Warbler <i>Helmitheros vermivorum</i> Season: Breeding	Bird of conservation concern

Refuges

Any activity proposed on [National Wildlife Refuge](#) lands must undergo a 'Compatibility Determination' conducted by the Refuge. If your project overlaps or otherwise impacts a Refuge, please contact that Refuge to discuss the authorization process.

There are no refuges within this project area

Wetlands

Impacts to [NWI wetlands](#) and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes.

Project proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate [U.S. Army Corps of Engineers District](#).

DATA LIMITATIONS

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.

DATA EXCLUSIONS

Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

DATA PRECAUTIONS

Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

Wetland data is unavailable at this time.

Attachment 5: *USFWS Review Determination Letter dated September 15, 2015*



United States Department of the Interior
FISH AND WILDLIFE SERVICE



New Jersey Field Office
 927 North Main Street, Building D
 Pleasantville, New Jersey 08232
 Tel: 609-646-9310 Fax: 609-646-0352
<http://www.fws.gov/northeast/njfieldoffice>

IN REPLY REFER TO:
 2015-I-0618

SEP 15 2015

Harold Olarte
 BEM Systems
 100 Passaic Avenue
 Chatham, New Jersey 07928
 Fax: 908-598-2622

Reference: Delco Lead and County Yard Improvements, New Brunswick, and North Brunswick, Middlesex County, New Jersey

The U.S. Fish and Wildlife Service (Service) has reviewed the above-referenced proposed project pursuant to the Endangered Species Act of 1973 (87 Stat. 884, as amended; 16 U.S.C. 1531 *et seq.*) (ESA) ensuring the protection of federally listed endangered and threatened species. The following comments do not address all Service concerns for fish and wildlife resources and do not preclude separate review and comment by the Service as afforded by other applicable environmental legislation.

A known occurrence or potential habitat for the following federally listed or candidate species is located on or near the project's impact area. However, the Service concurs that the proposed project is not likely to adversely affect federally listed or candidate species for the reasons listed below.

Species	Basis for Determination
Northern long-eared bat (<i>Myotis septentrionalis</i>) (threatened) Indiana bat (<i>Myotis sodalis</i>) (endangered)	July 22, 2015 letter describing the proposed action area. The surrounding landscape consists of little to no forested habitat and is centrally located in a highly dense commercial property area. Directly adjacent to the project site are commercial buildings, parking lots and paved roads. Although the project site is located within the geographic range of the Indiana bat and northern long-eared bat, the Service believes the site does not provide suitable roosting habitat for either bat species.
Bog turtle (<i>Glyptemys mühlenbergii</i>) (threatened)	Discountable effects - No habitat for this species exists in the footprint of the project.

Except for the above-mentioned species, no other federally listed or proposed threatened or endangered flora or fauna under Service jurisdiction are known to occur within the proposed project's impact area. Therefore, no further consultation pursuant to the ESA is required. If additional information on federally listed species becomes available, or if project plans change, this determination may be reconsidered.

Reviewing Biologist: Jeremy Markuson
 Jeremy Markuson
 Authorizing Supervisor: Ron Popowski
 Ron Popowski

Appendix E: Public Meeting Summary

Delco Lead and County Yard Improvements Public Information Session Summary

April 22, 2015

On Thursday, April 16, 2015, at City Hall in New Brunswick, NJ, NJ TRANSIT held a Public Information Session for the Delco Lead and County Yard Improvements Project. The Session was an opportunity for the public to learn about the project, to ask questions of project staff, and to submit comments.

Outreach

NJ TRANSIT employed multiple strategies to engage the public and others prior to the meeting. NJ TRANSIT coordinated with and was in part guided by Middlesex County, the City of New Brunswick, and the Township of North Brunswick in its efforts to reach local populations. In addition to advertisements placed in English and Spanish newspapers¹, and a specific link developed for this purpose <http://www.superstormsandyrecovery.com/projects/countyyard.html> available through the NJ TRANSIT Superstorm Sandy Recovery website <http://www.superstormsandyrecovery.com/>, NJ TRANSIT sent letters (in English and Spanish) to property owners and residents. NJ TRANSIT utilized mailing lists developed through the NJ DEP wetlands delineation process; the 200' buffer specified by that process served as a reasonable proxy for parties with a geographically-proximate interest from a project development and NEPA perspective. On the south (east) side of the Northeast Corridor, streets are laid out in a regular grid pattern, facilitating a straightforward mailing approach. Residents of streets such as Joyce Kilmer Avenue received mailings. On the north (west) side of the Northeast Corridor, the main street near the project site is Jersey Avenue, a light industrial/commercial corridor. Property owners along Jersey Avenue received mailings, as did residential pockets along streets including Mitchell Avenue, Quentin Avenue, Lake Streets, and Simplex Street.

In addition, NJ TRANSIT specifically provided flyers to the City of New Brunswick Housing Authority so that Housing Authority residents, while outside of the wetlands delineation process used for mailings, would be advised of the Session. Locations of Housing Authority properties include those on Wright Place and Edpas Road. The City advised NJ TRANSIT that the most effective way to reach these residents would be to provide flyers to the Housing Authority offices, where most residents go to pay rent.

Elected officials were contacted (via eblast²), and information was provided to a variety of community facilities.³ These facilities were reached by phone, and then received the flyer via email.

Meeting Materials and Arrangements

¹ El Especialito and Home News Tribune

² Eblast was distributed to attached list of Elected Officials

³ Facility list included

The meeting occurred in an ADA-compliant facility. A Spanish interpreter was on-site. Information Boards and Comment Forms (in English and Spanish) were available. The Comment Forms could be completed on site, but also included mailing and email addresses so that meeting attendees could send in comments after the meeting if so desired.⁴

Meeting Attendees and Comments

A variety of private citizens, agency representatives, and members of the media attended the meeting. NJ TRANSIT recorded all attendees on a meeting sign-in sheet.

Two comments not pertinent to the project were received in the “Comment Box” provided at the meeting. These included concerns about damage to personal property by unrelated Amtrak activities. A third comment touched on the loss of commuter parking at the Jersey Avenue Station, as well as historic and archeological properties. The fourth and final comment related to potential flooding along Jersey Avenue.

Regarding parking, the Delco Lead portion of the project will require the displacement of approximately 56 parking spaces in the Jersey Avenue Station parking lot, which is owned by NJ TRANSIT and managed by the New Brunswick Parking Authority (NBPA). The NBPA manages a total of 1,500 parking spaces at the Jersey Avenue Station, and reports an approximate 70 percent occupancy rate. There is therefore more than sufficient capacity to address the loss of parking spaces as a result of the Delco Lead track alignment. Some commuters that currently park in the primary lot near the railroad tracks will instead need to use the lot located on the north side of Jersey Avenue (across Jersey Avenue from the Jersey Avenue Station).

Regarding the commenter’s inquiry about historic and archeological properties, NJT will provide a copy of appropriate Section 106-related documents to the commenter.

Regarding the potential for flooding along Jersey Ave, NJT will coordinate review of this matter with NJDOT. Addressing any potential flooding on the roadway would be beyond the scope of the Delco Lead and County Yard Improvements Project.

⁴ All meeting materials attached

El Talento de Jimmy Zambrano es Internacional

Cortesía de Carlos Principe
Locutor Radial

Jimmy Zambrano nació en el municipio de Guamal (Magdalena), y su principal maestro en el acordeón fue su padre Epi Zambrano, un connotado músico de la vieja guardia quien amenizó muchas parrandas con los legendarios Alejo Durán y Luis Enrique Martínez. A muy temprana edad parte hacia Venezuela, más concretamente en Caracas donde realizó estudios de música y especializarse en el piano, allí es llamado por Los Melódicos de Renato Capriles para grabar un tema vallenato de Poncho Zuleta titulado "Luzmila" que fue la primera canción y la primera grabación realizada por este artista, en el año de 1993 graba una producción con el grupo "Los Clásicos" al lado de Aníbal Caicedo y Jair Castañeda llamada "Vallenato y más", en el año de 1995 Omar Geles descubre su talento en una gira por Venezuela y lo



•• Jimmy Zambrano, ícono del vallenato colombiano.

llama para que haga parte de Los Diablitos, allí estuvo como tecladista hasta el año de 1999, en los años que estuvo en Los

Música Vallenata en la radio

Escucha a Carlos Principe con lo mejor de la música vallenata en la emisora WPAT, 930 AM, los jueves de 6:00 PM a 7:00 PM con entrevistas, comentarios y lo mejor del vallenato.

Diablitos fue productor y arreglista de varios grupos del género y formó el Grupo Vallenato los Emigrantes al lado de Aníbal Caicedo. En 1999 se une con Jorge Celedón que recién había dejado el Binomio de Oro y con el Grabaron 9 Discos Que ganaron el Respeto Internacional. Al lado de Celedón ganan el premio Grammy Latino en el año 2007 en la categoría Vallenato-Cum-

bia. En el 2012 ponen fin su Unión Vallenata debido a inconformidades entre ellos. en el 2013 se une con Dubán Bayona Ex-Binomio de Oro que Lanzaron su Primer Disco Llamado : "Métete en el Viaje" que han recibido buenas críticas.

Discos Grabados con Jorge Celedón

- Romántico Como Yo - Sony Music - 2000
- Llévame En Tus Sueños - Sony Music - 2001
- Canto Vallenato - Sony Music - 2002
- ¡Juepa Je! - Sony Music - 2004
- Grande Éxitos En Vivo CD - Sony Music - 2005
- Son... Para El Mundo - Sony Music - 2006
- De lo Nuevo De Lo Mejor - Sony Music - 2008
- La Invitación - Sony Music - 2009
- Lo que tú necesitas - Sony Music - 2011

Jimmy Zambrano y Jorge Celedón

Para finales del año 2005 Jorge Celedón y Jimmy Zambrano graban su primer DVD en vivo de grandes éxitos, el escenario fue el parque metropolitano Simón Bolívar donde la caja, la guacharaca y el acordeón estuvieron acompañados por músicos de la Sinfónica de Bogotá vistiendo el vallenato de gala donde 30000 personas acompañaron por más de tres horas a estos íconos del vallenato.



Aviso Público

Reunión Pública Informativa

Los Proyectos para el Mejoramiento del Refugio Seguro y Playa Ferroviaria para los trenes del Delco Lead

(Delco Lead Train Safe Haven and County Yard Improvements projects)

NJ TRANSIT está llevando a cabo esos proyectos (que incluyen la construcción de un nuevo Taller de Servicios y Controles y la expansión de la playa ferroviaria llamada County Yard) para mejorar el almacenamiento de equipos ferroviarios y el funcionamiento por el Northeast Corridor (el corredor del noreste). El objetivo principal de los proyectos es proveer un cobijo seguro y un taller de controles resistente para los vagones de NJ TRANSIT. Se va a presentar más información sobre los proyectos durante la Reunión Pública Informativa en abril. El proyecto está ubicado en el Township de North Brunswick y la Ciudad de New Brunswick.

La Reunión Pública Informativa es una oportunidad para que el público pueda obtener más información sobre los proyectos.

Jueves 16 de abril de 2015

Lugar: City of New Brunswick City Hall, Council Chambers (3rd Floor)
78 Bayard Street, New Brunswick, NJ 08901
4:00 p.m. – 8:00 p.m.

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*OFERTA DE CRÉDITO EN LA FACTURA/PROGRAMACIÓN: SI PARA EL FIN DEL/DE LOS PLAZO(S) DEL PRECIO(S) PROMOCIONALES). EL CLIENTE NO CONTACTA A DIRECTV PARA CAMBIAR SU SERVICIO, ENTONCES TODOS LOS SERVICIOS AUTOMÁTICAMENTE CONTINUARÁN A LAS TARIFAS PREVALEcientes EN ESE MOMENTO. LÍMITE DE UNA OFERTA DE PROGRAMACIÓN POR CUENTA. Nombres y precios actuales de los paquetes/servicios ofrecidos: ÓPTIMO MÁS \$34.99 al mes, Cargo por Receptor Avanzado \$15 al mes. Los precios incluyen estos reembolsos instantáneos en la factura durante los primeros 12 meses: \$35 por el paquete ÓPTIMO MÁS. El cliente debe, en el punto de venta, activar y mantener Pago Automático de Factura para calificar para las cantidades de crédito en el paquete ÓPTIMO MÁS o superior. La cuenta debe estar al día, según sea determinado por DIRECTV a su sola discreción, para permanecer elegible para todas las ofertas.
**ACUERDO DE 24 MESES: CANCELACIÓN TEMPRANA RESULTARÁ EN UN CARGO DE \$20 AL MES POR CADA MES RESTANTE. Durante 24 meses consecutivos debes mantener cualquier paquete de programación básico de DIRECTV (\$29.99 al mes o superior) o cualquier servicio internacional combinado que califique. Se requiere el cargo de Receptor Avanzado (\$15 al mes) para el arrendamiento de todas las Videograbadoras HD DVR. Se requiere el cargo por servicio TiVo (\$5 al mes) por el arrendamiento de una videograbadora digital HD con TiVo de DIRECTV. Hay un cargo de \$6.50 al mes por cada receptor y/o Genie Mini/TV Aparato listo para DIRECTV en tu cuenta. Los precios pueden ser menores. PUEDE APLICARSE UN CARGO DE \$150 POR CADA RECEPTOR NO DEVUELTO. TODO EL EQUIPO (EXCEPTO EL APARATO GENIE) SE ALOJUA Y DEBE SER DEVUELTO A DIRECTV AL CANCELAR, O SE APLICARÁN CARGOS POR EQUIPO NO DEVUELTO. VISITA directv.com/legal O LLAMA AL 1-800-DIRECTV PARA MÁS DETALLES. INSTALACIÓN: Instalación profesional estándar solamente en hasta 4 habitaciones. Instalación personalizada cuesta extra. Legal o Telemundo requiere un televisor de alta definición. La cantidad de canales en alta definición varía según el paquete elegido. La programación, los precios, los términos y condiciones están sujetos a cambio en cualquier momento. Los precios son residenciales. No incluye impuestos. La recepción de programación DIRECTV está sujeta al Acuerdo del Cliente de DIRECTV, una copia está disponible en directv.com/legal y con la confirmación del pedido. NFL, el diseño del escudo de NFL y el nombre y logo de NFL SUNDAY TICKET son marcas comerciales registradas de la NFL y sus afiliados. SHOWTIME and related marks are trademarks of Showtime Networks Inc., a CBS Company. © 2015 DIRECTV. DIRECTV y el logo de Diseño de Ciclon y ÓPTIMO MÁS son marcas registradas de DIRECTV, LLC. Todas las otras marcas registradas y marcas de servicio son la propiedad de sus respectivos dueños.

from page one

Funeral

Continued from Page 1A

“Joey was definitely an amazing person. He was indeed a person who would make you laugh until you cried because his humor was so corny lol. I will never forget sitting next to him in Mr. Plummer’s class and we’d sneak food in and share with each other so the other didn’t tell on the other. I have good memories of Joey and I just want to send my prayers to his family and friends. May he rest in peace,” wrote

Altrina Holmes. “Joey, you were such a great kid and always made my class a whole lot more fun to teach. You were always respectful and kindhearted to me and to every girl in the class. I am praying for your family. May the Lord give each of you peace during this incredibly difficult time,” wrote Jacquelyn McCall of the Colonia section of Woodbridge. “In loving memory of a beautiful person inside and out. All the memories shared with you along with that beautiful smile will forever be cherished deep in our hearts. Rest in Peace, Joey Rod, we all



For more shots from the funeral for Joseph

Rodriguez, visit MyCentralJersey.com.

love and miss you,” wrote Melissa Luis of Edison. “You were there in your teenage years coaching flag football! My son Rob never forgot the encouragement you gave him then! Till this day you still kept in touch with him! A nice young man then and a better man as you got older. Rest in Peace Joe! Your kindness here on earth will be never forgotten and heaven is getting a very special per-

son,” wrote Francine Smith of Rahway. An avid Oakland Raiders and New York Yankees fan, Rodriguez was predeceased by his mother, Antonette, and grandmother, Rose Simone. He is survived by his father, Angelo, his sister, Roseanne, and uncles, aunts, cousins and friends.

Staff Writer Suzanne Russell: 732-565-7335; srussell@mycentraljersey.com



KATHY JOHNSON/STAFF PHOTOGRAPHER
Mourners enter St. Elizabeth Roman Catholic Church in Linden for funeral for Joseph Rodriguez, 28, on Wednesday.

Arrests

Continued from Page 1A

his vehicle, used to measure a driver’s breath alcohol content before allowing the vehicle to start.

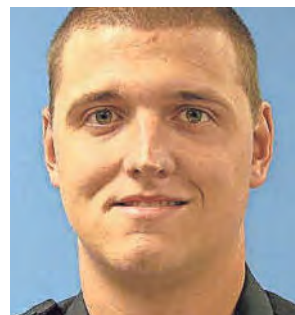
The 180-day period ended Sept. 11 just months before last Friday’s accident, when Abad was out with two other off-duty Linden officers, Frank Viggiano and Patrik Kudlac, and friend Joseph Rodriguez at a Staten Island strip club. As they left the club just before 5 a.m. Abad drove his Honda Civic the wrong way on the West Shore Expressway near Arthur Kill Road and collided head-on with a tractor-trailer. Viggiano and Rodriguez, both 28, were killed in the crash. Viggiano was a five-year veteran of the Police Department.

Funeral for Viggiano

Funeral services for Rodriguez were held Wednesday. Viggiano’s funeral is scheduled for 10:30 a.m. today at Linden Presbyterian Church, 1506 Orchard Terrace, Linden.



Joseph Rodriguez



Frank Viggiano



Patrik Kudlac

Abad, 27, a six year police veteran, and Kudlac, 23, who was hired two years ago, remained hospitalized Wednesday in critical but stable condition at Staten Island hospitals.

A spokeswoman for New York City Police Department said the accident remained under investigation and there was no new information on Wednesday. New York City Police would not disclose if Abad’s blood alcohol content level had been tested.

Hours before the crash Abad posted a photo on his Instagram account of three shot glasses filled with what he called “Jack Daniels Fire on the house.” Twitter messages he has posted over the past several months also

have made reference to prostitutes, drinking and drugs.

Abad arrested in Rahway

The 2013 Rahway arrest paints a unsettling image of the young officer.

According to the police report, obtained through the Open Public Records Act, around 5:10 a.m. Feb. 26, 2013, Rahway police were dispatched to Monroe Street for a report a black vehicle that hit a parked car and was attempting to flee.

When police arrived, they were flagged down by a resident who had called to report the accident. The woman told police she was awakened by a loud bang, and when she

looked out her front window she saw her Toyota Camry had been struck by a black 2011 two-door BMW.

The woman opened her front door and the driver, later identified as Pedro Abad Jr., walked into her home and apologized for hitting her car, the report states.

The woman told police that Abad “smelled like alcohol, like he’s been drinking, I believe he is drunk.” She also told police he fell against the wall several times, the report states.

Rahway Officer Mark Gresham met Abad in front of his patrol car and asked him what happened. Abad said he was driving east on Monroe Street and struck a vehicle parked in front of 157 Monroe St.

Gresham asked Abad if he knew where he was, and he responded “I’m at Patrias,” according to the police report.

As part of the OPRA request, Rahway police provided a dashboard camera video recording of the encounter between the Rahway officer and Abad.

The report states Abad smelled of alcohol and he

continued to lean against the police car for balance and his eyes were bloodshot and watery, his eyelids droopy and his speech slurred.

Gresham conducted a field sobriety test on Abad, asking him to walk nine steps in a straight line, turn and walk back toward him. Abad took five steps, not using the heel to toe form demonstrated to him, used his arms for balance and did not count out the steps. After the fifth step, he stopped and bent over at the waist and remained in that position for 15 seconds with his eyes closed, the report states.

At that point Abad was arrested, handcuffed, searched and placed in a patrol vehicle. At police headquarters, Abad twice refused to provide breath samples for chemical testing, the report states. He was released to a sober person at 7:25 a.m. and issued summonses for driving while intoxicated in a school zone, refusing to submit to a chemical test, operating under the influence of alcohol and careless driving.

The Roselle arrest

Two years earlier, at 3:45 a.m. on Jan. 22, 2011, Roselle police responded to a report of a motor vehicle accident at St. Georges Avenue and Rivington Street and saw several Linden officers along with two Union County officers standing around a vehicle that struck the east side of the New Way Supermarket, 1117 St. Georges Ave., according to a police report

obtained through an OPRA request.

The driver was apparently traveling westbound on St. Georges Avenue when he lost control, struck a bus stop, street-sign pole, stop sign and the wall of the supermarket, the report states.

The vehicle put a hole in the building causing damage to the structure. The driver, Pedro Abad Jr., then 23, was unconscious with a bloody nose in the driver’s seat. Abad was unable to tell police what happened because of injuries to the left side of his face.

Roselle firefighters extracted Abad from the vehicle, put him on a flat board, stabilized his neck and carried him to a Roselle Fire Department ambulance. While placing him in the ambulance, Roselle firefighters smelled a strong odor of alcohol on Abad. One firefighter told Roselle police that Abad talked inside the ambulance about having two mixed drinks while at a local club. Abad was arrested for driving while intoxicated, according to police.

According to the police report, Abad was transported to University Hospital in Newark where blood was drawn and later determined to have an alcohol content of .176 percent. Abad later was released to his father and issued summonses for driving while intoxicated and careless driving. His car, a 2010 black Audi, was towed, the police report states.

Linden police have declined to comment about Abad’s driver’s license suspension because it’s part of the department’s internal records.

After this month’s accident, it’s unclear if Abad’s driving record was reviewed by other law-enforcement agencies. A spokesman for the Union County Prosecutor’s Office said the office does not comment on active internal affairs investigations nor confirm or deny their status or existence. A spokesman for the state Attorney General’s Office also declined comment.

Staff Writer Suzanne Russell: 732-565-7335; srussell@mycentraljersey.com

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Sunday Serenade
MARCH 29, 2015, AT 5 PM
ROWAN UNIVERSITY CONCERT CHOIR
The principal vocal ensemble from Rowan University will appear in concert at **Six Mile Run Reformed Church** 3037 State Route 27, Franklin Park, NJ.
Rowan’s Concert Choir will present their touring program “Reflections.”
Proceeds will benefit the church’s organ restoration project.
General Admission \$10.00 (Tickets available at the door).
Children and Students free
Telephone: 732-297-3734

NJ TRANSIT
The Way To Go.
Notice of Public Information Session
Delco Lead and County Yard Improvements
Date, Time, Location
• **Thursday, April 16, 2015** 4:00 p.m. – 8:00 p.m.
City of New Brunswick City Hall Council Chambers (3rd Floor)
78 Bayard Street, New Brunswick, NJ 08901
About this Meeting
NJ TRANSIT is advancing the Delco Lead and County Yard projects (including construction of a new Service & Inspection Facility and yard expansion at County Yard) to improve rail equipment storage and operations along the Northeast Corridor. Detailed information about the project will be available at the Public Information Session. The project is located in North Brunswick Township and the City of New Brunswick.
The Public Information Session is an opportunity for the public to gain information about the projects.

ATTENTION
TOWNSHIP OF MONROE WATER CUSTOMERS
SPRING 2015 HYDRANT FLUSHING
Fire Hydrant flushing will be conducted throughout Monroe Township **Monday through Saturday, six days per week (excluding holidays) between the hours of 10:00 p.m. and 6:00 a.m.**

TENTATIVE SCHEDULE	
WEEK OF	FLUSHING AREA
3/30/15	Schoolhouse Road, Camelot, Route 522, Prospect Plains Road, Industrial Park
4/6/15	Rossmoor, Whitingham, Forsgate Area, Pine Run
4/13/15	Clearbrook, Concordia and the Ponds at Clearbrook
4/20/15	Heritage Chase, Regency, State Home Area, Outcalt, Spotswood Area
4/27/15	Mill Lake Area and Remaining Sections

This is only a tentative schedule. Adjustments may be necessary due to the changing conditions of this type of operation. Therefore, some areas may take longer than others.
During flushing, low pressure and a harmless discoloration may occur. This condition should clear in a few hours. If not, run your COLD water for few minutes to flush your service line. If conditions persist, please call our office at 732-521-1700 or 609-655-1050. Thank you for your cooperation.
Mike Ott
Water System Manager
Michael J. Barnes
Director



**Notice of Public Information Session
Delco Lead and County Yard Improvements**

Date, Time, Location

- **Thursday, April 16, 2015** 4:00 p.m. – 8:00 p.m.
City of New Brunswick City Hall - Council Chambers (3rd Floor)
78 Bayard Street, New Brunswick, NJ 08901

About this Meeting

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**Aviso de Reunión Pública Informativa
Los Proyectos para el Mejoramiento del Refugio Seguro y Playa
Ferroviaria para los trenes del Delco Lead**

Fecha, Hora, Lugar

- **Jueves 16 de abril de 2015** 4:00 p.m. – 8:00 p.m.
City of New Brunswick City Hall - Council Chambers (3rd Floor)
78 Bayard Street, New Brunswick, NJ 08901

Acerca de la Reunión Pública Informativa

NJ TRANSIT está llevando a cabo esos proyectos (que incluyen la construcción de un nuevo Taller de Servicios y Controles y la expansión de la playa ferroviaria llamada County Yard) para mejorar el almacenamiento de equipos ferroviarios y el funcionamiento por el Northeast Corridor (el corredor del noreste). Se va a presentar más información sobre los proyectos durante la Reunión Pública Informativa en abril. El proyecto está ubicado en el Township de North Brunswick y la Ciudad de New Brunswick.

La Reunión Pública Informativa es una oportunidad para que el público pueda obtener más información sobre los proyectos.

Tuesday, March 24, 2015

10 WRIGHT, LLC
540 MAPLE ST
NORTH BRUNSWICK, NJ 08902

**Re: Public Information Session on the Delco Lead and County Yard Improvements
Property(s): 10 WRIGHT PL**

Dear Resident or Interested Party,

NJ TRANSIT invites you to attend a Public Information Session on the Delco Lead and County Yard Improvements projects. NJ TRANSIT is advancing these projects (including construction of a new Service & Inspection Facility and expanding the yard in County Yard) to improve the storage of rail equipment and operations along the Northeast Corridor. Detailed information about the project will be available at the Public Information Session in April. The project is located in North Brunswick Township and the City of New Brunswick.

The Public Information Session is an opportunity for the public to gain information about the projects. NJ TRANSIT staff also will be available to answer your questions. Details regarding the Public Information Session are below:

Date: Thursday, April 16, 2015

Time: 4:00 p.m. – 8:00 p.m.

Location: City of New Brunswick City Hall
Council Chambers, 3rd Floor
78 Bayard Street
New Brunswick, NJ 08901

Sincerely,



Edward L. Fang
Capital Planning & Programs
Construction & Project Management
NJ TRANSIT

From: NJ TRANSIT <DelcoOutreach@ingroupinc.com>
Sent: Wednesday, April 01, 2015 11:47 AM
To: carmen@ingroupinc.com
Subject: NJ TRANSIT: Public Information Session on the Delco Lead and County Yard Improvements



Public Information Session on the Delco Lead and County Yard Improvements

Date, Time, Location

- **Thursday, April 16, 2015** 4:00 p.m. – 8:00 p.m.
City of New Brunswick City Hall - Council Chambers, 3rd Floor
78 Bayard Street, New Brunswick, NJ 08901

About this Meeting

NJ TRANSIT is holding a Public Information Session on the Delco Lead and County Yard Improvements projects. NJ TRANSIT is advancing these projects (including construction of a new Service & Inspection Facility and expanding the yard in County Yard) to improve the storage of rail equipment and operations along the Northeast Corridor. Detailed information about the project will be available at the Public Information Session in April. The project is located in North Brunswick Township and the City of New Brunswick.

The Public Information Session is an opportunity for the public to gain information about the projects.



**DELCO LEAD & COUNTY
YARD IMPROVEMENTS**

1 Penn Plaza East
Newark NJ 07105



This message was sent to carmen@ingroupinc.com from:

NJ TRANSIT, DelcoOutreach@ingroupinc.com, Delco Lead and County Yard Improvements | c/o InGroup PO Box 206 | Midland Park, NJ 07432

[Unsubscribe](#)

Public Information Session on the Delco Lead and County Yard Improvements

NJ TRANSIT is holding a Public Information Session on the Delco Lead and County Yard Improvements projects. NJ TRANSIT is advancing these projects (including construction of a new Service & Inspection Facility and expanding the yard in County Yard) to improve the storage of rail equipment and operations along the Northeast Corridor. Detailed information about the project will be available at the Public Information Session in April. The project is located in North Brunswick Township and the City of New Brunswick.

The Public Information Session is an opportunity for the public to gain information about the projects.

Details regarding the Public Information Session:

Date: Thursday, April 16, 2015

Time: 4:00 p.m. – 8:00 p.m.

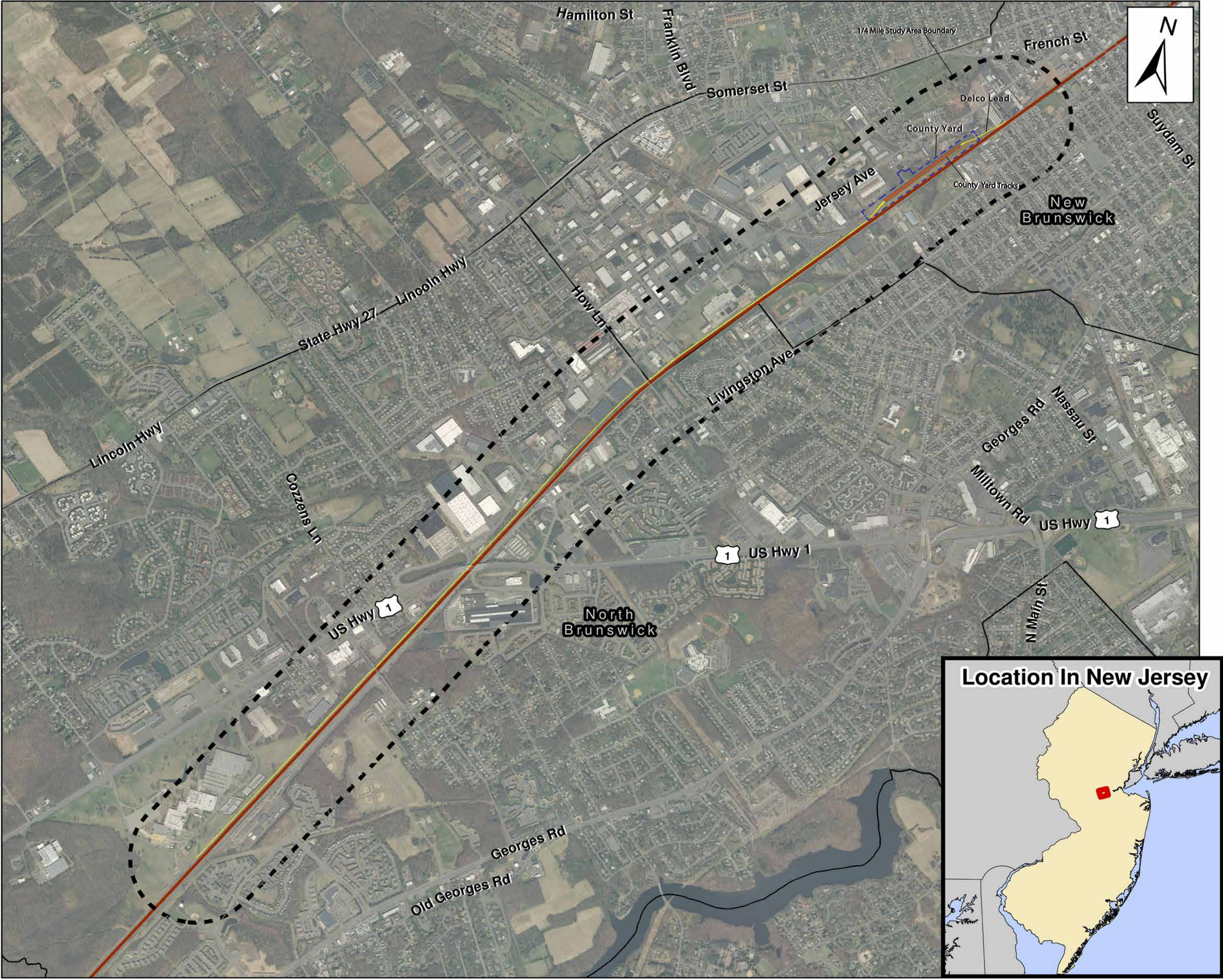
Location: City of New Brunswick City Hall
Council Chambers, 3rd Floor
78 Bayard Street
New Brunswick, NJ 08901

The following table summarizes public libraries, schools / universities, and government and community facilities located approximately 1-2 miles from the meeting location for posting advertisement of public hearings:

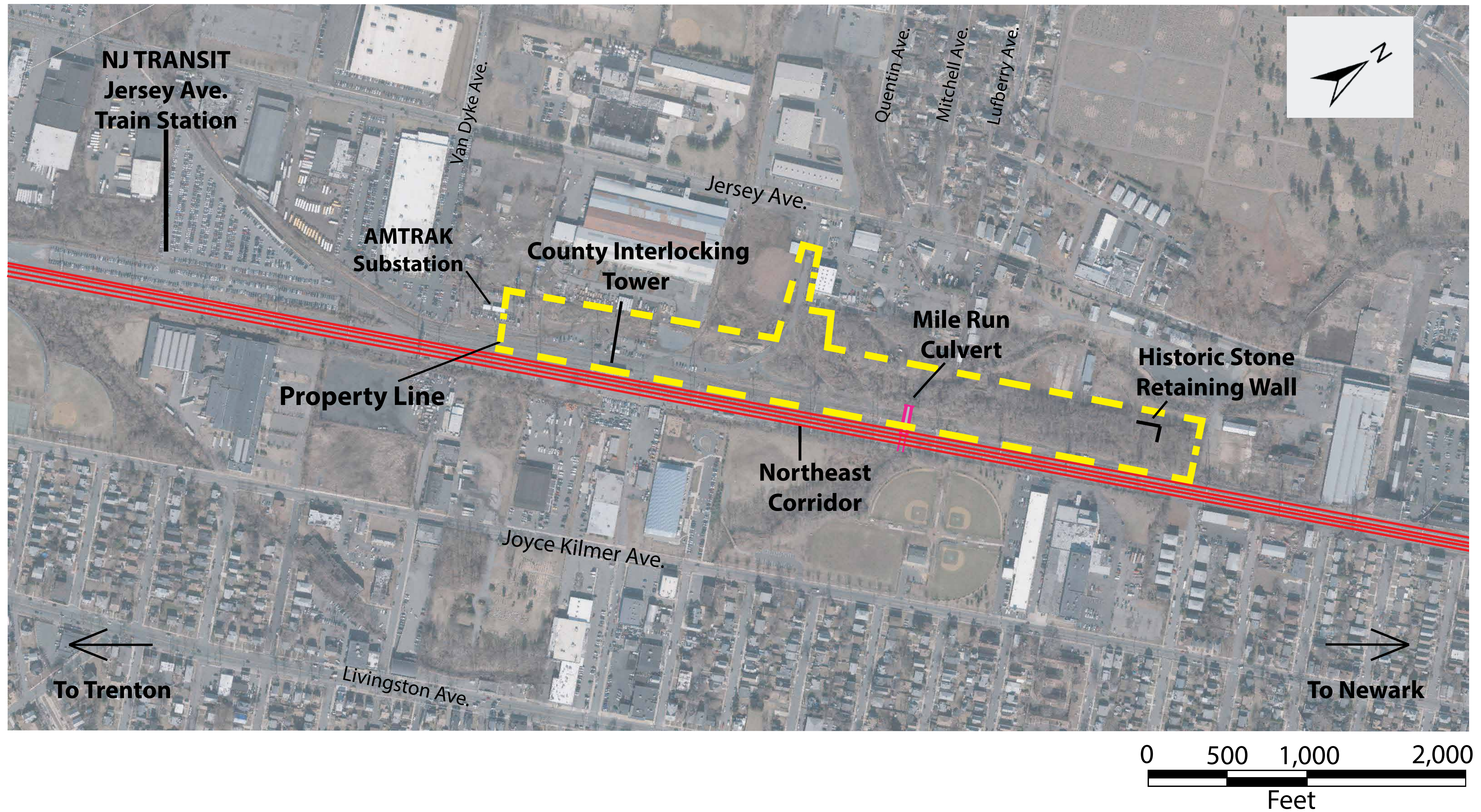
Category	Location
Public Libraries	<ul style="list-style-type: none"> • New Brunswick Free Public Library, 60 Livingston Ave, New Brunswick, NJ 08901, (732) 745-5108 • North Brunswick Public Library: 880 Hermann Rd, North Brunswick, NJ 08902, (732) 246-3545
Schools / Universities	<ul style="list-style-type: none"> • Edward J. Bloustein School of Planning & Public Policy: Rutgers University, 33 Livingston Ave New Brunswick, NJ 08901, (732) 932-3822 • Lincoln Elementary School: 66 Bartlet St. New Brunswick, NJ 08901, (732) 745-5300 • St. Peter the Apostle Elementary School: New Brunswick, NJ 08901, (732) 545-1473 • Lord Stirling Elementary School: 101 Redmond St, New Brunswick, NJ 08901, (732) 745-5300 • Lawrence Brook Elementary School: 48 Sullivan Way East Brunswick, NJ 08816, (732) 613-6870 • NBTHS: 98 Raider Rd North Brunswick Township, NJ 08902 , (732) 289-3700 • East Brunswick High School: 380 Cranbury Rd, East Brunswick, NJ 08816, (732) 613-6901

<p>Government / Community Facilities</p>	<ul style="list-style-type: none"> • US Post Office: 86 Bayard St, New Brunswick, NJ 08901, (732) 545-6819 • Middlesex County Office-Aging: 75 Bayard St # 5, New Brunswick, NJ 08901, (732) 745-3295 • Housing Authorities: NBHA, 7 Van Dyke Ave New Brunswick, NJ 08901 (732) 745-5157
<p>Other: Community Organizations, Houses of Worship, Supermarkets</p>	<ul style="list-style-type: none"> • Latin Leadership Alliance-NJ: 100 Jersey Ave, New Brunswick, NJ 08901, (732) 249-0400 • Puerto Rican Action Board, PRAB Headquarters 90 Jersey Ave., New Brunswick, NJ 08901 (732) 828-4510 • Saint Joseph's Roman Catholic Church 15 Maple Street New Brunswick, NJ 08901 (732) 545-2195 • Emanuel Lutheran Church, New Brunswick, Nj 08901 (732) 545-2673 • Our Lady of Mount Carmel Church, 75 Morris Street, New Brunswick, NJ 08901 (732) 846-0160 • Nativity-Blessed Virgin Mary, 80 Livingston Ave., New Brunswick, NJ 08901 (732) 246-1516 • Mt Zion Ame Church, 39 Morris St, New Brunswick, NJ 08901 (732) 249-8476 • Christ Church New Brunswick, 5 Paterson St, New Brunswick, NJ 08901 (732) 545-6262 • Ebenezer Baptist Church, 126 Lee Ave., New Brunswick, NJ 08901 (732) 247-2459 • Saint Alban's Episcopal Church, 148 Lee Avenue New Brunswick, NJ 08901 (732) 247-0808 • Poile Zedek, 145 Neilson St, New Brunswick, NJ 08901 (732) 545-6123 • Bravo Supermarkets, 275 George St New Brunswick, NJ 08901 (732) 545-5582

Project and Surrounding Area




Existing Yard




Delco Lead and County Yard Improvements

The project will enhance the efficiency and reliability of train service in New Jersey by developing the under-utilized Delco Lead and County Yard, strategically located along the Northeast Corridor (NEC).

The proposed plan includes:



Reconstruction of existing Delco Lead track and construction of adjacent track from County Yard to North Brunswick for storage of NJ TRANSIT trains in the event of severe weather.

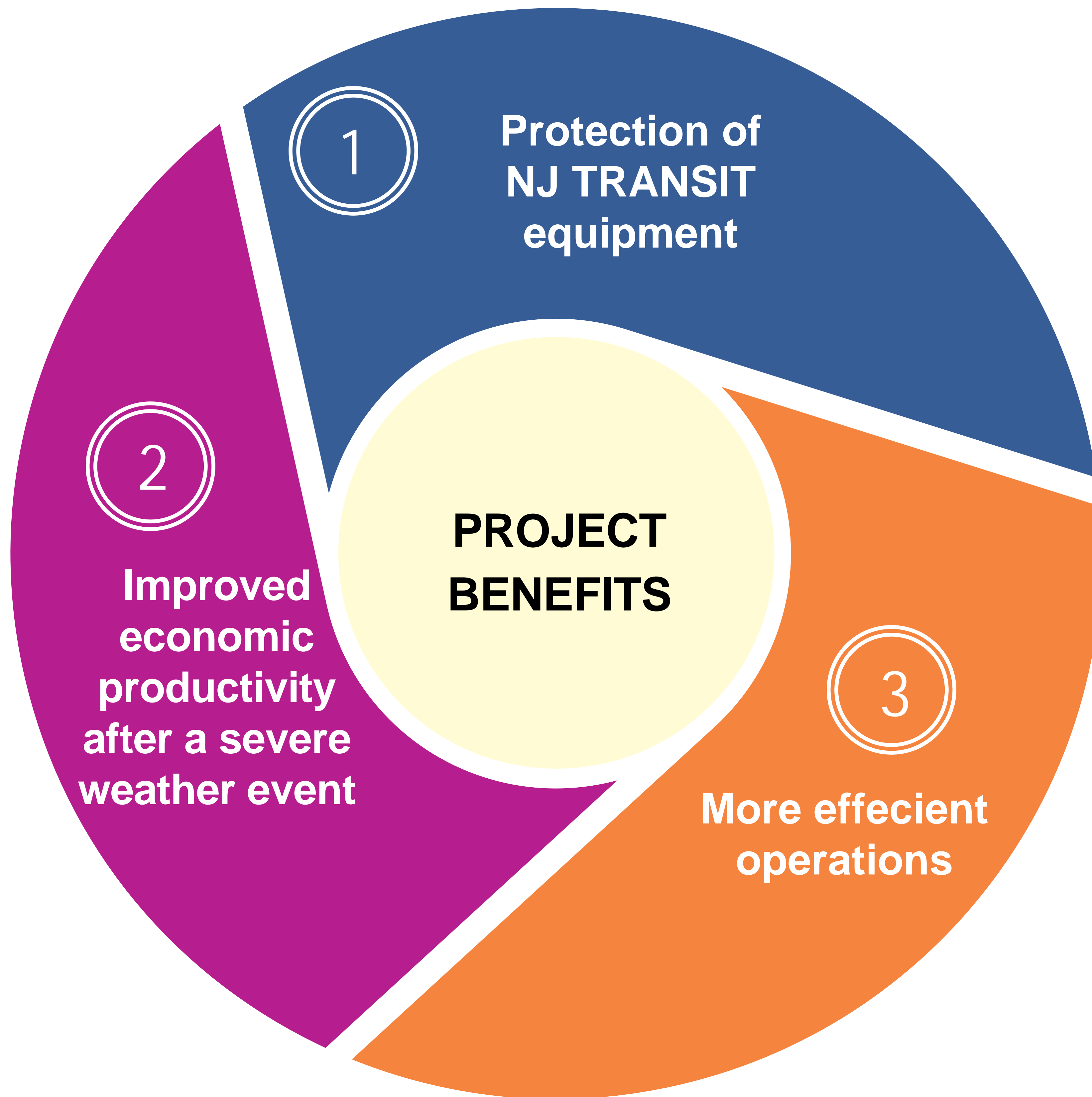


Construction of 1250-ft.-long Service & Inspection Facility, crew quarters and employee parking lot at County Yard, for inspection and light maintenance of trains.



Reconstruction of County Yard tracks for storage and construction of Amtrak's Signals & Communication Facility.

Benefits of Delco Lead and County Yard Improvements



1

The Delco Lead and County Yard are located inland in an area not susceptible to flooding.

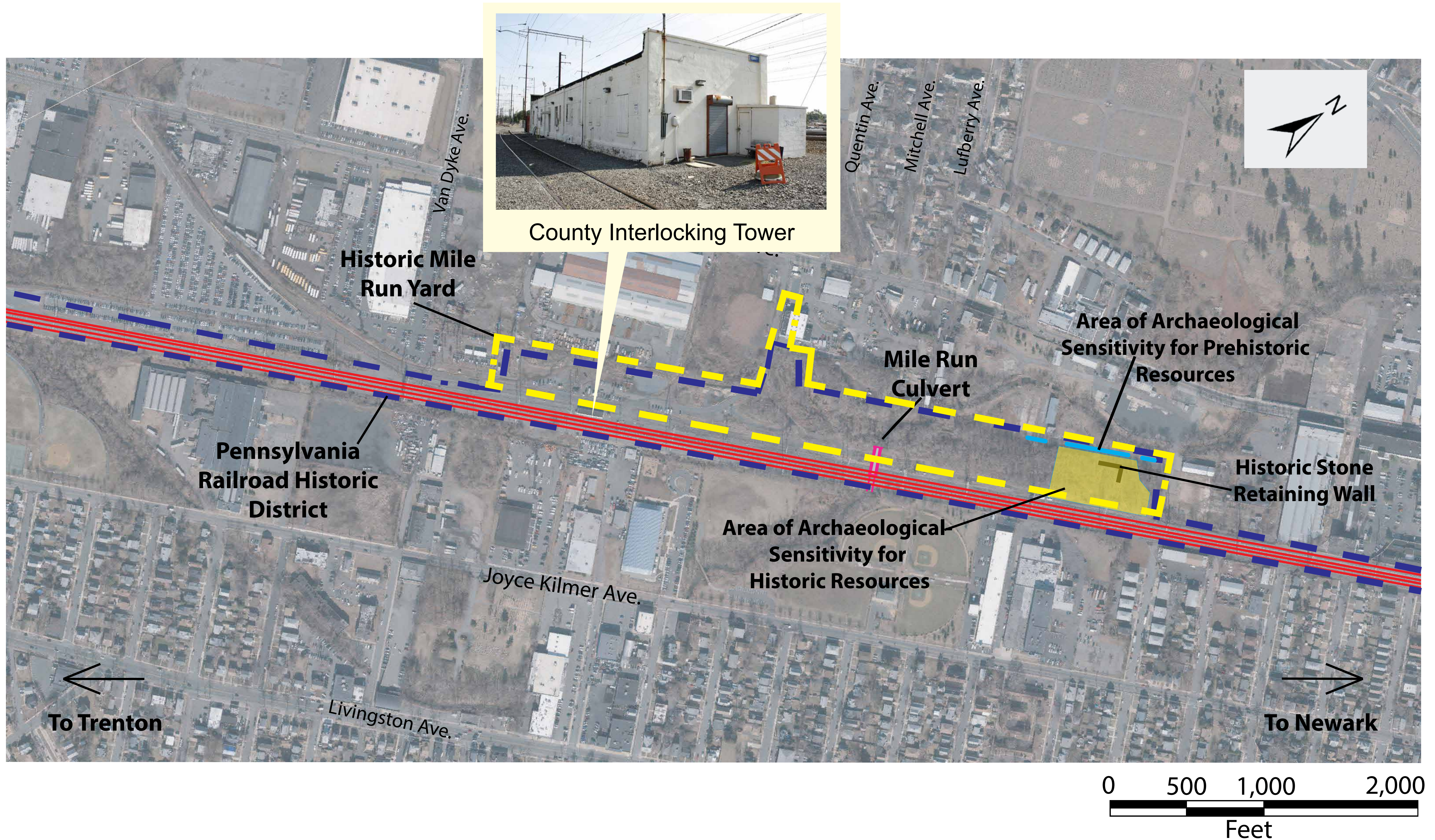
2

Trains can be inspected quickly and returned to service after a storm so customers can get back to business sooner.

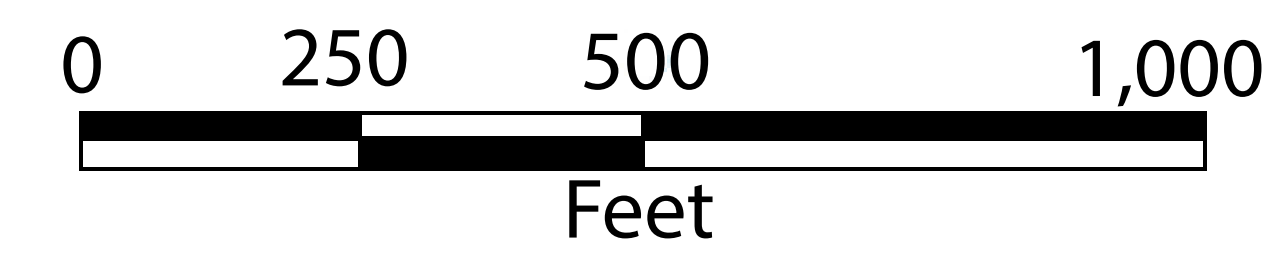
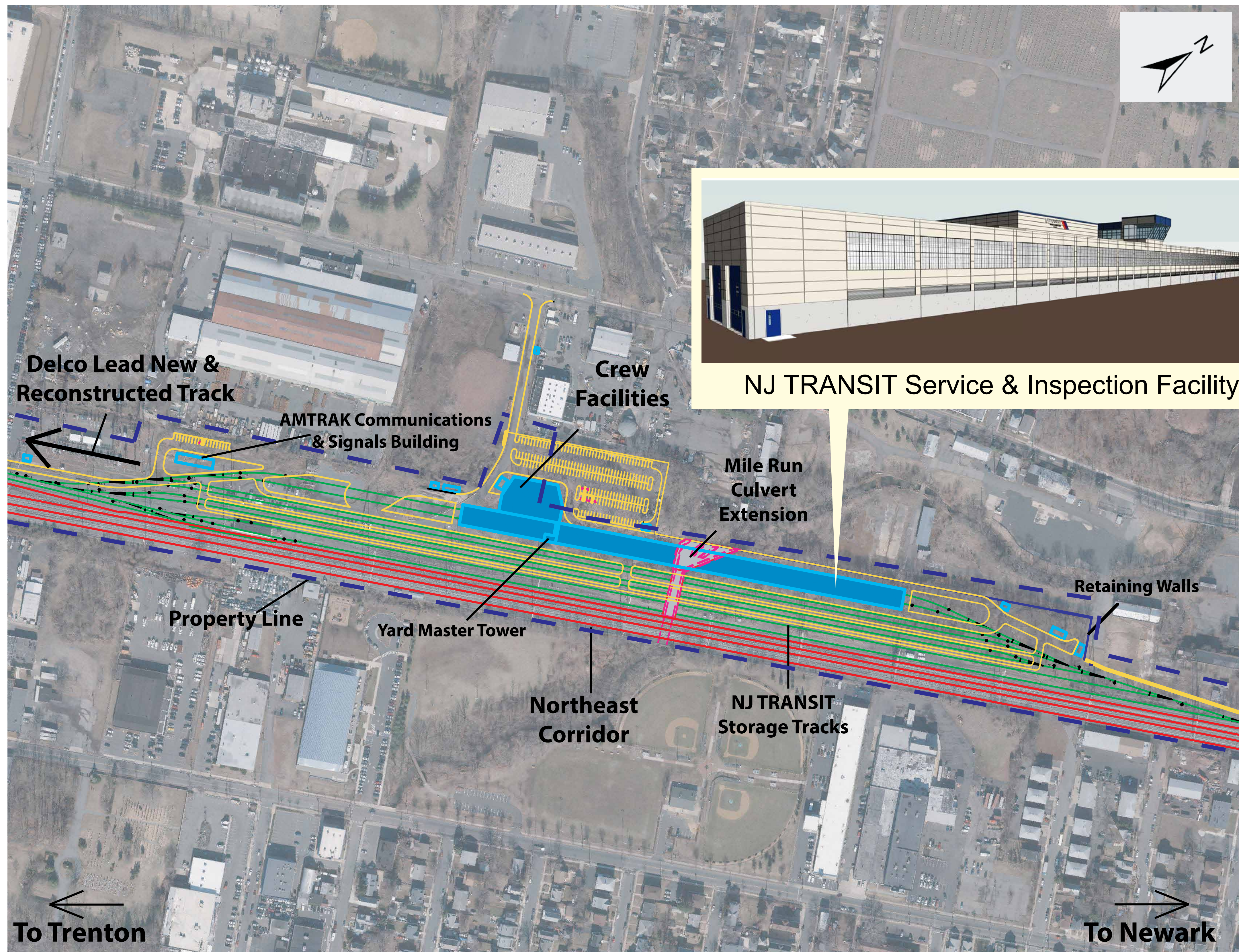
3

Servicing and inspecting trains at the new centrally located S&I facility will save time and energy and reduce greenhouse gas (GHG) emissions.

County Yard Historic Resources



Proposed Yard



New Jersey No Net Loss Reforestation Act (N.J.S.A. 13:L-14.1 et seq.)

What is the No Net Loss Reforestation Act?

The No Net Loss Reforestation Act requires State agencies to prepare a Compensatory Reforestation Plan to provide mitigation for one-half acre or more of forest impact associated with a State sponsored project. The goal of the mitigation is that new trees will be planted to replace those that are lost. State sponsored projects that impact one acre or more of forest area require a public forum to allow public comment on the proposed deforestation and compensatory mitigation. The Reforestation Act applies to areas where tree species dominate the vegetation, even if the location does not provide the appearance of a traditional, forested area.

Proposed Project Impacts

The project consists of two distinct pieces Delco Lead and County Yard. The purpose of improvements to the Delco Lead is to provide emergency storage for 288 NJ TRANSIT train cars and equipment. Tree removal will be required in different areas along the length of the existing Delco Lead freight siding to accommodate the construction of an additional storage track. Trees are found along the Delco Lead in intermittent patches within disturbed area.

The existing County Yard is to be expanded to provide storage of 144 train cars and as well as light maintenance. Tree removal will be required for the majority of the existing County Yard property. The forest area to be impacted consists mainly of successional growth of deciduous trees that have populated the unused portions of the former rail yard tracks due to lack of maintenance. Trees have grown up through the stone ballast that originally covered the yard, through and around abandoned rails and ties.

- ▶ Total Forest Area Impact – 11.85 acres (Delco Lead + County Yard)
- ▶ Dominant Tree Species to be Impacted Include:
 - Staghorn Sumac (*Rhus Typhina*)
 - Pin Oak (*Quercus palustris*)
 - Tree of Heaven (*Ailanthus altissima*)
 - Maple (*Acer sp.*)
 - Catalpa (*Catalpa sp.*)
 - Cherry (*Prunus serotina*)
 - Locust (*Gleditsia sp.*)
 - Elm (*Ulmus sp.*)
- ▶ Tree Sizes range from saplings (less than 3 inches in diameter) to trees as much as 36 inches in diameter; however, most trees to be removed are less than 24 inches in diameter.

Proposed Compensatory Reforestation Plan

- ▶ Compensation by on-site reforestation is not feasible due to on-going railroad operations and safety considerations associated with sight lines within the Transit right-of-way.
- ▶ NJ Transit will reach out to municipal agencies to determine whether there is a specific local reforestation project that can be funded by NJ Transit to allow for replacement trees to be planted in or near New Brunswick or North Brunswick.

- ▶ NJ Transit proposes to compensate for any remaining obligation with a monetary contribution to the New Jersey Forest Service. The New Jersey Forest Service will interact with local, County and other state agencies to locate and fund appropriate sites for reforestation. The appropriate amount of compensation will be determined by the New Jersey Forest Service.




Public Comment Period

- Public Comments Are Welcome.
- Comment Forms may be filled out at this Information Center.
- Written comments must be received by NJ TRANSIT by June 16, 2015.

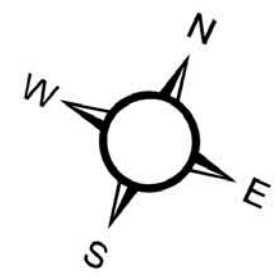
Comments should be mailed to:

***Delco Lead and County Yard Improvements
c/o InGroup, Inc.
P.O. Box 206
Midland Park, NJ 07432
Fax: 201-612-1232
Email: DelcoOutreach@ingroupinc.com***

County Yard

-  Proposed County Yard
-  Forested Areas within County Yard
-  Limit of Disturbance - 7 acres

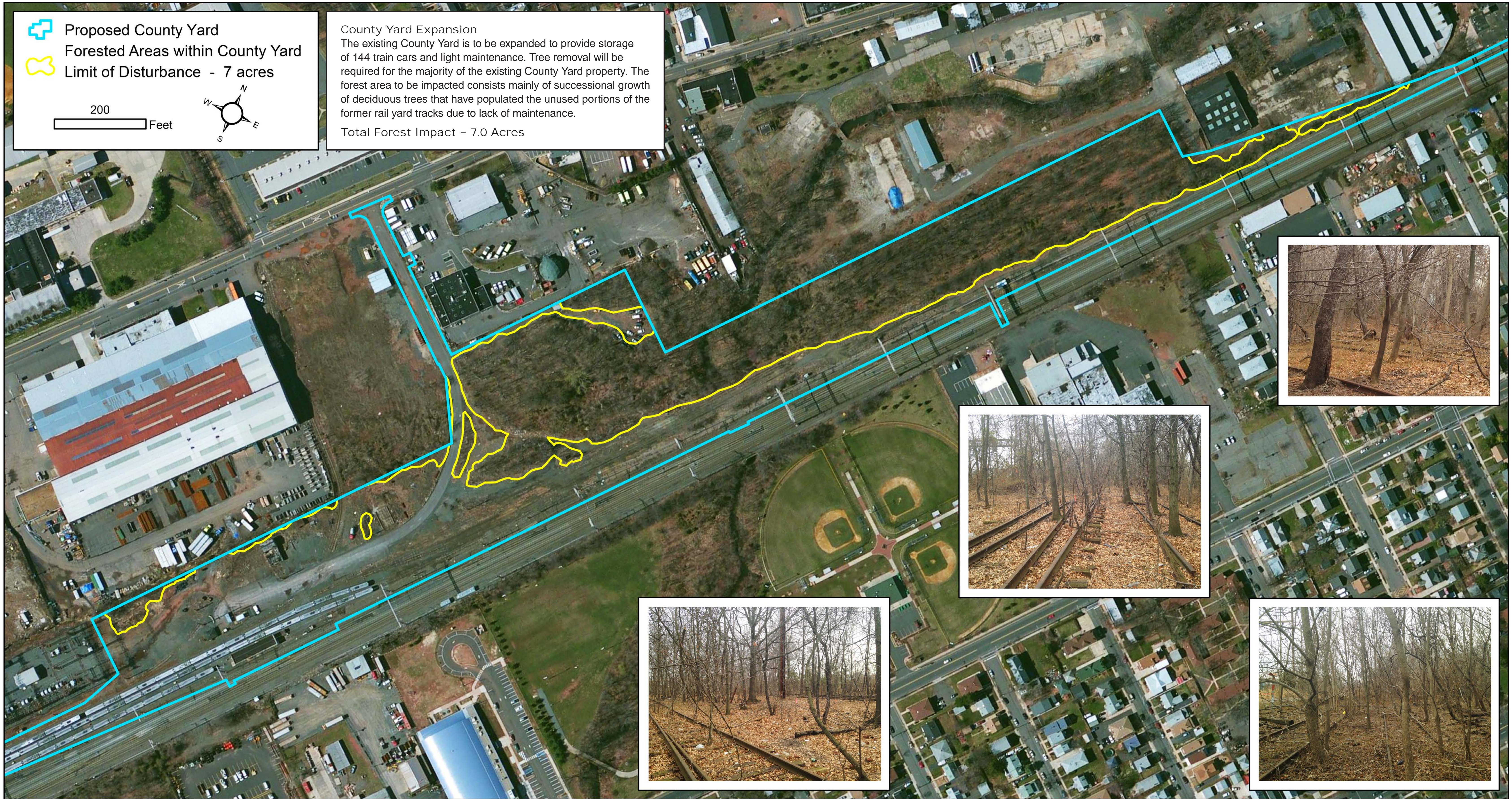
200
Feet



County Yard Expansion

The existing County Yard is to be expanded to provide storage of 144 train cars and light maintenance. Tree removal will be required for the majority of the existing County Yard property. The forest area to be impacted consists mainly of successional growth of deciduous trees that have populated the unused portions of the former rail yard tracks due to lack of maintenance.

Total Forest Impact = 7.0 Acres



Delco Lead



PUBLIC INFORMATION MEETING ATTENDEES

✓	First Name	Last Name	Organization	Address	City	State	Zip	Phone	Email
	Chris	Williami	Serris Property	Frost ST	Conover	PA		610 220-6912	
	Barbara	McKnight	Hampton Club	1014 Edgates Rd	NR	NJ	08901	848-209447	
	Robbie	Crews	Hampton Club	720 Edgates Rd	New Brunswick	NJ	08901	848-248-7726	RCC 601@AOL.com
	Bruce	McCracken	Middlesex Co. Planning	40 Livingston Av	New Brunswick	NJ	08901	732-745-3250	bruce.mccracken@co.middlesex.nj.us
	Anthony	Gambiloni	" " "	" " "	" " "	" "	" "	732-745-3843	anthony.gambiloni@co.middlesex.nj.us
	Garcia	Charles		113 Edgates	New Brunswick	NJ	08901		
	Edgar	Howard		526 Edgates Rd	New Brunswick	NJ	08901	732-729-9552	Ed Howard 1985@gmail.com
	Betty Lou	Gehant		2 16th St	New Brunswick	NJ	08901	N/A	N/A
	Claudia	Delgado		102 Edgates Rd	New Brunswick	NJ	08901		
	Hattie	James		6 Henry Ave 8149 Dill Ave	New Brunswick Linden	NJ NJ	07036	(908)925-6121	hattiec002@aol.com
	George	Veevers	MCOP/ NBNT	42 LIVINGSTON AVENUE	NBRUN		08901	732-745-3018	
	Manny	Boj		94 class pl., N.B.	New Brunswick	NJ	08901	908-672-2045	
	Mahinder	Sahdev	House wife	6 DANNY COURT	New Brunswick	NJ	08902	732-244-0153	
	TEJINDER	SAHDEV		No. Brunswick, NJ same	New Brunswick	NJ	08902	732-244-0153	TSANDEV@GMAIL.COM
	KRISHAN	BAWEJA		12 DANNY CT NO. BRUNSWICK, NJ	NO. BRUN	NJ	08902	732-418-9796	KBAWEJA@yahoo.com

COMMENT FORM

Thank you for taking the time to find out more about the Delco Lead and County Yard Improvements.

Mail:

Delco Lead and County Yard Improvements

c/o InGroup, Inc.

P.O. Box 206

Midland Park, NJ 07432

Fax: 201-612-1232

Email: DelcoOutreach@ingroupinc.com

Name:

Affiliation:

Address:

City:

State:

Zip:

Telephone:

Fax:

E-mail:

Please provide us with your comments.

PLANILLA DE COMENTARIOS

Gracias por haberse tomado el tiempo para informarse sobre Los Proyectos para el Mejoramiento del Refugio Seguro y Playa Ferroviaria para los trenes del Delco Lead.

Correo:

Delco Lead and County Yard Improvements
c/o InGroup, Inc.
P.O. Box 206
Midland Park, NJ 07432
Fax: 201-612-1232
Email: DelcoOutreach@ingroupinc.com

Nombre:

Afiliación:

Dirección:

Ciudad:

Estado:

Código postal:

Teléfono:

Fax:

Correo Electrónico:

Escríbanos por favor con sus comentarios.

COMMENT FORM

Thank you for taking the time to find out more about the Delco Lead and County Yard Improvements.

Mail:

Delco Lead and County Yard Improvements
c/o InGroup, Inc.
P.O. Box 206
Midland Park, NJ 07432
Fax: 201-612-1232
Email: DelcoOutreach@ingroupinc.com

Name: Richard Rabinowitz

Affiliation: New Brunswick Today/
Camden Redevelopment Agency

Address: 119 River St.

City: Monroe Township

State: NJ

Zip: 08831

Telephone: 732-251-4216

Fax:

E-mail: richrabinowitz@gmail.com

Please provide us with your comments.

This sounds like ~~a~~ a reasonable and necessary project. There is, perhaps, only one objection that I can think of to this project, & it's not really my concern - it's ~~the~~ the concern of whomever has parking permits at Jersey Avenue. The question is, "what to do about the deletion of the parking spaces along ~~the~~ Delco Lead?" (Skruks) If ~~a~~ controversy erupts about anything, it might be about that. That being said, this could be a nonissue. It's not my concern because I am not a permit parker anyhow.

→ That being said, the other potential attack I can think of might be the usual rants by fiscal conservatives, but I think ~~it~~ ^{the project is} a good use of the money.

As for suggestions? ~~Well, the the~~

Um, it would be nice if NJT found ways to improve Jersey Avenue Station at some point (high platforms, waiting area, etc.)

Also, it would be nice to know more about the archaeological items and historic structures discovered at County Yard, (An email about those ~~might~~ would help,

COMMENT FORM

Thank you for taking the time to find out more about the Delco Lead and County Yard Improvements.

Mail:

Delco Lead and County Yard Improvements
c/o InGroup, Inc.
P.O. Box 206
Midland Park, NJ 07432
Fax: 201-612-1232
Email: DelcoOutreach@ingroupinc.com

Name: STEVE THORPE

Affiliation: LACKAWANNA COALITION

Address: 10 S JEFFERSON AVE.

City: WINFIELD PA

State: NJ

Zip: 07036

Telephone: (908) 358-8062

Fax: —

E-mail: sthorne@thorpefamily.org

Please provide us with your comments.

This project, about 1100th hole should not be started until a third tunnel under the busway issue is completed. That should be a priority when the spending of bond money is considered. In light of the above I am against the project at this time.

COMMENT FORM

Thank you for taking the time to find out more about the Delco Lead and County Yard Improvements.

Mail:

Delco Lead and County Yard Improvements
c/o InGroup, Inc.
P.O. Box 206
Midland Park, NJ 07432
Fax: 201-612-1232
Email: DelcoOutreach@ingroupinc.com

Name: Mrs. Margia McCleoud Affiliation:

Address: 310 Columbus Pl. #3

City: New Brunswick State: NJ Zip: 08901

Telephone: 732-249-1522 Fax:

E-mail:

Please provide us with your comments.

Hopefully your company can provide with obtaining information to contact Amtrak concerning damage to my vehicle, occurrence date September 2013. Spoke with customer relations dept. on 10-29-2013 and assigned a case # 2764495 and referred to 1-800-288-1310. Never received a call, left several voice messages, never received a call or correspondence. I will greatly appreciate any assistance that your company can provide concerning this matter.

Sincerely Mrs Margia
McCleoud

COMMENT FORM

Thank you for taking the time to find out more about the Delco Lead and County Yard Improvements.

Mail:

Delco Lead and County Yard Improvements
c/o InGroup, Inc.
P.O. Box 206
Midland Park, NJ 07432
Fax: 201-612-1232
Email: DelcoOutreach@ingroupinc.com

Name: George M. Ververides

Affiliation: Middlesex County -Planning Office of

Address: 40 Livingston Avenue, 3rd Floor

City: New Brunswick

State: NJ

Zip: 08901

Telephone: 732-745-3013

Fax: ⁷⁴⁵⁻732-3201

E-mail: George.ververides@co.middlesex.nj.us

Please provide us with your comments.

During heavy storms, employees may be impeded in reaching the employee parking lot by flooding on Jersey Avenue. Hurricane Floyd was a prime example. Jersey Avenue is a state road, and this flooding issue should be coordinated with NJDOT.

George M. Ververides 04/17/2015

Delco Lead and County Yard Improvements Public Information Session

Thursday, April 16, 2015 | 4:00 p.m. – 8:00 p.m.
City of New Brunswick City Hall | Council Chambers (3rd Floor)
78 Bayard Street | New Brunswick, NJ 08901

Public Information Minutes

Present at the public information session were the following individuals:

- NJ TRANSIT: Jeremy Colangelo-Bryan, Charles Ingoglia, Edward Fang, Nick Caiazza, Dara Callender, Tom Clark, John Geitner, RJ Paladino
- FTA: Dan Moser
- InGroup: Marlene Pissott, Carmen Costa
- BEM: Audrey Heffernan, Laura Sliker
- Interpreter: Annette Vasquez

▪ **Public Information Session**

- The meeting was organized in an open-house style with a series of boards where attendees were welcomed and invited to view the boards and ask questions from the project team members in attendance
- A Spanish interpreter was available for interpretation services
- Total of 9 boards were available for viewing:
 - Existing yard
 - Proposed yard
 - County historic resources
 - Project description
 - Project benefits
 - Project and surrounding area
 - Deforestation boards (3)
- Collateral
 - Comment forms in English and Spanish
 - Meeting notice flyer
 - Sign-in sheets
- Comments – There were three (3) individuals that submitted comment forms

▪ **Meeting adjourned at 8:00 pm**

▪ **Action Items**

- Scan and submit meeting materials to team – completed.