



WEST WINDSOR TOWNSHIP

Carole A. Carson, Mayor

June 8, 2000

The Honorable Christine Todd Whitman
Governor of New Jersey
State House
P.O. Box 001
Trenton, NJ 08625

JUN 21 2000

PROJECT MANAGEMENT
RECEIVED

Dear Governor Whitman:

MILLSTONE BYPASS

I understand that opponents of the Millstone Bypass contacted you recently. Since the proposed Millstone Bypass is entirely within West Windsor's borders, I would like to present a short history and the Township's views on this project. Since the mid-80's, a joint regional planning methodology produced a consensus on a major road improvement. The goals, jointly set among the Department of Transportation and the affected municipal representatives, were simple.

First, eliminate the traffic signals along Route One at Washington Road, Harrison Street and Fisher Place. Before the Alexander Road Overpass was built, it was agreed to disburse traffic into Princeton over Harrison Street, Washington and Alexander Roads, since that improvement, this plan now features equal access to Princeton by Washington Road and Harrison Street, the roadways affected by the Bypass.

Second, construct a new, relocated Route 571 around Penn's Neck, primarily to protect the integrity of an older, established neighborhood. Third, minimize the impact on the two major property owners, Princeton University and SRI, Inc. (formerly known as Sarnoff Corp.).

Decisions were based on keeping the road located as close as practically possible to both the Millstone River and the D&R Canal without compromising the environmentally-sensitive nature of those waterways. This new roadway, the Millstone Bypass, will continue to be "Route 571." It is strictly the relocation of a two-lane road merely routing traffic around an existing neighborhood.

Opponents of this road, mostly people who do not live in West Windsor, feel that the Elm Allée is more valuable historically than an actual village. We disagree and hope that anyone looking at this objectively would also disagree.

Governor Whitman
June 8, 2000

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Visually attractive as the scenic drive into West Windsor along the Elm Allée is, this row of trees, in fact, is not solely Elms, but includes the Norway Maple, an exotic invasive. Actually, building the Bypass would preserve those trees rather than damage them as Bypass opponents contend. Relocating vehicular traffic and its damaging pollution away from the allée enhances the historic "elms" ability to survive.

Other concerns are over the proximity of this road to the Millstone River and the Delaware and Raritan Canal. As previously noted, the many years worth of planning for this proposed roadway's layout specifically located the Millstone Bypass as close as practically possible to both of these waterways to prevent condemning any more property than absolutely necessary from either SRI or Princeton University. These opposition groups also detail the alleged negative impacts—visual, noise and water quality—that this road will have on the D&R Canal State Park. This road will not be visible from the canal. At its closest the road is 350 feet from the canal and 20 feet above the canal. After construction the Canal will be protected by extensive berms and plantings, actually creating more visual and sound shielding than currently exists.

West Windsor considers the environmental sensitivity of every project; the Millstone Bypass is no exception. DOT has performed an Environmental Assessment in accordance with Federal Highway Administration procedures. This project is Federally funded and NJDOT is closely following all FHWA guidelines. The results of the ES should be available this summer. Until then, requesting an EIS is both premature and a waste of our much-needed highway dollars.

The opponents of this Bypass have devised unnecessary delays in the review process specifically designed to stall this project. From both a local and a regional planning perspective, the Millstone Bypass must move forward.

Please contact me with any questions. This project and its impact are vitally important to West Windsor Township and the region.

Very truly yours,



Carole A. Carson
Mayor

CC:jal

cc: Frank Cox, Business Administrator
George Fries, Director, Dept. of Engineering & Community Development
James Weinstein, Commissioner, DOT
Lynn Middleton, Project Manager, DOT
Walt Schmidlin, SRI, Inc.
Pam Hersh, Princeton University



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

New Jersey Division Office
840 Bear Tavern Road, Suite 310
West Trenton, New Jersey 08628-1019

May 17, 2000

IN REPLY REFER TO:
HEC-NJ

Route 1, Section 2S & 3J
Penns Neck Improvements

Ms. Dorothy Guzzo, Administrator
N.J. Historic Preservation Office
Division of Parks and Forestry
N.J. Department of Environmental Protection
P.O. Box 404
Trenton, NJ 08625-0404

Attention: Transportation Planning Group

Dear Ms. Guzzo:

We are in receipt of your April 28, 2000, letter providing additional background information on how the NJSHPO reached their decision regarding the adverse effect this project would have on the D&R Canal Historic District. As a result, an interagency meeting was held on May 4, 2000, with representatives from the FHWA, NJDOT and SHPO. Minutes from that meeting are enclosed with this letter.

To summarize our discussion at the May 4 meeting, we understand your position regarding the visual and audible effects the SHPO has determined this project will have on the D&R Canal Historic District, but continue to believe that without a definitive scale with which to measure these effects, our ability to avoid/minimize/mitigate is delimited. We, therefore, request that further guidance be provided outlining in more detail how, in your opinion, this constitutes an adverse effect and how these effects could be avoided, minimized or mitigated.

As we discussed at the meeting, we will be circulating the NEPA document to the public in advance of the resolution of this issue. In this way, we hope to receive additional input regarding the D&R Canal Historic District which can assist us in making an informed decision.

We look forward to continued consultation on this critical transportation improvement project. If you have any questions, please contact the undersigned at (609) 637-4238.

Sincerely yours,

Amy Fox

Amy Fox
Environmental Coordinator

Enclosure

cc: Mary Ann Naber (Advisory Council on Historic Preservation)
Andy Fekete
Lynn Middleton
Charles Ashton
Lauralee Rappleye-Marsett



U.S. Department
of Transportation
Federal Highway
Administration

Memorandum

Subject: Route 1, Section 2S&3J; 9:00 a.m.
Meeting at NJDOT

Date: May 17, 2000

From: Division Administrator
Trenton, New Jersey

Reply to
Attn. of: HEC-NJ

To: Memo to Record

This is a summary of the 5/4/2000, Route 1, Section 2S&3J Penns Neck Project meeting. The purpose of the meeting was to discuss the adverse effect finding on the Delaware and Raritan (D&R) Canal. The following people were in attendance: Lynn Rich, Dorothy Guzzo, Charles Scott, Andy Fekete, Lynn Middleton, Joe Sweger, Charles Ashton, Robin Schroeder and myself.

1. The FHWA and the NJDOT was questioning why there was an adverse effect issued for audible and visual impacts. The Noise and Visual Assessment which was prepared for this project and sent to the SHPO prior to the issuance of the effect finding showed that none of the Build conditions warranted noise abatement. Also, a landscaped buffer and berms are proposed along the canal to shield the roadway from the canal. The proposed roadway alignment would be in the D&R Canal Historic District where Washington Road is modified. The SHPO indicated that the adverse effect finding was issued due to impacts to the existing setting. *Harr St.*
2. The proposed roadway alignment along the D&R Canal has been further modified from what was originally proposed to get as far away from the D&R Canal as possible to avoid impacts to the District. The D&R Canal Park Historic District boundary is 100 yards on either side of the canal.
3. The State is requesting mitigation for the adverse effect for the D&R Canal Park since it is needed for the Memorandum of Agreement (MOA).
4. The SHPO informed us that the modeled increase of 7 dBA to the park from the No-Build to Build condition constitutes an adverse effect. The SHPO stated that the Advisory Council on Historic Preservation attended a field visit with them to make this determination.
5. The FHWA will compile a letter to respond to the SHPO letter of 4/28/2000, with the attached meeting minutes to address the following issues: (1) The requested meeting was held, (2) Ask for clarification for possible mitigation efforts, (3) There is not a complete agreement on the technical issues, 23 CFR has a definitive scale and 36 CFR does not, and (4) Final determination will be made after circulation of the NEPA document.

The meeting adjourned at approximately 11:30 a.m.


Amy Fox
Environmental Coordinator

cc: All attendees



WEST WINDSOR TOWNSHIP

Carole A. Carson, Mayor

September 17, 1999

George S. Hawkins, Executive Director
Stony Brook Millstone Watershed Association
31 Titus Mill Road
Pennington, NJ 08534

Dear Mr. Hawkins:

MILLSTONE BYPASS

In response to your recent letter to Ms. Middleton, NJDOT, concerning the Millstone Bypass, I would like to state West Windsor's position on some of the suggested alternatives.

Please understand that West Windsor is also very concerned with the environmental impact of this bypass, especially since most of that impact will occur within our borders. It is, therefore, of great importance to our residents. Further, West Windsor is one of the State's premier communities precisely because we protect the environment through our very aggressive open space tax and an extensive Green Belt zoning plan. While we also wish to protect the Millstone River, the D&R Canal and Lake Carnegie, we must also be realistic in our approach.

DOT's current plan to remove the traffic lights at Washington Road will have very serious impacts on our ability to deliver emergency services to our residents living on the west side of US 1. It will also negatively impact the response time of our EMS units, as well neighboring ones, to the Medical Center at Princeton.

In your letter you ask DOT to justify the need for a route across US1 in addition to the Alexander Road overpass. A careful look at the map at the distance emergency vehicles would have to travel to respond to our Harrison Street residents and the Eden Institute relying only on the Alexander Road access will nullify that request. All access both to these residents and to the Medical Center at Princeton would be virtually impossible in the event of an emergency closing of Alexander Road. A single access to the hospital is dangerous and totally unacceptable to West Windsor Township.

Mr. Hawkins
September 17, 1999

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You also suggest that DOT study depressing US 1 at Washington Road. I fail to see how that would provide relief to these residents who live in one of West Windsor's oldest and most charming neighborhoods and whose quality of life is currently being destroyed by the traffic past their homes that far exceeds capacity.

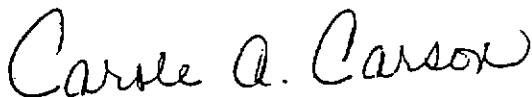
Since cars cannot simply dive down the 15 feet required to depress the road, the necessary safe-grade ramping would create a major intrusion on this peaceful neighborhood. Additionally, the entrance and exit ramping would destroy a number of these homes and reduce this historic neighborhood to an interstate. Finally, DOT has already studied and eliminated this option which CANNOT solve the problem of bypassing an older neighborhood.

As for your suggestion of a frontage road along US 1, I agree that this might be a possible alternative. Please realize that this alternative also has inherent negative impacts. The damage done to the Princeton University lands would cause both West Windsor and the University to reconsider the zoning on the remaining land. That type of intrusion may make this property better suited for a Carnegie Center-type of commercial development rather than for an Princeton University campus extension.

In addition, that alignment precludes an opportunity to construct a future connection to Alexander Road; this connection is of little value to West Windsor at this time, but is of interest to Princeton Borough and Princeton Township. Everyone agrees something must be done so why not implement DOT's adopted scenario—the product of years of study.

Please call me if I can be of any help in clarifying West Windsor's position on this important issue.

Very truly yours,



Carole A. Carson
Mayor

CC:jal

Cc: Lynn Middleton, Project Manager, NJDOT
David Holmes, President, Eden Institute
Pam Hersch, Princeton University
Walt Schmidlin, Samoff Corp.
Phyllis Marchand, Mayor, Princeton Township
Marvin Reed, Mayor, Princeton Borough
Township Council

September 9, 1999

Dennis Merida, PE
Division Administrator
Federal Highway Administration
840 Bear Tavern Road, Suite 310
West Trenton, NJ 08628

Re: Millstone Bypass

Dear Mr. Merida:

The construction of the Millstone Bypass, as designed, is important to the Sarnoff Corporation and the other businesses on Route 1 corridor since it will improve vehicular safety while reducing congestion on Route 1.

Sarnoff Corporation strives to attract quality people and provide them with a safe work environment. Free moving traffic reduces stress during the morning and evening commute and provides a better quality of life for employees. The ability to recruit and retain employees for the businesses on the Route 1 corridor will be increasingly jeopardized without the proposed bypass. The elimination of three traffic lights on Route 1 together with the other aspects of the proposed plan will markedly improve the safety on this important North/South roadway and must proceed as designed.

Some recent detractors of the bypass have suggested alternative solutions. None of these are viable from either an engineering or traffic management viewpoint. The location of the proposed Millstone Bypass was mutually agreed upon by the political entities of both West Windsor and Princeton Borough more than a decade ago. A change in the agreed upon course of action at this late date is not in the best interest of the region.

Sarnoff Corporation will lose a portion of its campus-like setting to permit the construction of the Millstone Bypass, but we believe that is the proper thing to do for the region. We have been in this location for over 55 years and personally experienced the untenable traffic and safety hazards resulting from the region's extraordinary growth without proper attention to roadways. The completion of this project prior to the year 2003 is strategic to the future of economic development along the Route 1 corridor in West Windsor Township. We urge you to approve its construction without delay.

Very truly yours,

James E. Carnes
President &
Chief Executive Officer

ls/jec

BCC: W. A. Schmidlin, Jr.
P. J. Murphy
L. Middleton (NJ DOT) ✓
L. Rich (NJ DOT)

SEP 13 1999

PROJECT MANAGEMENT
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Dr. James E. Carnes
President &
Chief Executive Officer

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Phone: 732-636-4990
Fax: 732-636-6338



September 2, 1999

10-1366-29

Ms. Noel McKay
Stoney Brook Watershed Association
31 Titus Mill Road
Pennington, N. J. 08534

Reference: Route 1/Penns Neck Area Improvement
West Windsor Twp., Mercer County
Plainsboro Twp., Middlesex County

Dear Ms. McKay:

As directed by Ms. Lynn Middleton, Project Manager, New Jersey Department of Transportation, the following is enclosed for your use on the referenced project:

- One copy of Traffic Analysis Report for the referenced project dated September 20, 1993
- One copy of Technical Memorandum, Alternative D-1.1D – Traffic Analysis for the referenced project dated January, 1999
- One copy of Table 8-1, Summary of Commitments from Congestion Management System, Route 571, Penns Neck Area, Final Report, Final Version Adopted: March 26, 1998

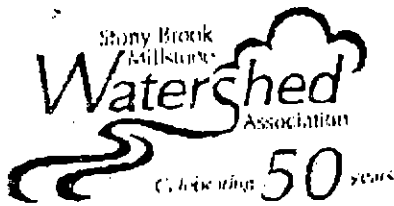
Additionally, the acreage of tree impact on the Samoff property has been calculated to be 12.75 ± acres.

Very truly yours,

FREDERIC R. HARRIS, INC.

Christopher M. Wood, P.E.
Project Manager

cc: Ms. Lynn Rich, NJDOT
Ms. Lynn Middleton, NJDOT



August 30, 1999

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Lynn Middleton
Project Management
New Jersey Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey 08625

Re: Millstone Bypass

Dear Ms. Middleton:

As we discussed on the phone today, the Stony Brook Millstone Watershed Association will release a resolution and statement of position on Tuesday, August 31 at 10:00 a.m. at the Aqueduct in Plainsboro. I attach to this letter a courtesy copy of the resolution for your review.

We are well aware that the placement of a road in almost any alignment in central New Jersey will generate significant opinion on every side. Nonetheless, we also believe that an essential voice in the balancing of these opinions is one that speaks for the water quality and natural resources of the relevant region. We hope to be that voice in this process, and plan to continue guiding our involvement in this decision in a reasoned, principled and open manner.

Please feel free to call me if you have any questions about our resolution, or plans for future involvement.

Yours sincerely,

George S. Hawkins
George S. Hawkins
Executive Director

cc: Donna Lewis, Mercer County Planning Board
Mayor Carson, West Windsor Township
Mayor Marchand, Princeton Township
Mayor Reed, Princeton Borough
Robert K. Durkee, Vice President for Public Affairs
Princeton University

31 Titus Mill Road
Pennington, NJ 08534

609-737-3735

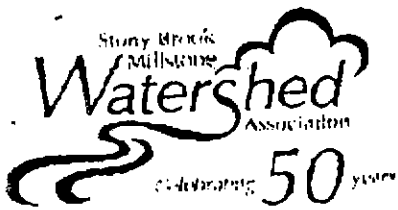
FAX: 609-737-3075

email: sbmwa@njlaae.com

Printed on Recycled Paper

cc: [Handwritten signature]

PROTECTING THE ENVIRONMENT SINCE 1949



Karl Augustus Cline
Chair

July 26, 1999

George S. Hawkins
Executive Director

RESOLUTION

FINDINGS

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21 Titus Mill Road

Pennington, NJ 08534

609-737-3735

Fax: 609-737-3075

email: sbmwa@nj1.aac.com

1. The Stony Brook-Millstone Watershed Association is the oldest environmental organization in New Jersey dedicated to protecting the quality of the environment in the 265 square mile region of central New Jersey defined by the watershed of the Millstone River, which includes parts of five counties (Hunterdon, Mercer, Middlesex, Monmouth, and Somerset, as shown on Attachment A).

2. The New Jersey Department of Transportation ("NJDOT") has proposed a new, federally funded, \$58.5 million, three mile long, two lane highway in West Windsor Township, Mercer County, together with a new grade-separated interchange with Route 1. The project is known to NJDOT as the "Route U.S.1/Penns Neck Improvement." Commonly called the "Millstone Bypass," the new road would run along the Millstone River and the Delaware and Raritan Canal, near the confluence of the Millstone River and Lake Carnegie, between the AMTRAK railroad mainline and Harrison Street and Washington Road near Princeton Township (as shown on Attachment B).

3. The stated purposes of the proposed new highway are to (a) eliminate three signalized intersections on Route 1 (at Washington Road, Fisher Place, and Harrison Street, as part of a long-standing plan by NJDOT to eliminate traffic lights on Route 1), (b) direct east-west traffic away from the residential neighborhood of Penns Neck in West Windsor Township, and (c) distribute traffic between Washington Road and Harrison Street. The proposed highway could more accurately be described as the Penns Neck Bypass, as it would enable some vehicular traffic to avoid the Penns Neck area of West Windsor Township.

4. The Watershed Association recognizes the public safety, traffic congestion, air quality, and neighborhood quality of life concerns of the residents of the Penns Neck neighborhood and the citizens of West Windsor and the region who utilize the current road network in this area.

5. The proposed Millstone Bypass is but one of several major highway construction projects underway or proposed by NJDOT that focus traffic at the core of the Millstone watershed, e.g., the four lane Hightstown Bypass nearing completion to the east, the four lane NJ Turnpike Extension proposed to Route 1 (S-92) to the northeast, and the four lane Hillsborough Bypass proposed to parallel Route 206 to the north (as mapped on Exhibit C).

Resolution - page 1

Aug-30-99 05:19P 3DMWA

6. The Watershed Association recognizes that the corridor within which NJDOT has proposed the Millstone Bypass has many important environmental resources, many specifically protected under federal and state law, including, but not limited to: freshwater wetlands, flood plains, properties and districts on the National Register of Historic Places (Lake Carnegie, Delaware and Raritan Canal, Washington Road Elm Ailée, Penns Neck Baptist Church, former Red Lion Inn, and Penns Neck Cemetery), Delaware and Raritan Canal State Park, and an undeveloped, wooded, natural stream corridor.

7. The Millstone River within this corridor (from Route 1 to the AMTRAK railroad mainline), unlike many rivers and downstream portions of the Millstone, is not lined by noisy parallel roads, but rather is a splendid recreational resource, with opportunities for quietly experiencing the natural environment and near solitude by canoe at the center of our watershed and region, and indeed in the center of Megalopolis.

8. The Watershed Association notes that all of the alignment and construction of the proposed Bypass is within the Suburban Planning Area (PA 2) as mapped by the 1992 *State Development and Redevelopment Plan*. It is precisely because the *State Plan* expects and encourages much of New Jersey's future development in the Suburban Planning Area that the riparian and wetlands corridor along the Millstone River may be an even more significant natural resource for flood control, filtration, water quality, and habitat than in an area designated for less growth. This is because further development will continue to place multiple stresses on the natural environment and such remaining natural areas will become increasingly precious for preserving the quality of life of citizens in the watershed.

9. NJDOT is now preparing an Environmental Assessment on the proposed Bypass, which is currently scheduled for completion and release in the fall of 1999, with a public hearing in late 1999 or early 2000. If the Environmental Assessment finds no significant adverse impacts, then NJDOT is expected to obtain a Finding of No Significant Impact ("FONSI") from the Federal Highway Administration and not be required under federal law to prepare a full Environmental Impact Statement ("EIS") for the project.

10. Public, private, and nonprofit interests in the region have different positions on the proposed Bypass. Mercer County, West Windsor Township, the two principal affected property owners (Princeton University and the Sarnoff Research Center), and the MSM Regional Council, Inc. are in favor of the proposal. Princeton Borough, Princeton Township, and S.T.O.P. (Sensible Transportation Options Partnership, a Princeton-based citizens group) oppose the current May 1999 "Final Alignment" proposed by NJDOT.

11. The Millstone Bypass as currently proposed by NJDOT raises important and significant issues concerning its likely impacts on the environment, including, but not limited to:

- Fragmentation of undeveloped open space, wetlands, woods, and upland habitat along the Millstone River
- Loss of wetlands
- Separation of all the lands (and hence people and the community) south and west of the proposed Bypass from the Delaware and Raritan Canal Park, as well as from the Millstone River
- Intrusion of highway construction and artificial landscaped berms in high quality scenic environments and natural landscapes along rivers and parks
- Impacts on water quality of the Millstone River and the Delaware and Raritan Canal

Resolution - page 2

- Impacts on National Register historic districts and properties
- Loss of traditional Washington Road entrance to Princeton from West Windsor
- Change in direct access between West Windsor and Princeton via Washington Road across Route 1 at Penns Neck
- Regional traffic impacts from the three other major bypasses and highway extensions proposed or nearing completion within ten miles of the proposed Millstone Bypass

12. The public record is not clear whether NJDOT is considering seriously the full range of alternatives to the proposed Millstone Bypass that would avoid or minimize adverse environmental impacts, including alternatives to the various segments of the proposal. Other alternative concepts should be evaluated publicly, and their benefits and disadvantages explained, before the current proposal is approved. These options include, but are not limited to:

- designing a frontage road along the north side of Route 1, to distribute traffic between Harrison Street and Washington Road,
- depressing Route 1 at Penns Neck using a "cut-and-cover" design to protect and enhance the historic properties in Penns Neck and maintain a direct, at-grade connection across Route 1, and
- utilizing existing four lane Alexander Road and the recently completed, high capacity, grade-separated interchange at Route 1 and Alexander Road to distribute east-west traffic to Route 1 north-south.

Consideration of these and other alternative concepts for the Bypass and its various segments should follow the design flexibility principles recently advocated by the Federal Highway Administration in *Flexibility in Highway Design* (1997).

13. The public record is not clear as to what mitigating measures, if any, NJDOT is considering as part of the proposed Bypass, such as establishing a multi-use path near the Millstone River, enhancing bicycle mobility in the region, increasing pedestrian access along the river edge, and providing recreational amenities.

14. This new highway proposed by NJDOT along the Millstone River will, if built as currently designed, dramatically, significantly, and adversely affect the immediate environment of the Millstone River, Delaware and Raritan Canal, and Lake Carnegie (into which flows the Stony Brook) for the next century and beyond.

THE BOARD OF TRUSTEES OF THE STONY BROOK-MILLSTONE WATERSHED ASSOCIATION HEREBY RESOLVES:

1. That the Watershed Association supports the NJDOT objective of eliminating three at-grade signalized intersections on Route 1 in West Windsor (Washington Road at Penns Neck, Fisher Place, and Harrison Street), in order to protect public safety, reduce traffic congestion (and thereby reduce associated air quality impacts), and improve the quality of life in the Penns Neck neighborhood.
2. That the Watershed Association recognizes the legitimate concerns of citizens of West Windsor for public safety on Route 1 and relief from traffic congestion in Penns Neck, for both safety and health reasons. We believe these community goals are not mutually

exclusive with the mission of the Watershed Association, which is to enhance the quality of the natural environment.

3. That the Watershed Association strongly recommends that NJDOT consider fully and publicly alternatives to its proposed "Final Alignment" for the Millstone Bypass and the various segments of the proposal. We urge NJDOT to assess these alternatives vigorously and objectively in both the Environmental Assessment now under preparation and by preparing a comprehensive and full Environmental Impact Statement under the National Environmental Policy Act (NEPA). In particular, the Environmental Assessment (and then the EIS) should focus on comparing feasible alternative alignments and road construction proposals within the Alexander Road-AMTRAK-Millstone River-Lake Carnegie corridor that would serve similar traffic functions as the current NJDOT proposal, yet be less intrusive and harmful to the natural environment along the edge of the Millstone River and the Delaware and Raritan Canal. We understand and expect that NJDOT will also analyze the impacts of the no-build alternative.
4. That, unless and until a full and vigorous environmental evaluation of alternatives demonstrates that no feasible alternative alignments or road construction proposals exist, and that the environmental impacts of the proposed alignment are less adverse and intrusive than other alternatives, the Watershed Association opposes the Millstone Bypass, as currently proposed by NJDOT ("Final Alignment" of May 1999).
5. That if the full and vigorous environmental evaluation of alternatives demonstrates conclusively that no feasible alternatives to the current NJDOT proposal for the Millstone Bypass exist, then the Watershed urges NJDOT to both minimize and mitigate adverse impacts to the riparian environment of the Millstone River, while preserving its stream corridor and providing some sensitively designed recreational access to the Millstone River and to the Delaware and Raritan Canal Park.
6. That the Watershed Association will continue to "speak for the River" as we work with the numerous governmental agencies, property owners small and large, and nonprofit groups concerned about both mobility and the environment in this vital portion of central New Jersey.

Attachments (3)

Adopted by the Stony Brook-Millstone Watershed Association Board of Trustees, July 26, 1999

Stony Brook-Millstone River Watershed

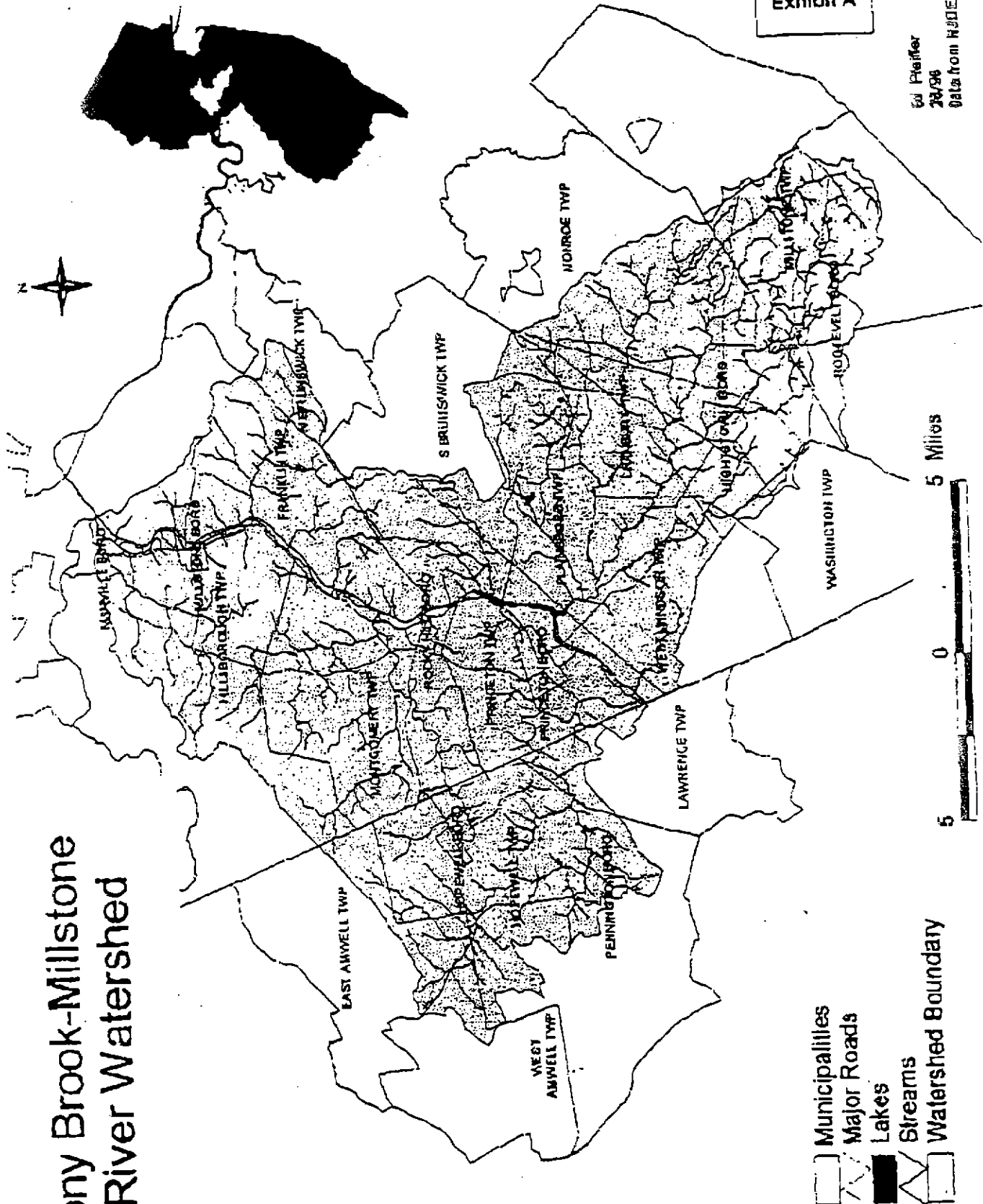


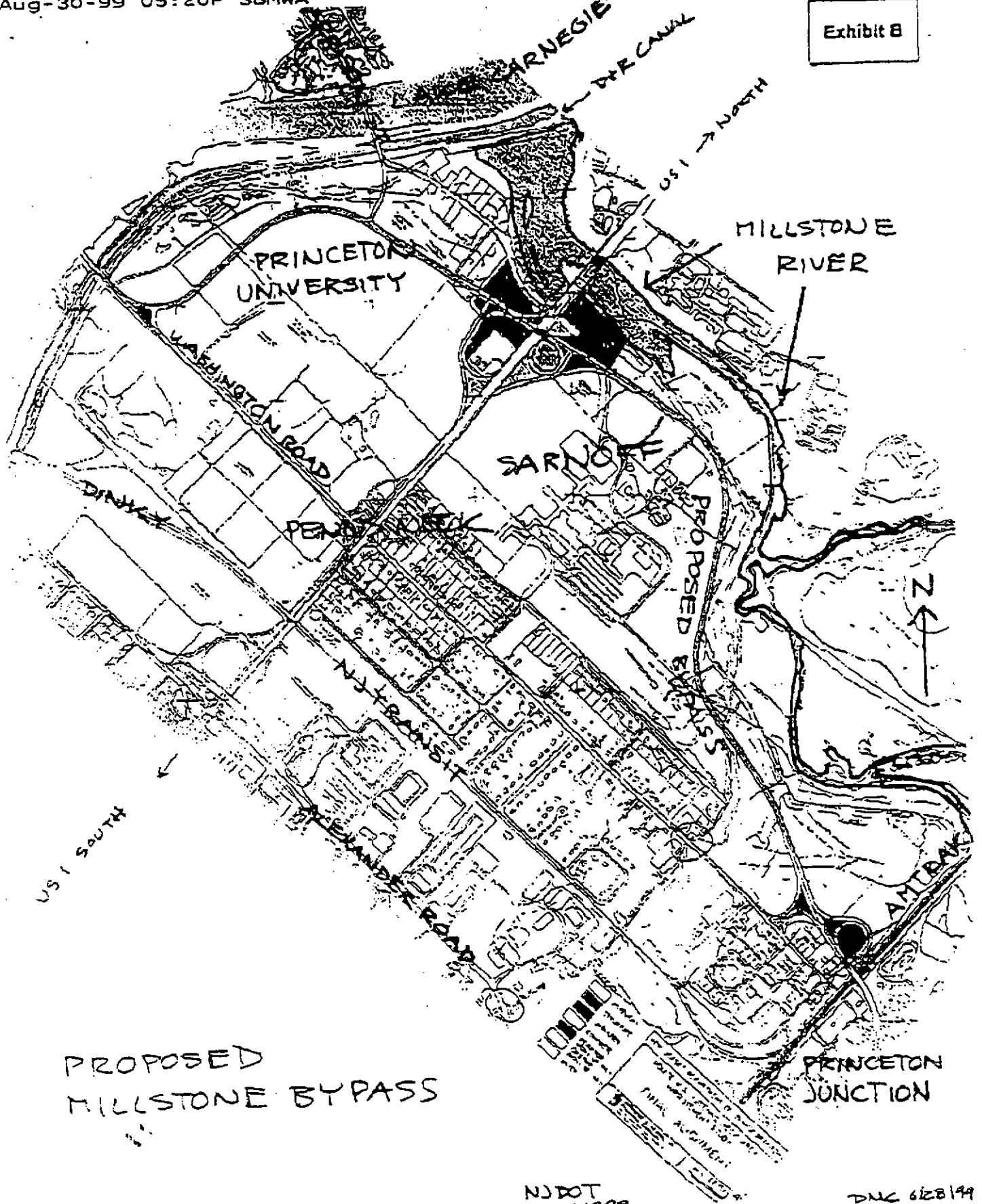
Exhibit A

for Platfile
2/2/96
Data from NHDQP



- Municipalities
- Major Roads
- Lakes
- Streams
- Watershed Boundary

Exhibit B

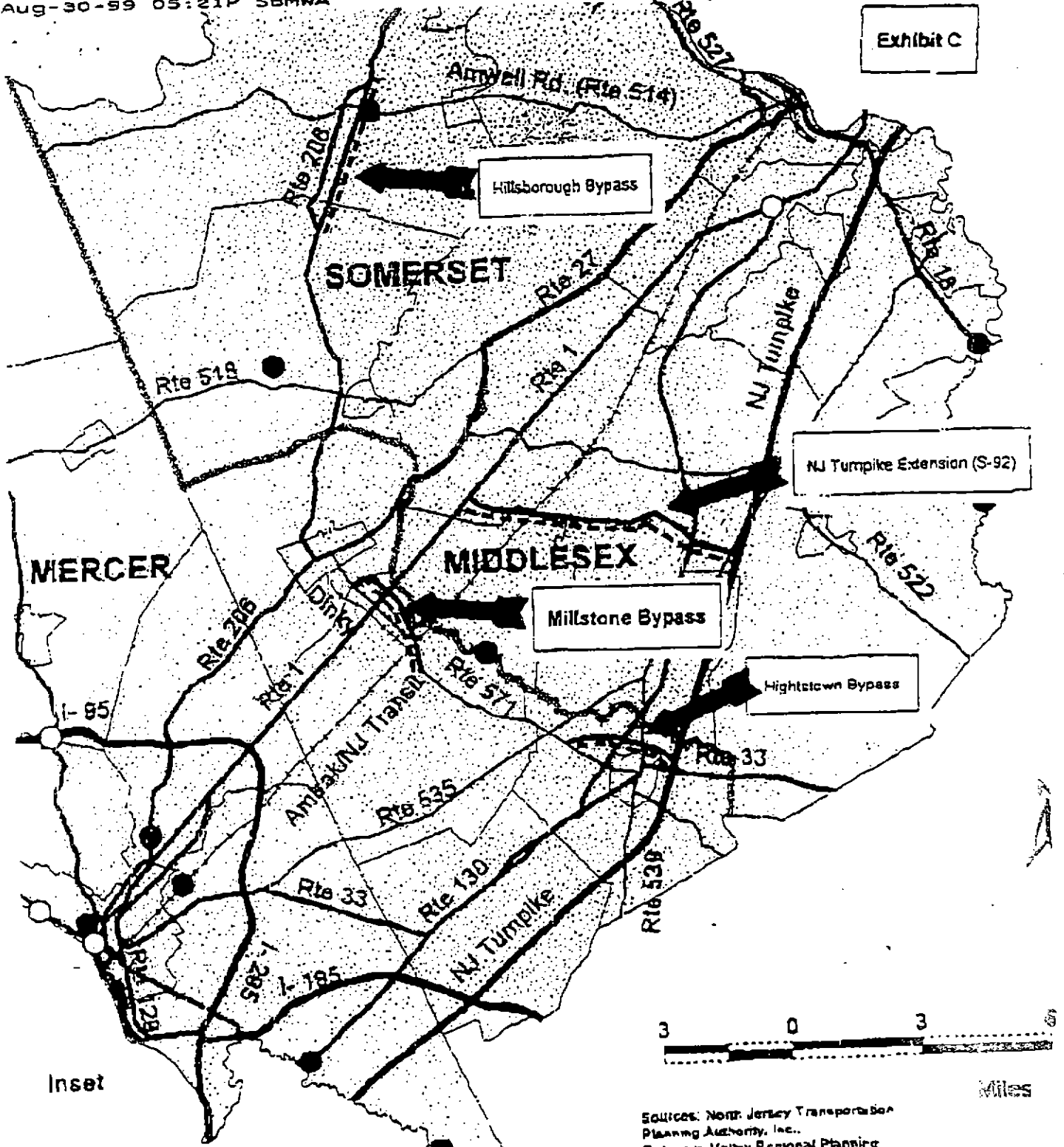


PROPOSED
MILLSTONE BYPASS

NJDOT
MAY 1999

DWG 628199

Exhibit C

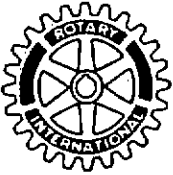


Inset

- Bicycle Paths
- Road Projects
- Intersections/Interchanges
- Bridges
- Interstate Highways
- State Highways
- Major County Roads
- Commuter Rail

Sources: North Jersey Transportation Planning Authority, Inc., Delaware Valley Regional Planning Commission, Draft FY '88-02 Transportation Improvement Program, NJ Turnpike Authority

Prepared by Tim Huizing
MSM Regional Council, 10/2/87



ROTARY CLUB OF THE PRINCETON CORRIDOR
POST OFFICE BOX 7161
PRINCETON, NEW JERSEY 08543-7161

July 30, 1999

Mr. Charles Dougherty
Associate Director of Transportation Planning
DVRPC
111 S. Independence Mall East
Philadelphia, PA 19106

Re: Millstone Bypass

Dear Mr. Dougherty:

As Chairman of the Princeton Corridor Rotary Club, I am writing to you to voice our support for the Millstone Bypass. Attached is a copy of a petition that has been circulating at our meetings. Our membership consists of business leaders in the Princeton area. These business leaders are greatly concerned about the constant traffic congestion on Route 1, and would benefit from the road improvements that are part of the Millstone Bypass project.

The congestion on Route 1 begins at Harrison Street and continues south all the way to I95/295. The construction of the Millstone Bypass would eliminate three signaled intersections to relieve the bottlenecks that occur with even moderate traffic levels. An above average number of accidents have occurred on this highway due to the overabundance of vehicles, which makes this a serious safety issue.

The lost time and money and the potential for accidents caused by the current conditions on Route 1 would be alleviated by the Millstone Bypass project.

We ask that the DVRPC maintain funding in the budget for this very necessary highway project.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in cursive script that reads "Ed Kornstein".

Ed Kornstein
President
Princeton Corridor Rotary Club

AUG 04 1999

c: Lynn Middleton, NJDOT
Assemblyman Reed Gusciora

PROJECT MANAGEMENT
RECEIVED

June 4, 1999

We, the undersigned, Members of the Princeton Corridor Rotary Club, recognize the importance of the Millstone Bypass Project in its "final alignment" and fully support its development.

Signature

Name

Address

~~Don Eberman~~ Don Eberman 3490 Rt 1, Princeton

~~Henri~~ Pascal SERADARIAN 10 Woodhollow Princeton Jct

~~John Russek~~ P.O. Box 25 Princeton NJ

~~John King~~ 66 LEMBROOK CT. PRINCETON NJ

~~H. Prineas~~ HEINZ GARTIGERHEER HYATT REGENCY P.

~~D. L. Holmes~~ D. L. Holmes 1495 Dr Princeton

~~Jim Bernstein~~ Jim Bernstein 30 Westwick Princeton Jct

~~Jessica Lee~~ Jessica Lee 133 Maurin Dr. Plainsboro

~~Evelyn Connolly~~ Evelyn Connolly, 29 Colonial Lake Dr., Lawrenceville, NJ

~~Dirk Zondak~~ DIRK ZONDAK 4 UNIVERSITY WAY, Princeton Jct,

~~Robert Cushman~~ Robert Cushman 322 North Post Rd Princeton Jct

~~Marie S. Gallagher~~ Marie S. Gallagher 4 Northwoods Dr. Pennington NJ

~~Edward Stone~~ Edward Stone 7 Woodmont Dr Lawrenceville 08534

~~J. Scott Needham~~ J. SCOTT NEEDHAM 215 S. MAIN ST. PENNINGTON

~~Hal Stein~~ Hal Stein 619 Alexander Princeton NJ

~~C. Merte Hirschman~~ C. Merte Hirschman 28 Park Hill Terr. Princeton Jct

~~Michael Sifer~~ Michael Sifer 214E Nottingham Way Norristown, N.J.

~~Pasquale DeAngelis~~ PASQUALE DEANGELO 548 PLAINSBORO RD PLAINSBORO NJ 08536

~~FE Crispin Jr.~~ FE Crispin Jr. 3 Cedarbrook/Princeton/NJ/08540

~~Mary Grace Royal~~ MARY GRACE ROYAL 40 THOREAU, PLAINSBORO, NJ 08536

~~Bill Partridge~~ Bill Partridge East Windsor 08520

~~Alexander Cawwels~~ ALEXANDER CAWWELE 46 WINDLOW CT. Robbinsville, NJ

~~Florence E. Cohen~~ FLORENCE E. COHEN 11000 S. 11th St. Phoenix, AZ

~~Stavros D.~~ Stavros D.



WEST WINDSOR TOWNSHIP

Carole A. Carson, Mayor

July 21, 1999

James C. Amon, Executive Director
Delaware and Raritan Canal Commission
Prallsville Mills
P. O. Box 539
Stockton, NJ 08559-0539

Dear Mr. Amon:

STOP HANDOUT

In response to the STOP document distributed at the D&R Canal Commission meeting on June 16, 1999, West Windsor Township takes the position outlined in the enclosures.

Further, if additional information would be helpful to you for your deliberations, at your request we will send past documentation indicating West Windsor Township's long-standing support of the Millstone Bypass. We would also include a variety of resolutions adopted by different governing bodies over the past decade and a half.

In the context of the enclosed report, you will note that this Bypass was a direct result of a regional planning effort that began in the mid-80s. The unanimous support of all the governments and property owners led to West Windsor's including the Bypass on its Master Plan immediately after adoption.

Finally, West Windsor does, in fact, consider the environmental sensitivity of every project; the Millstone Bypass is no exception. We expect that this one too meets all necessary regulations; however, we will not tolerate unnecessary delays in the review process specifically devised to detain this project any longer than it already has been. From both a regional and a local planning perspective the Millstone Bypass must move forward expeditiously.

I strongly suggest and would fully appreciate the Commission's limiting the discussion of this project solely to the areas of its jurisdiction. We appreciate your reviewing these documents.

3504
JUL 27 1999

Mr. Amon
July 21, 1999

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If you would like the previously mentioned documentation, please let me know. I will be happy to accommodate your request for background information to support your considerations.

Very truly yours,

Carole A. Carson
Mayor

CC:jal

Enclosures

cc: Dianne Brake, MSM
Pam Hersh, Princeton University
David Holmes, Eden Institute
James Weinstein, Commissioner, NJDOT
Lynn Middleton, NJDOT
Lynn Rich, NJDOT
Walt Schmidlin, SRI

K:\MAYOR\CARSON\1999\CORRES\STOPCOVER.DOC

The Millstone Bypass will have a minimal impact on the area's cultural and environmental resources. The Bypass, because of the NJDOT's sensitivity to important historic sites, park lands, rivers, and wetlands will have a minimal effect on the natural and human environment and the unique characteristics of the area. Those sensitive areas which will be *minimally* impacted include: the Delaware & Raritan Canal State Park, the Washington Road Elms, the Millstone River stream corridor and surrounding wetlands and the region's air and water quality.

**WEST WINDSOR TOWNSHIP
RESPONSE TO
S.T.O.P. DOCUMENT**

July 1999

West Windsor Township has reviewed the document titled, "Impacts of and Alternatives to the Currently Proposed Millstone Bypass," a document prepared by Sensible Transportation Options Partnership (STOP) in June 1999 and presented to the Delaware and Raritan Canal Commission at its June 16, 1999 meeting.

INTRODUCTION

West Windsor Township's review of this document reveals that much information is either incorrect or at the very least misleading. Therefore, to set the record straight with the public, any Board, Committee, Commission or other entity reading that report, these are the accurate and factual developments that support today's version of the proposed roadway known as "The Millstone Bypass."

HISTORY

There is no debate on the history of this project. Since the mid-80's a joint regional planning methodology produced a consensus on a major road improvement.

The goals, jointly set among the Department of Transportation and the affected municipal representatives were simple:

First, eliminate the traffic signals along Route One at Washington Road, Harrison Street and Fisher Place.

This was accomplished by consolidating the original design for two over-passes into one to be located between the two intersections, an important compromise because this new location preserves the historic Penn's Neck Baptist church. Economically, it is far more cost effect to construct only one overpass rather than two.

Second, construct a new relocated Route 571 around Penn's Neck.

Primarily to protect the integrity of an older established neighborhood—indeed even a potentially historic one—Route 571, not a new road, is simply being relocated. According to STOP's document, Route 571 is characterized as a new road.

Third, minimize the impact on the two major property owners, Princeton University and SRI.

With this in mind, decisions were based on keeping the road located as close as practically possible to both the Millstone River and the D&R Canal without compromising the environmentally-sensitive nature of those waterways.

Finally, agree to disburse traffic into Princeton over Harrison, Washington and Alexander Roads.

The final plan features equal access to Princeton by Washington or Harrison Street, the two affected roads. Since the then-proposed Alexander Road Overpass already provided access to Alexander Road, the consensus was that all three roads provide equal access into Princeton. However, as an additional concession later in the process, a tie-in through to Alexander may still be a future option if warranted.

NOTE: This regional planning effort managed to work through and meet all of these goals. Unfortunately, the road was never constructed and until recently the plan lay dormant. Now that DOT is making it a reality, this mutually developed plan is being second-guessed.

COMMENTS ON IMPACTS NOTED IN STOP REPORT:

The STOP report indicates that the "Millstone Bypass" is a new roadway. Actually, it is just a two-lane road being relocated; it will continue to be Route 571. It will have more traffic lights from Princeton Junction to Princeton than currently exist. It merely routes traffic around an existing potentially historic neighborhood and permits construct of an overpass without the negative sociological and financial impacts inherent in constructing a bypass along the current Route 1 and Washington Road intersection. Does this mean that a row of trees—not even of the same variety—is more valuable historically, than an actual village? Our response is "no," and we hope that anyone objectively reading this response will agree.

One of STOP's appendices indicates a widened five-lane Route 571 through Princeton Junction. This, of course, is no longer the case since both Mercer County and West Windsor Township have agreed conceptually to a three-lane Route 571.

Further, noted is the "substantial" impact on wetlands. Yes, the wetlands are affected, but it is NJDOT's obligation to minimize these impacts to them, and procedures are in place, which require mitigation.

STOP expressed a concern over the proximity of this road to the Millstone River and the Delaware and Raritan Canal. As previously noted, the many years' worth of planning for this proposed roadway's layout specifically located the Millstone Bypass as close as practically possible to both of these waterways to prevent condemning any more property than absolutely necessary from either SRI or Princeton University. It was a given that the final design would in all likelihood require modification to minimize impacts to these waterways.

The report also detailed comments on the alleged negative impacts--visual, noise and water quality--that this road will have on the D&R Canal State Park. These statements were not justified by any viable information in this report. As a point of fact, the roadway *will not* be visible from the canal. The DOT recently moved the road further away from the canal just to appease this concern. The canal is a minimum of 20 feet below the construction area. Coupled with the extensive berming and landscaping plan, there will be more visual and sound shielding after construction than currently exists.

Regarding negative water quality, that is something that must be proven. Some documents indicate a concern over water quality since the canal is a "major source of drinking water for the area." This is not true. While Elizabethtown Water Company has an inoperable well in the area, the majority of the drinking water comes from the Raritan River well north of Hillsboro Township.

The Elm Allée, the "entrance" into West Windsor, creates an attractive scenic drive. However, rather than a reason for not constructing the road, it offers a stronger case for building it. The historic elms' ability to survive will be enhanced by the new plan of Washington Road's being "right in" and "right out." Damaging vehicle traffic and its resulting pollution will be lessened.

Currently, the "final" Millstone Bypass design will necessitate removing approximately three trees; however, *any* alternative including the one proposed by STOP will also entail some tree destruction.

DESIGN ALTERNATIVES

West Windsor defers to DOT's considerable review efforts that ultimately determined that all of STOP's proposals were found unworkable. It is imperative to remember the initial goals for the Millstone Bypass. None of STOP's suggested alternatives address these initial goals.

Furthermore, there are two significant flaws in STOP's concepts. The frontage road concept would be an unlikely choice for motorists headed into Princeton. Logically, a driver using the STOP version of the bypass would go straight and access Princeton by utilizing Harrison Street thereby overloading that road. Also, this concept would virtually eliminate the feasibility of the connector road from Washington Road to Alexander Road.

An important note is that this concept could easily lead to a rezoning of the property. Currently the zoning impacts would be minimal; however, a frontage-road concept might extend the best use of this property into an office research zone. Certainly, the impact of this frontage road concept would be more far reaching if it caused a zoning change that would result in a considerable increase in traffic into and out of the Princetons.

The only other practical problem is accessing Route One at Washington Road if the roadway is depressed. There is simply not enough space to install either slip ramps, or worse yet, jug handles necessary to move traffic on and off Route One. Pursuing this design nightmare would damage the "historic" Penn's Neck area.

CONCLUSION

Attached are documents the Township has put together over the years in support of the plan currently being recommended by the Department of Transportation. We would request that the D&R Commission immediately grant approval to this long-developed Millstone Bypass plan.



COUNTY OF MERCER

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McDADE ADMINISTRATION BUILDING
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ROBERT D. PRUNETTI
County Executive

July 19, 1999

John Coscia, Executive Director
Delaware Valley Regional Planning Commission Board Members
111 S. Independence Mall East
Bourse Building, 8th Floor
Philadelphia, PA 19106

Dear Mr. Coscia and Board Members:

As you know, the board is scheduled to adopt the DVRPC Fiscal Year 2000-2002 Regional Transportation Improvement Program (TIP) at the July 22, 1999 board meeting. Included in the TIP is funding for Right of Way Acquisition and Construction of the Millstone Bypass in Mercer County.

I would like to restate Mercer County's support for the Millstone Bypass. We have been a party to the delicate negotiations on this project for many years and would like to see it completed in the near future.

The history of this project dates to the early 1980s Route 1 Corridor Study, conducted by NJDOT. In 1986, the study concluded that the intersection of Washington Road and Route 1 was the second most dangerous in the 30 mile corridor between Lawrence and New Brunswick. In the late 1980s, a consensus on the need for a bypass was reached and the Millstone Bypass took on a preliminary alignment. The effect on the environment, the quality of life for the residents and the needs of property owners were considered throughout alignment discussions. Dianne Brake of MSM Regional Council provided an excellent synopsis of the project's extensive history in her letter of July 8, 1999, which is attached for your reference.

It has been almost twenty years since DOT began studying this corridor. Significant flexibility has been demonstrated by all parties over the years. Building a road of this magnitude takes many years and many compromises. Today, the opponents of the project are proposing that the road be returned to initial design discussions. Considering the time invested in developing the bypass and the history of intensive involvement by all parties, it appears that the only benefit of returning to this initial stage of development would be to delay the project another twenty years.

I encourage you to consider all aspects of this project's history, its regional benefits, and the appropriateness of providing this regional transportation improvement when you consider its future.

Sincerely,


Robert D. Prunetti
County Executive

RDP:DL:dv
Att



July 8, 1999

Mr. John J. Coscia, Executive Director
Delaware Valley Regional Planning Commission
The Bourse Building, 8th Floor
111 South Independence Mall East
Philadelphia, PA 19106

Dear Mr. Coscia:

On behalf of the Board of Directors of MSM Regional Council, I am writing to express our support for the project called the "Millstone By-pass". As you know, the "By-pass" is a project to remove a grouping of three lights on Route 1 at Washington Road (County Route 571), Harrison Street, and Fisher Place in West Windsor, Mercer County, New Jersey, and to reconnect these roads through a single, grade separation at a new location on Route 1 near Harrison Street.

I understand that the Commission has been asked by NJDOT to approve a budget for the design and the acquisition of the right-of-way for the By-pass as part of the FY 2000-2002 Transportation Improvement Program (TIP). I also understand that the approval of this request merely earmarks funds, and will not preclude any changes to the project that may result from the Environmental Assessment that is currently underway. I therefore ask the Commission to approve the NJDOT request.

We at MSM believe that the Millstone By-pass is of critical importance to the region, since Route 1 is its economic engine. The Commission should be assured by the project's background of study, evaluation, public involvement and the balancing of many competing interests. Further, the Commission should conclude, as we have, that there is no reason to delay this project, which has already had such a protracted history. To ensure that progress continues to be made, we ask the Commission to approve NJDOT's request and include the project in the TIP.

The remainder of this letter summarizes for the Commission the many important concerns that have already been discussed over the years since the improvement was first proposed as part of NJDOT's 1986 *Route 1 Corridor Study*. It is our opinion that the concerns recently raised by some local opponents have, in fact, already been effectively balanced and addressed in the NJDOT's preferred alignment, which was first agreed by all of the major parties in 1989. We believe that no good public purpose will be served to re-open

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the discussion about the alignment, undoing the delicate balancing of interests, and causing further delay. I hope that this history will assure the Commission that the proposal to continue work on the design and right-of-way acquisition is appropriate and necessary for the timely implementation of a project of vital importance to our region.

1986 — NJDOT's Route 1 Corridor Study: MSM was an active player in NIDOT's Route 1 Corridor Study. That Study was the first and most comprehensive of a series undertaken by NIDOT in the 1980's. During the four-year study, an enormous amount of data on land use and traffic was collected, a major model was developed, and the public was actively involved, with over 200 people serving on three committees and participating in a series of conferences. In 1986, the final report was published in which a number of recommendations were agreed as to how best to improve Route 1 from I-295 in Lawrence to Route 130 in North Brunswick. The intersection at Washington Road was identified in this Study as the second most dangerous intersection in the Corridor, after the Route 130 intersection. It was ranked as a high priority to remove the lights and separate the traffic in order to make Route 1 operate safely and effectively as both a major mobility route as well as the focus of economic development in the region.

1989 — The Millstone By-pass: The project was named the Millstone By-pass during the deliberations which ended in a consensus among the major parties in 1989 as to how the improvement should be configured. West Windsor argued strongly to move the Route 571 traffic away from the neighborhood of Penns Neck, which Washington Road currently bisects. Sarnoff Corporation agreed to allow the relocation of Route 571 on their property around the back of their buildings, following the Millstone River in order to protect the neighborhood. NJDEP was involved in this discussion and, after assurances were made that water quality would be protected and that the road would not increase flooding, they agreed that NJDOT could pursue this alignment.

As part of the deliberations with NJDEP, a compromise was reached over the crossing of Little Bear Brook, which moved the alignment closer to the Penns Neck neighborhood. Overall, however, the NIDOT preferred alignment on the east side of Route 1 balances the flow of traffic through West Windsor, the impact on the neighborhood, and the impact on the streams.

NOTE: The changes to the NJDOT preferred alignment currently being discussed by opponents will either increase the impact on the traffic through West Windsor, or on the neighborhood, or on the streams.

The alignment west of Route 1 was also the product of a delicate balance. Although the entire By-pass is in West Windsor, it is also of significant importance to the flow of traffic into Princeton Borough and Princeton Township. The Princetons want traffic to and from Route 1 to be evenly distributed among Alexander Road, Washington Road and Harrison Street. This goal was satisfied in the current alignment by ensuring that it flowed directly to Washington Road, with a T-junction to connect to Harrison Street. Traffic on the by-

pass could still choose between Washington and Harrison to enter Princeton, but favored Washington Road, where there are fewer residences. Princeton University, which owns the land on which this connection would be built, agreed to this, as long as the connection would be built to skirt the land on which a campus was to be built in the future.

In order to further protect their land, the University has agreed to relocate and rebuild the Eden Institute, a non-profit organization which provides services to autistic individuals. Any delay to the By-pass will impede this rebuilding of Eden, and cause hardship to them, since they must make expensive repairs to their existing building if they are not to be relocated.

For all of these reasons, the NJDOT proposed alignment west of Route 1 follows the D&R Canal. The University has agreed to build no buildings between the road and the Canal, and the NJDOT has agreed to extensive landscaping to buffer the Park from the roadway. The Canal Commission was consulted during the 1989 discussions, and, like the DEP regarding the Millstone River and Little Bear Brook, they indicated they could agree to the proposal if NJDOT could assure them that the result would be a minimal impact to the water quality in the Canal and the quality of the experience in the Park. The Environmental Assessment will provide more information on this topic, and the D&R Canal Commission will only give the necessary permit if these assurances are adequate.

NOTE: As with the agreed alignment on the east side of Route 1, any of the changes currently being discussed by opponents for the west side cannot be implemented without undoing the balance of interests. Their proposals would either increase the impact on Harrison Street, undo the agreements to aid the Eden Institute, or impact the historic church and buildings on Route 1.

1996 -- The Washington Road Elms: Although seven years had gone by since the general consensus on the location and function of the By-pass had been reached, NJDOT was only now ready to move toward the design of the project. At this time, it reached the press that NJDOT was going to cul-de-sac Washington Road on the west side of Route 1, and remove a large number of prized elm trees in order to construct the intersection where the new Millstone By-pass connector met Washington Road.

This announcement caused an outcry from many, including MSM. This had not been discussed as part of the original consensus, in which Washington Road would remain open for right turns, and in which a minimal number of trees would be removed. The issue also caused the mobilization of a small but vocal group of people, which has grown into the current opposition group, STOP.

Although NJDOT has now agreed to keep Washington Road open for right turns, and to reduce the number of elm trees that will be affected, STOP has now expanded its efforts. They feel that the 1989 consensus, in which so many important interests had been carefully balanced, should be re-opened. Although we agree that there are design and

environmental quality issues still to be resolved, MSM disagrees for the reasons outlined above to any fundamental change in the alignment, and supports the original consensus and the NIDOT preferred alignment currently proposed. MSM has carefully reviewed many of the opposition's proposals and has decided that none of them can balance the interests and meet the project's objectives within reasonable expenditures of public money as well as the NIDOT preferred alignment.

1998 - Congestion Management System (CMS) Study: During 1998, staff of DVRPC and NIDOT, with the help of consultants from Frederic R. Harris, Inc., undertook a CMS study, even though it was questionable whether such a study would be required under the FHWA rules. But DVRPC and NIDOT wanted to ensure that everything had been done to address the concerns raised by the public about this improvement. After more data collection and more modeling and more public hearings, the final report was published in January of 1999. The recommendations included, among other things, bicycle and pedestrian improvements, promotion of ridesharing and travel demand reduction (TDM) strategies, some transit and paratransit service improvements, and some traffic control system improvements. The Greater Mercer Transportation Management Association (TMA) was given the responsibility for undertaking some of these measures.

Of most significance to the public's concerns, is the commitment made in the report that NIDOT would construct a pedestrian crossing of Route 1, probably at the old alignment of Washington Road. In addition, the commitment was made by DVRPC and NIDOT to conduct a Central Jersey Transportation Forum to address the coordination of land use and transportation issues among the various towns in the region. This Forum will be holding its third meeting at the end of this month.

The State Plan Context: Since 1992, New Jerseyans have had a State Development and Redevelopment Plan, which serves as a touchstone for government agencies and private decision-makers to guide development and infrastructure investment decisions. In 1995, the Princetons' application for Regional Center designation was approved by the State Planning Commission. According to the State Plan, it is important for a Regional Center to be connected to a major transportation corridor (Route 1 and the Northeast Corridor Line at Princeton Junction Station in West Windsor) because it is the "locus of high intensity, mixed-use development, with a density of more than 5,000 people per square mile and an emphasis on employment". The Millstone By-pass, as currently configured with both Washington and Harrison Streets as entrances to the Center, serves this purpose. The boundary of the Center is the Canal, which is also the Township boundary.

Except for the Canal itself, which is Planning Area 5 (Environmentally Sensitive), the West Windsor side of the Canal is Planning Area 2 (Suburban Development). Following the State Plan, the Millstone By-pass is an appropriate infrastructure improvement for this Area to connect the Regional Center to the transportation corridor.

Mr. Coscia
7/8/99

The Planning Process: It is MSM's position that the process leading to the current NJDOT preferred alignment, although protracted, has adequately addressed the many concerns that have been raised, will continue to be refined as the project progresses, and should not be further delayed.

The NJDOT current proposal should be included in the TIP because it:

- protects the neighborhood of Penn's Neck,
- protects its historic buildings,
- evenly distributes traffic to and from the Princetons and West Windsor,
- addresses the concerns of the landowners whose property will be used to construct the project and whose cooperation is required,
- will adequately protect the quality of the environment within this State Plan growth area, and
- was configured with the active involvement of the public, NIDEP, the Can Commission, and with the agreement of West Windsor, the residents of Penn's Neck, Princeton Borough, Princeton Township, Mercer County, Princeton University, Eden Institute and Sarnoff Corporation.

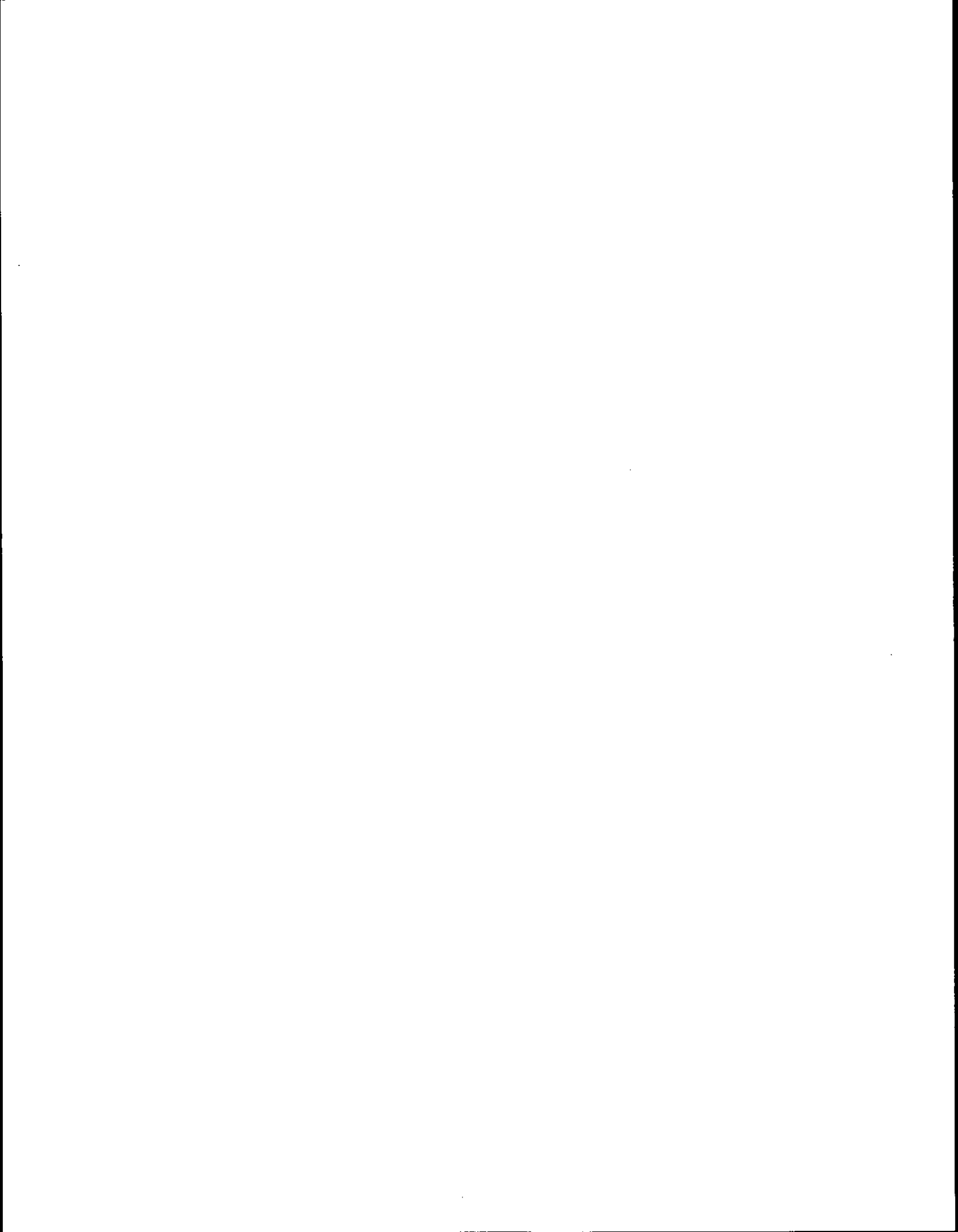
Although much of the recent criticism by the project is from water quality advocates, NJDOT continues to follow the appropriate procedures for evaluating what is necessary to protect the environment, and meets its current commitments to design and landscape the road along the proposed alignment, the Millstone River, the D&R Canal and its Park, the allee of historic elm trees can be adequately protected for the community. There is to be no delay in the project for these important regional resources to be protected.

We at MSM, therefore, ask the Commission to approve NJDOT's request to include a budget for the design and the acquisition of the right-of-way for the By-pass as part of FY 2000-2002 Transportation Improvement Program (TIP). Thank you for the consideration of our request.

Yours sincerely,


Dianne R. Brake, President

cc: Commissioner James Weinstein, NJDOT
Mercer County Executive, Robert Prunetti
Mayor Douglas Palmer, City of Trenton
Mayor Carole Carson, West Windsor Township
Mayor Phyllis Marchand, Princeton Township
Mayor Marvin Reed, Princeton Borough
Executive Director James Amon, D&R Canal Commission
Executive Director, George Hawkins, Stony-Brook Millstone Watershed Association
President James Carnes, Sarnoff Corporation
President Harold Shapiro, Princeton University
Members of the MSM Board of Directors
Regional members of the New Jersey Legislature



Princeton University

Office of Community and State Affairs
220 Nassau Hall
Princeton, New Jersey 08544-5264
(609) 258-3018
Fax (609) 258-1294

Pamela J. Hersh, Director
Karen M. Woodbridge, Associate Director

1 July 1999

Mr. Colin Hanna
Chairman of the Board
Delaware Valley Regional Planning Commission
The Bourse Building
111 South Independence Mall
Philadelphia, Pa., 19106-2515

FAX:-610-344-5995

RE: Millstone Bypass, Route 571, Penns Neck Area, Mercer County - NJDOT
Plan 1.1C

Dear Chairman Hanna:

It is my understanding that the DVRPC at its July meeting will consider including in the 2000/2002 Transportation Improvement Program (TIP) the right-of-way and construction funds for the Millstone Bypass project. Princeton University would like to reiterate its support for the project. Further delays in the improvements of Route One and the simultaneous construction of the Millstone Bypass would be very detrimental to the well being of those who live and work in an area severely crippled at rush hour by the traffic jams.

The traffic congestion on Route One and the feeder roads is worse today than it was a year ago when DVRPC first considered including the project in its TIP - and far worse than it was more than a decade ago when the state wanted to go forward with its Route One/Millstone plans. Route One will have to be closed within the near future in order to replace the crumbling Millstone Bridge, according to NJDOT. To do this repair without doing the corresponding improvements on Route One would amount to irresponsible transportation policy.

As far as the alignment, Princeton University supports DOT's "final" preferred alternative, because it accomplishes all the goals originally outlined for the road: 1- it relieves bottlenecks on Route One and on Route 571 in Penns Neck; 2- it maintains three entrances/exits into Princeton and divides the traffic approximately equally among those entrances/exits; 3- it maintains the University's land as an integral piece of property suitable for future campus development; and 4- it respects the environmentally sensitive areas of the Millstone River and the D&R Canal.


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Protecting the environment has been an extremely high priority to residents living in the region. DOT has worked diligently to come up with an alignment that responds to the concerns of all parties, including those of Princeton University, on whose land the Millstone Bypass (west of Route One) is being built. In an effort to get this project off the drawing boards, the University has made considerable concessions to ensure the ability of residents to enjoy the Canal environment, as well as the historic Washington Road tree-lined entrance into Princeton. The University has agreed to: maintaining as open space all the land between the Canal and the Millstone Bypass; backing the road away from the Canal approximately 200 feet further than originally proposed; assisting with landscaping along the road to mitigate the effects of the road on the Canal; keeping Washington Road open at Route One, even though closing Washington Road, as originally proposed, is in the University's best interest. Furthermore, when the arrangements for the Millstone construction are finalized, the University will pay for the relocation of the Eden Institute, a charitable non-profit treatment center for autistic children, whose current headquarters on the University's land will be demolished when the Millstone is built. The uncertainty of the Millstone Project is making life difficult for the children and staff of the Eden Institute, whose building is in terrible need of repair, but whose trustees are reluctant to put any money into a facility that may be torn down.

It is our understanding that environmental and traffic issues have to be addressed successfully by DOT through the Environment Assessment and the public hearing process before this project can go forward. It is our hope that the DVRPC will base its funding decision on the need for the roadway, so that the project can proceed as expeditiously as possible once these environmental requirements have been met.

Thank you very much for your consideration.

Sincerely,


Pam Hersh

Director, Community and State Affairs, Princeton University

cc: Mr. Charles Dougherty, associate director for transportation planning(e-mail cdougherty@dvrpc.com)



Township of Princeton

*Valley Road Building
369 Witherspoon Street
Princeton, NJ 08540*

Office of the Township Clerk, Patricia C. Shuss, RMC, CMC, AAE

Telephone: (609) 924-5704

Fax: (609) 688-2031

June 30, 1999

Mr. James C. Amon, Executive Director
Delaware and Raritan Canal Commission
PO Box 539
Stockton NJ 08559-0539

Dear Mr. Amon:

Enclosed is a certified copy of a resolution adopted by Princeton Township Committee at its meeting held June 28, 1999 and a certified copy of a resolution adopted by Princeton Borough Council at its meeting held June 15, 1999.

The resolutions request the D&R Canal Commission to defer action on the proposed Millstone Bypass until the New Jersey Department of Transportation makes public an Environmental Assessment or Environmental Impact Statement and to reject any application for a Certificate of Approval until all concerns have been satisfactorily addressed.

Sincerely yours,

Patricia C. Shuss

Patricia C. Shuss
Township Clerk

PCS:kbb

c: w/attachments

Senator Frank K. Lautenberg
Senator Robert G. Toricelli
Congressman Rush Holt
State Senator Shirley K. Turner
Assemblywoman Bonnie Watson-
Coleman
Assemblyman Reed Gusciora
James Weinstein, Commissioner,
NJDOT
Robert D. Prunetti, Mercer County
Executive
Mercer County Freeholders

Mercer County Planning Board
Diane Brake, MSM Regional
Council
Pam Hersh, Community and State
Affairs, Princeton University
Stony Brook-Millstone Watershed
Association
Princeton Regional Planning Board
Princeton Environmental
Commission
Princeton Regional Board of Health

3091
JUL 02

TOWNSHIP OF PRINCETON

RESOLUTION

PETITIONING THE DELAWARE AND RARITAN CANAL COMMISSION IN CONNECTION WITH THE MILLSTONE BYPASS

WHEREAS, the New Jersey Department of Transportation has proposed an alignment for the Millstone Bypass which will run along the Delaware and Raritan Canal State Park; and

WHEREAS, the Delaware and Raritan Canal State Park is one of the jewels of the state park system, offering vistas of natural beauty and recreational opportunities to thousands; and

WHEREAS, the New Jersey Department of Transportation has not provided an Environmental Assessment or Environmental Impact Statement for the proposed Millstone Bypass whereby it analyzes potential adverse environmental impacts to the Delaware and Raritan Canal State Park and surrounding environs; and

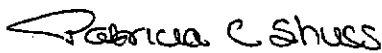
WHEREAS, the proposed alignment of the Millstone Bypass has the potential to cause the following environmental harms:

- unnecessary and unacceptable intrusions into natural landscapes and vistas;
- pollution from storm water runoff to the canal which is a regional drinking water resource; and
- noise, visual, and traffic impacts to the Delaware and Raritan Canal State Park and surrounding environs.

NOW, THEREFORE, BE IT RESOLVED by the Township Committee of the Township of Princeton, as follows:

1. That the Township Committee hereby petitions the Delaware and Raritan Canal Commission to defer any action on the proposed Millstone Bypass until the New Jersey Department of Transportation makes public an Environmental Assessment or Environmental Impact Statement on the proposed Millstone Bypass; and
2. That the Township Committee hereby petitions the Delaware and Raritan Canal Commission to reject any application for a Certificate of Approval for the Millstone Bypass until all of the concerns enumerated above have been fully and satisfactorily addressed.

I, **Patricia C. Shuss**, Clerk of the Township of Princeton, County of Mercer, State of New Jersey, do hereby certify that the foregoing is a true copy of a resolution adopted by Township Committee at its meeting held June 28, 1999.



Patricia C. Shuss
Township Clerk

RESOLUTION #99-R51

BOROUGH OF PRINCETON
COUNTY OF MERCER, STATE OF NEW JERSEY

Resolution Petitioning the Delaware and Raritan Canal Commission
In Connection With the Millstone Bypass

WHEREAS, the New Jersey Department of Transportation has proposed an alignment for the Millstone Bypass which will run along the Delaware and Raritan Canal State Park; and

WHEREAS, the Delaware and Raritan Canal State Park is one of the jewels of the state park system, offering vistas of natural beauty and recreational opportunities to thousands; and

WHEREAS, the New Jersey Department of Transportation has not provided an Environmental Assessment, or Environmental Impact Statement for the proposed Millstone Bypass whereby it analyzes potential adverse environmental impacts to the Delaware and Raritan Canal State Park and surrounding environs; and

WHEREAS, the proposed alignment of the Millstone Bypass has the potential to cause the following environmental harms:

unnecessary and unacceptable intrusions into natural landscapes and vistas;

pollution from storm water runoff to the canal which is a regional drinking water resource; and

noise, visual, and traffic impacts to the Delaware and Raritan Canal State Park and surrounding environs.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the Borough of Princeton, as follows:

1. That the Mayor and Council hereby petition the Delaware and Raritan Canal Commission to defer any action on the proposed Millstone Bypass until the New Jersey Department of Transportation makes public an Environmental Assessment or Environmental Impact Statement on the proposed Millstone Bypass; and

2. That the Mayor and Council hereby petition the Delaware and Raritan Canal Commission to reject any application for a Certificate of Approval for the Millstone Bypass until all of the concerns enumerated above have been fully and satisfactorily addressed.

CERTIFICATION

I, PENELOPE S. EDWARDS-CARTER, Clerk of the Borough of Princeton, do hereby certify that the above is a true and complete copy of a resolution adopted by the Mayor and Council of said Borough at a meeting held June 15, 1999.

IN WITNESS WHEREOF, I hereunto set my hand and affix the corporate seal of said Borough, this 29th day of June, 1999.


PENELOPE S. EDWARDS-CARTER
Borough Clerk



WEST WINDSOR TOWNSHIP

Carole A. Carson, Mayor

June 8, 1999

The Honorable James Weinstein
Commissioner, NJ Department of Transportation
1035 Parkway Avenue
CN 600
Trenton, NJ 08625-0600

Dear Commissioner Weinstein:

MILLSTONE BYPASS

Enclosed is a copy of a resolution recently adopted by the Township Council of West Windsor on the proposed Millstone Bypass. It illustrates the Department of Transportation's proposed alignment presented at the most recent Millstone Bypass meeting.

If you have any questions regarding this resolution or if you need anything further from West Windsor Township to expedite this project, please contact me. West Windsor is anxious for the Millstone Bypass to proceed in a positive direction.

Very truly yours,

Carole A. Carson
Mayor

RWB:bs

Enclosure

cc: Township Council
Phyllis Marchand, Mayor, Princeton Township
Marvin R. Reed, Mayor, Princeton Borough
Pam Hersh, Princeton University

K:\SISTS&RDS\MillstoneBypass\TransmitResol.doc

#2686
JUN 10 1999

RESOLUTION

- WHEREAS, West Windsor Township over the past twelve years has supported the Department of Transportation's goal of eliminating the traffic signals at Fisher Place, Harrison Street, and Washington Road, and
- WHEREAS, in 1987, to develop regional consensus, West Windsor Township initiated a process which involved Princeton Borough, Princeton Township, Plainsboro Township, Princeton University and the David Sarnoff Research Center (SRI); and
- WHEREAS, this group endorsed the concept named the "Millstone Bypass" that would meet the goals of the DOT and those of the region; and
- WHEREAS, adherence to these design criteria is essential for the preservation and well-being of Penns Neck, one of the oldest neighborhoods in West Windsor, having within it two buildings on the National Historical Register (Penns Neck Baptist Church - 1812 and the Red Lion Inn -1807); and
- WHEREAS, during this twelve-year span, West Windsor Township's Governing Bodies have continuously adopted resolutions supporting the agreed alignment known as the DOT Planning Document D-1.1; and
- WHEREAS, West Windsor Township's previously adopted resolutions are attached herewith; and
- WHEREAS, these resolutions supported an alignment indicating a two-lane Millstone Bypass from Route 571 to Washington Road running parallel to the Millstone River across Route One with a connection to Harrison Street and terminating at Washington Road east of the D&R Canal; and
- WHEREAS, this design also called for the roadway to run as close to the perimeter of the Princeton University property (as shown on the attached DOT schematic 5-27-99) as possible so as to allow reasonable development opportunities for future campus expansion; and
- WHEREAS, this design would further continue the current dispersing of traffic into the Princetons replacing both the current Harrison Street and Washington Road intersections; and
- WHEREAS, the Millstone Bypass has been incorporated into the circulation plan of West Windsor Township's Master Plan since 1987; and

NOW, THEREFORE, BE IT RESOLVED by the Township Council of the Township of West Windsor that the New Jersey Department of Transportation implement the final design, bid process and ultimate construction of the Millstone Bypass as shown in DOT's Document D-1.1 consistent with West Windsor Township's Master Plan and the regionally agreed upon 1987 design.

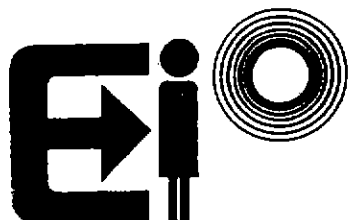
BE IT FURTHER RESOLVED that the Township Council supports including a pedestrian and bicycle path, analogous to the one on the Alexander Road Overpass, on the Millstone Bypass.

Adopted: June 1, 1999

I hereby certify that the above resolution was adopted by the West Windsor Township Council at its meeting held on the 1st day of June 1999.



Barbara G. Evans
Township Clerk
West Windsor Township



THE EDEN FAMILY OF SERVICES

One Logan Drive • Princeton, New Jersey 08540 • (609) 987-0099
Fax # (609) 987-0243

PRESIDENT AND
EXECUTIVE DIRECTOR
David L. Holmes, Ed.D.

June 1, 1999

Mr. James Weinstein
Commissioner
Department of Transportation
1035 Parkway Avenue
P.O. Box 601
Trenton, NJ 08625

Dear Mr. Weinstein:

On behalf of the Board of Trustees of the Eden Family of Services, I would like this letter to serve as our support for the final plan for the Millstone Bypass Project in West Windsor Township. The Eden Family of Services owns several buildings on Logan Drive which would be affected by the Bypass and, therefore, we are very interested in the outcome of this long awaited process.

The past years of waiting to hear whether or not our school for children with autism would need to relocate has been difficult as we have put many capital improvement projects on hold. As a not-for-profit agency, it is not prudent to invest in major maintenance projects for our facilities only to learn that the Millstone Bypass plans would include condemnation of our buildings.

As such, on behalf of the Board, families, and children of the Eden Family of Services, I would ask that if the final plan for the Bypass does include condemning certain properties in the area, that Eden be the first on the Department of Transportation's list so that we might begin plans to build a new school for our children as quickly as possible.

Thank you for your consideration.

Very truly yours,


William Noonan, Esquire
Chairman, Board of Trustees

cc: Lynn Rich, Program Director, DOT
Dr. David L. Holmes, President, Eden Family of Services

JUN 9 1999
PROJECT MANAGEMENT
RECEIVED

Providing Lifespan Services to Children and Adults with Autism



NEW JERSEY GENERAL ASSEMBLY

REED GUSCIORA
ASSISTANT MINORITY LEADER
ASSEMBLYMAN, 15TH DISTRICT
226 WEST STATE STREET
TRENTON, NJ 08608
(609) 292-0500
FAX: (609) 633-2179
asm.rgusciora@worldnet.att.net

COMMITTEES
TRANSPORTATION
STATE GOVERNMENT
NEW JERSEY DOME PROJECT
STATE BEACH EROSION COMMISSION
GOVERNOR'S ADVISORY COUNCIL
ON AIDS

May 27, 1999

James W. Weinstein, Commissioner
Department of Transportation
P.O. Box 600
Trenton, NJ 08625-0600

Dear Commissioner Weinstein:

Enclosed please find a copy of a resolution from the Princeton Regional Planning Board regarding the Millstone Bypass. In this regard, I respectfully request comment on the status of any such environmental impact statement conducted relating to this project.

In the meantime, should you have any questions or wish to discuss this matter further, please do not hesitate to contact me.

Very truly yours,

WRG/jdg
enclosure
cc: Teresa Lourenco
Lynn Middleton
Lynn Rich
Princeton Regional Planning Board

RESOLUTION
Millstone Bypass impact upon
Delaware and Raritan Canal State Park

RESOLUTION OF THE
REGIONAL PLANNING BOARD OF PRINCETON
MERCER COUNTY, NEW JERSEY

WHEREAS, that the Regional Planning Board of Princeton, has been organized in accordance with N.J.S.A. 40:55D-77 et seq, and;

WHEREAS, the Delaware and Raritan Canal State Park is viewed as an important gateway into Princeton, and;

WHEREAS, the Delaware and Raritan Canal State Park is an important historical, recreational and cultural resources for all Princeton residents, and;

WHEREAS, the New Jersey Department of Transportation is proposing to construct the Millstone Bypass approximately 300 to 400 feet from the Canal, and;

WHEREAS, the Millstone Bypass as proposed, may have significant impacts upon the Canal, and;

WHEREAS, the Delaware and Raritan Canal Commission is charged with reviewing each state action for its conformance with the objectives of the Master Plan of the Delaware and Raritan Canal State Park and with the Regulations for the Review Zone of the Delaware and Raritan Canal State Park, and;

WHEREAS, both the Canal's Master Plan and its Regulations require an analysis of vehicle intrusion, landscape buffers, separation of the Canal from the man made world, water quality, drainage, aesthetic and ecological factors, and;

WHEREAS, as the protector of the Canal we urge the Delaware and Raritan Canal commission to continue to protect the health of the canal as well as the health and welfare of our citizens by requiring NJDOT to provide an Environmental Impact Statement, and;

NOW, THEREFORE BE IT RESOLVED, by the Regional Planning Board of Princeton of the County of Mercer, State of New Jersey, that the Board supports the Canal Commission's review of all impacts from the proposed Millstone Bypass.

RESOLUTION
Millstone Bypass impact upon
Delaware and Raritan Canal State Park

This resolution shall take effect immediately and shall be distributed to all interested parties, including Governor Christine Todd Whitman, Senator Shirley Turner, Assemblyman Reed Gusciora, Assemblywoman Bonnie Watson-Coleman, Mercer County Executive Robert Prunetti, Mercer County Freeholder President Keith Hamilton and Frank J. Torpey, Chairman of the Delaware and Raritan Canal Commission

This 6th day of
May, 1999



Ilene Cutroneo, Secretary



Corrine Kyle, Chairman



COUNTY OF MERCER
DEPARTMENT OF TRANSPORTATION & INFRASTRUCTURE
McDADE ADMINISTRATION BUILDING
640 SOUTH BROAD STREET
P.O. BOX 8068
TRENTON, NEW JERSEY 08650-0068
PHONE: (609) 989-6600
FAX: (609) 396-3968

ROBERT D. PRUNETTI
County Executive

HARRY G. PARKIN
Chief of Staff

JOHN F. RICCI
County Administrator

BERTHA L. SCOTT, Esq.
Director

DAVID W. STEM, P.E.
County Engineer

May 27, 1999

Ms. Lynn Middleton
Program Manager
New Jersey State Department of Transportation
1035 Parkway Avenue
Trenton, New Jersey

Re: Millstone Bypass

Dear Ms. Middleton;

This letter is to advise you of the County's support and appreciation of the Department's efforts to work with interested parties to refine to proposed alignment between Route 1 and the existing Washington Road Canal Crossing. We believe these refinements in the alignment address many of the concerns which have been raised.

In conclusion we believe that alignment reflected in the latest refinements should be considered as the preferred alternative.

Thank you again for your cooperation in this matter.

Very truly yours,

David W. Stem, P.E.
Mercer County Engineer

BOROUGH of PRINCETON

MARVIN R. REED, Mayor
(609) 497-7617

BOROUGH HALL *One Monument Drive*

POST OFFICE BOX 390

PRINCETON, NEW JERSEY 08542

TELECOPIER NO.

(609) 924-9714

MARLENA A. SCHMID
Acting Administrator
(609) 497-7622

PENELOPE S. EDWARDS-CARTER, RMC, CMC
Borough Clerk
(609) 924-3118

MICHAEL J. HERBERT
Attorney

Members of Council
ROGER C. MARTINDELL, President
WENDY W. BENCHLEY
DAVID A. GOLDFARB
RYAN S. LILJENTHAL
WILLIAM A. SLOVER
MILDRED T. TROTMAN

May 10, 1999

Lynn Middleton
N.J. Department of Transportation
1035 Parkway Ave., P.O. Box 600
Trenton, NJ 08625-0600

Dear Lynn,

Following the meeting held by Assemblyman Gusciora on March 16, we had an exchange of correspondence with you regarding the understandings regarding the proposed "Millstone Bypass" which began to emerge at that meeting.

I believe I was clear at that point that we were "moving in a better direction." We said we did not find Scheme D1.1D acceptable. But, we did not advocate a return to the original Scheme D1.1C. We asked for a modified version of that scheme.

From the discussions at the meeting on March 16, we thought there were at least three essentials for what we believed could be an agreement on a revised plan:

- Concurrence by the D&R Canal Commission assuring no detrimental environmental impacts on lands under the Commission's protection,
- Provision for an extension of the bypass roadway from Washington Road to Alexander Road in order to better balance the flow of traffic among the three entryways to Princeton, and
- Minimal impact from the resulting intersection at Washington Road on the elm trees that make up the Washington Road Elm Allee, which is now protected by historic designation in the federal register and which would remain connected at Route One.

Responding to queries from many local residents, the Princeton Borough Council has attempted to codify our concerns in a resolution (see enclosed), which was adopted on May 4, 1999.

It makes it clear that we continue to be opposed to the Scheme D.1.1C proposal.

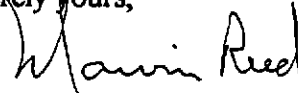
It asks that NJ-DOT engage in more open dialogue with Princeton representatives on additional alternatives, such as:

- Depressing Route One so that Washington Road can remain connected across to the Penns Neck village and Junction station area.
- Locating the connecting link from the Bypass overpass to Alexander Road as a frontage road close to Route One.

It outlines seven criteria that we believe are important in reaching agreement on further consideration and modification of Scheme D1.1C.

We look forward to future discussions where we trust we can openly analyze these concerns.

Sincerely yours,



Marvin R. Reed, Mayor
Borough of Princeton

cc: Borough Council
Phyllis Marchand, Mayor, Princeton Twp.
Carol Carson, Mayor, West Windsor Twp.
Princeton Regional Planning Board
Lee Solow, Planning Director
Assemblyman Reed Gusciora, 15th Legislative District
Marlena Schmid, Acting Borough Administrator
Mary S. Henifin, Special Counsel
Michael J. Herbert, Borough Attorney
Penelope Edwards-Carter, Borough Clerk

MAY 18 1999
PROJECT MANAGEMENT
RECEIVED

~~The position of the Borough of Princeton concerning the proposed Millstone Bypass was adopted by the Mayor and Council of the Borough of Princeton on May 4, 1999 as follows:~~

1. Princeton Borough opposes the construction of the Millstone Bypass as presently proposed by the New Jersey Department of Transportation (NJDOT).

2. Princeton Borough will explore with NJDOT the following alternatives to the Millstone Bypass as presently proposed by NJDOT:

a. depressing Route 1 at Washington Road;

b. a two-way, two lane frontage road on the northwest side of Route 1 that would link Harrison Street with Alexander Road.

3. Princeton Borough will engage in constructive dialogue with all parties in interest regarding the proposed Millstone Bypass. Consideration of any Millstone Bypass proposal must be premised upon the goals of: (a) distributing traffic in substantially equal proportion between Harrison Street, Washington Road, and Alexander Road/University Place; (b) protecting the Delaware and Raritan Canal and the Washington Road Elm Allee from adverse environmental impact; (c) limiting the Bypass to no more than two lanes of vehicular traffic; and (d) including adequate pedestrian and bicycle paths. Further, consideration of NJDOT's proposal D1.1C must include: (e) an analysis of a defined proposed right of way between Washington Road and Alexander Road; (f) ~~undertaking an appropriate environmental study of the~~ proposed right of way between Harrison Street and Alexander Road to determine if such right of way is feasible; and (g) obtaining financial commitments from Princeton Township, West Windsor, the University, the County, and/or the State concerning the ~~acquisition, construction, and maintenance of the right of way as proposed to be built.~~

4. Princeton Borough will engage the services of a special environmental counsel and expert to review any environmental study undertaken in connection with any NJDOT Millstone Bypass plan. The Borough will press for an environmental impact statement of the NJDOT plan. The Borough will coordinate with Princeton Township, the Princeton Regional Health Commission and Joint Environmental Commission, the D & R Canal Commission, and other interested parties in any environmental study.

END

PRINCETON ENVIRONMENTAL COMMISSION
TOWNSHIP HALL
PRINCETON, NEW JERSEY 08540

April 8, 1999

To: Lynn Middleton
Project Manager
Department of Transportation
PO Box 600
Trenton, NJ 08625-0600
Fax: 609-530-5774

cc: Mayor Reed, Princeton Borough
Mayor Marchand, Princeton Township
Assemblyman Gusciora

Re: Millstone Bypass: your letter of March 18, 1999 to Assemblyman Gusciora

Dear Ms. Middleton,

Mayor Reed has forwarded to the Princeton Joint Environmental Commission your letter of March 18, 1999, concerning the Millstone Bypass. We have been reviewing actions on the Millstone Bypass for some time, and appreciate the opportunity to read your comments and to respond.

The Environmental Commission has the following comments on the NJDOT plans for the Bypass, and on the comments made in your letter.

1. The canal (western half), canal towpath and corresponding side of the canal lie within the Township of Princeton and are within the immediate area of this Environmental Commission's jurisdiction. Obviously, developments made in the adjacent lands can have an environmental impact on the Borough and Township of Princeton also.
2. The Canal State Park is by far the most heavily used recreational park in this area, as I am sure you are aware. Joggers, walkers, hikers, bicyclists, fishers, athletes, canoeists, birdwatchers, families, and those just seeking open air and the pleasures of nature, all use this park. The park is designated as an Environmentally Sensitive Planning Area, and is under consideration as a Critical Environmental/Historic Site. Several Bypass proposals include a section of road parallel and close to the canal. If this road is as close as is currently proposed (340 feet), the noise and visual pollution will be unacceptably intrusive on this special park. If the road is elevated, these impacts will be increased. Air quality will also be affected. A piece of natural environment, scarce in this area, will become urbanized.

3. The canal is a major source of the Princetons' drinking water. Runoff pollution—oils, toxic fluids, and rubber debris—from the proposed road is to be drained into collecting ponds which appear to have no outlet in the proposed design. The runoff, if not properly drained, could threaten the water supply of both the Princetons and other surrounding communities. Potential pollution concerns also apply to the sections of the proposed Bypass that are on the SE side of route 1, which run alongside the Millstone River.

4. The Washington Elms need proper protection to minimise destruction of these historic trees. Any intersections with Washington Road will need careful design, as you know.

5. The above impacts on the canal Park can in fact be substantially mitigated by design modifications. Alternatives include:

—moving any “feeder” road (between Harrison and Washington and/or Alexander roads) further away, outside the “zone A” region (1000 feet from the park).

—even better, actually eliminating the “feeder” road sections on the canal side of route 1. Instead, encourage westbound traffic to exit at the Harrison/route 1 overpass and proceed south on route 1, and to take either Washington or Alexander roads from the corresponding route 1 exits. Either of these two routes would be a more attractive alternative for many drivers than would a slow drive on Harrison, Faculty, or Nassau streets.

We request that these and other alternatives be given full evaluation, which will in any case be necessary in the Environmental Impact Statement.

6. The intent of your department to issue an Environmental Impact Statement, and its possible timing, is not clear to us at present. The impact on the canal, the D&R Canal State Park, and the drinking water supply would, in our view, necessitate an EIS, not simply an Environmental Assessment.

We look forward to the opportunity to discuss our comments and concerns with you. It would be most efficient and productive if we have the opportunity to discuss environmental concerns with your office before issuance of an EIS rather than only after. We would ask that you kindly copy this Commission on correspondence related to the Bypass and revisions of its design.

Sincerely yours,



Anthony C. Lunn
for the
Princeton Joint Environmental Commission

8 April 1999

Ms. Lynn Middleton
Project Manager
N.J. Department of Transportation
1035 Parkway Ave., P.O. Box 600
Trenton, N.J. 08625-0600

RE: Millstone Bypass Problems

Dear Ms. Middleton:

As representatives of the Princeton Borough and Township Shade Tree Commissions, we are taking this opportunity to reply to your letter of March 18, 1999 to Assemblyman Reed Gusciora, concerning your minutes of the March 16 meeting.

We do not feel that a consensus was reached on the bypass design at the March 16 meeting. Rather, what took place was more of a discussion among various representatives of government, Princeton University, and business about designs D1.1D and D1.1C for the Millstone Bypass.

We were surprised to see that you are proposing the original design for the bypass (D1.1C), albeit with modifications. Although you mention that account must be taken for the environmental issues, except for a "proposed" extension of the road between Washington and Alexander (which NJDOT refuses to pay for) and Washington Road remaining open at US 1 for right turns in and out, the plan you are now presenting appears to be the same as the original NJDOT plan revealed to the public nearly three years ago.

This is perplexing, since as recently as last November, when NJDOT proposed removing the connection to Washington Road, you stated that the changes were made to address the concerns about the Elms and the D&R canal. The plan proposed at that time was, of course, unacceptable because it placed an undue burden on Harrison Street. What caused this return to the original design, while major concerns still exist? We will list a few of them here.

1. *The Millstone Bypass does not stand alone.* It will connect with a widened Route 571, which in turn connects with the Hightstown Bypass, now under construction, which connects with the N.J. Turnpike. The Millstone Bypass, far from being a "local road" is in fact a link directly with Exit 8 of the NJ Turnpike. As such, it will bring traffic heading to or from the NY State Thruway via Routes 206 and 287, directly into and through Princeton. NJDOT has failed to provide adequate traffic forecasts, merely stating that there will be no impact from induced traffic. Indeed, your current figures, with their "restrained" adjustments, are confusing and inadequate.

2. *The size of the roadway is still undefined.* Although almost all the parties insist that the road remain two lanes, and NJDOT has agreed verbally, the question remains as to how wide these lanes, and the all-important shoulders, will be.

3. *Environmental concerns have not been adequately addressed.* Washington Road and the Elm Allee are now listed on the State and National Register of Historic Places. The Historic Sites Council must approve any plan that adversely affects this site. There are NJ State regulations concerning impacts to the D&R Canal, an environmentally sensitive area, and also an historic site. The new proposed connector with Alexander poses twice the threat to the trees and the Canal, as the road will cross Washington Rd and run for the full length of the towpath between Washington and Alexander.

Federal law requires that an Environmental Impact Statement be prepared on large road projects that impact environmental areas such as wetlands or historic properties. While NJDOT views this as a minor improvement to the Washington Rd. intersection with Rt. 1, it is clear that this improvement, combined with the other two "improvements" is a major regional project requiring an Environmental Impact Statement.

4. *Any attempt to reach an agreement behind closed doors is illegal.* Federal transportation law provides reasonable procedures for the planning of major road projects, which include public input (the locals just might have some knowledge and good ideas!) and analysis of environmental impacts. NJDOT has consistently skirted these regulations, and has simply dismissed out of hand any of the alternatives suggested by government representatives, commissions, organizations, citizen groups and residents of the Princetons and the West Windsor/Fisher Place area, although these are the very people who will feel the greatest impact of this Bypass. While this may be a "bypass" for the Penns Neck community, it will be a "throughpass" for Princeton University, Princeton Township, and Princeton Borough.

5. *Alternative designs have not been adequately explored.* Although it is located in West Windsor, Washington Road is a Mercer County road, which was built in 1806 as a connecting link between Penns Neck and Princeton, to join together two communities. Without keeping Washington Road open to local traffic over a depressed Route 1, a plan supported by State Assemblyman Reed Gusciora and Princeton Borough Mayor Marvin Reed, this link will be forever severed, depriving both West Windsor and Princeton a direct route to and from the train station, and direct access to the hospital and cultural assets of the area. This plan, which would allow a plaza in front of the historic church, utilize Washington Road as the historic entrance to the Princeton and West Windsor communities, and actually enhance the homes in the Penns Neck area, has been dismissed by NJDOT as "too expensive", or "not feasible" without adequate consideration.

6. *It is too early for a consensus on any alignment.* Princeton residents will demand an explanation as to why this design has been chosen, and why NJDOT wishes to consider the matter "closed" without going through the proper procedures. This major road project will be literally "set in concrete", forever. Rather than being so eager to come to closure, NJDOT should first carry out the NEPA (National Environmental Protection Act) procedures as required by law.

In closing, we call you attention to the statement of Sensible Transportation Options Partnership, which provides more detail on these issues:

Sincerely,



Alan Goodheart
Princeton Township Shade Tree Commission
609-924-9041



Jean A. Mahoney
Princeton Borough Shade Tree Commission
609-924-9199

Enclosure

Cc:

Assemblyman Reed Gusciora, 15th District

Mayor Marvin Reed
Princeton Borough Council

Mayor Phyllis Marchand
Princeton Township Committee

Mayor Carole Carson
West Windsor Township Committee

Princeton Regional Environmental Commission
Princeton Regional Health Commission
Princeton Regional Planning Board

RICHARD BARRETT 99 ROSEDALE LANE PRINCETON NEW JERSEY 08540
609 683 7807 / 609 683 0525 FAX / E-MAIL: TEMPERA607@AOL.COM

March 27, 1999

S.T.O.P. IS A PRINCETON/WEST WINDSOR ORGANIZATION ESTABLISHED TO ADVOCATE REGIONAL PUBLIC TRANSPORTATION POLICY SERVING THE SOCIAL, ECONOMIC, ENVIRONMENTAL AND CULTURAL INTERESTS OF THE COMMUNITY; TO DISSEMINATE PUBLIC INFORMATION, ANALYSIS AND DATA CONCERNING TRANSPORTATION LAW, REGULATIONS ISSUES AND POLICIES AND TO PROVIDE A FORUM FOR DISCUSSION OF TRANSPORTATION POLICY AND ALTERNATIVES.

The steering committee of Sensible Transportation Options Partnership would like to offer the following information in response to recent press accounts concerning the recent "consensus" reached at the closed-door March 16, 1999 by a number of the parties involved with the Millstone Bypass.

On November 12, 1998 NJDOT unveiled an "alternative design" for the controversial Bypass. The plan eliminated the segment of the road running along the D&R Canal and allowed Washington Road to remain open to Route 1. In an interview with the Trenton Times, project manager Lynn Middleton said the modifications were made to address concerns from officials and environmental groups who "want to preserve the scenic D&R Canal and the trees."

Everyone, including DOT, has acknowledged that a principal flaw with DOT's original, and now newly restored, alignment of Millstone Bypass is the deleterious impact to important cultural, historic and recreational resources. The D&R Canal State Park and the Washington Road Elms are among the sites affected by these negative impacts. The park is the area's most widely used recreational facility. The elm allec and the park are listed on the National Register of Historic Places.

Of equal importance is the significant traffic impact to Princeton neighborhoods that will result from the Bypass. The Millstone Bypass would provide a direct route between 206 and the NJ turnpike through the heart of Princeton via a widened 571 (to five lanes) and the nearly completed four lane Highstown Bypass. As early as 1984, then mayor Barbara Sigmund stated that Princeton would not support a realignment of 571 with Harrison Street.

Despite the impact, DOT has provided very little relevant traffic forecast data until recently, and still no forecast data for DOT's preferred plan. Using DOT-provided raw existing traffic count data for the Princeton area and limited DOT forecast data for the now discarded November 1998 plan, members of S.T.O.P. worked with local Princeton officials and developed an analysis of their own that quickly established the severe weakness in that plan. Faculty Road would have been overwhelmed. One of the remaining difficulties for our area, however, is that this data analysis shows some alarming statistics: Princeton's principal streets will be severely congested and impacted by any Bypass plan that evolves. The serious environmental and historic concerns remain. The substantial traffic impacts to Princeton remain. Surely, NJDOT should have done this analysis and come to the same conclusion. It is important to note that the purpose of S.T.O.P.'s traffic analysis was not to justify a return to the original plan but to provide a basis to study alternatives.

Nearly two years ago, the NJ State Department of Environmental Protection made a determination that DOT's alignment of the Millstone Bypass will have significant

adverse effects. NJ State regulations prohibit roads being built parallel to the D&R Canal. When adverse effects are identified, Federal law requires that alternatives must be studied and a project may proceed *only* if there are no "prudent and feasible alternatives" and the impacts mitigated. This analysis must be contained within an Environmental Impact Statement (EIS) which studies alternatives, including environmentally preferable ones. The EIS must rigorously explore and objectively evaluate a range of alternatives. The law requires that among alternatives considered, environmentally preferable alignments must be identified. The environmentally preferable alternative is an alternative that will promote the National Environmental Quality Act (NEPA) Ordinarily, "this means the alternative that best protects, preserves and enhances historic cultural and natural resources." An alternative does not become infeasible merely because the DOT or others do not like it. Within the EIS, DOT may identify its preferred alternative- if one exists. However, even if a preferred alternative is identified, the EIS must objectively evaluate *all* the alternatives and not be slanted to support the preferred alternative above the others.

What has been presented to date is only one plan or parts of that plan from which DOT has been unwilling to deviate. Returning to the original plan exacerbates the environmental impacts by now suggesting a major roadway running close to the Canal along its entire length from Harrison to Alexander. This impact can not be mitigated by berms and planting. The Princetons must not consider "signing off" on an alignment for this road until after the proper legal process has been followed and alternatives analyzed within an EIS.

We are also disturbed with the DOT's continued use of "closed-door sessions" to implement its planning process. Public involvement and input in transportation investment decision-making is central to Federal Law. The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and TEA-21 require that the Metropolitan Planning Organization and State DOT, "shall provide for early and continuing public involvement throughout the transportation planning and programming process". The law mandates that, "Public involvement shall be proactive and provide complete information, timely public notice, full public access to key decisions and opportunities for early and continuing involvement." State DOTs and Metropolitan Planning Organizations must demonstrate "explicit consideration and response to public input." To achieve these objectives, the Federal Highway Administration (FHWA) requires that these agencies aggressively seek to identify and involve the affected and interested public (FHWA Docket No. 94-27).

The US District Court of Appeals for the District of Columbia ruled March 2, 1999 that highway projects, even projects that previously were 'grandfathered', can no longer proceed in regions that fail to conform with the Clean Air Act requirements. Presently, the state of New Jersey is in non-compliance with those requirements. The S.T.O.P. Steering Committee feels NJDOT should use this time to produce the required EIS, identifying and studying environmentally preferable alternatives, and with the involvement of the public, get down to some realistic, sensible, environmentally sound, road planning. We're all still a long way from that drive on the Millstone Bypass.

Richard Barrett, for The Steering Committee
Sensible Transportation Options Partnership

BOROUGH of PRINCETON

MARVIN R. REED, *Mayor*
(609) 497-7617

Members of Council

ROGER C. MARTINDELL, *President*
WENDY W. BENCHLEY
DAVID A. GOLDFARB
RYAN S. LILJENTHAL
WILLIAM A. SLOVER
MILDRED T. TROTMAN

BOROUGH HALL, *One Monument Drive*

POST OFFICE BOX 390

PRINCETON, NEW JERSEY 08542

TELECOPIER NO.

(609) 924-9714

MARLENA A. SCHMID
Acting Administrator
(609) 497-7622

PENELOPE S. EDWARDS-CARTER, *RMC, CMC*
Borough Clerk
(609) 924-3118

MICHAEL J. HERBERT
Attorney

March 25, 1999

Lynn Middleton
N. J. Department of Transportation
1035 Parkway Ave., P.O. Box 600
Princeton, NJ 08540

Dear Lynn,

I have had an opportunity to see the letter of March 18, 1999 which you sent to Assemblyman Reed Gusciora summarizing many of the outcomes of the discussions from the meeting he conducted at the Sarnoff Labs on March 16 regarding the "Millstone Bypass."

While your letter indicates that we are certainly moving in a better direction, it would be premature for those of us representing Princeton Borough to say that we are ready to "memorialize" an "agreement." In fact, you may recall there was an attempt to conclude with a summary list and I specifically asked that we hold that until we next get together. We agreed we would meet within two or three weeks after the first of April.

In contrast to Scheme D1.1D both Princeton municipalities stated a preference for a modified version of Scheme D1.1C. But, I don't believe that we said that the original Scheme D1.1C was by itself preferable to Scheme D1.1D.

Many of your other comments do represent the direction that I believe we saw the discussion going on March 16. However, at this point, I do not believe it is possible to say that "supprt for the Millstone Bypass is not contingent upon extending the Bypass to Alexander Road." From our point of view that is what makes a revised scheme preferable to Scheme D1.1D because it would more equally distribute traffic among the three entryways to Princeton. In our memories that connection was part of the scheme that we thought was to be the preferred "concept" to which all the municipalities agreed in the late '80's and early '90's.

Enclosed are my notes from the meeting which I have shared with my Borough Council and that we will be reviewing at our meeting on April 6. We are still reviewing the traffic reports that were presented by Paul Truban on March 16 and want to make sure we understand how his

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APR 1 1999

DIV. OF PROJECT MANAGEMENT

projections to 2020 would work if severe bottlenecks continue to impede Princeton-bound traffic when it gets to Nassau Street.

We look forward to future discussions with West Windsor, the University, the County, and NJDOT representatives, as well as the next gathering which Assemblyman Gusciora will call to discuss how this is getting resolved later in April.

Thank you for your good efforts in trying to bring us to a more acceptable plan.

Sincerely yours,



Marvin R. Reed, Mayor
Borough of Princeton

cc: Borough Council
Assemblyman Reed Gusciora, 15th Legislative District
Phyllis Marchand, Mayor, Princeton Twp.
Carol Carson, Mayor, West Windsor Twp.
Penelope Edwards-Carter, Borough Clerk

Borough of Princeton

One Monument Drive, P.O. Box 390

Princeton, New Jersey 08542

Phone: 609-924-3118 □ Fax: 609-924-9714

March 22, 1999

Note: This is my earlier memo regarding the emerging resolution of the design debate regarding the Millstone Bypass updated with commentary from a meeting with NJDOT and other interested parties on March 16, 1999.

To: Borough Council
From: Mayor Marvin Reed
Re: Millstone Bypass

This is where I think we're emerging as a Princeton position on how the Millstone Bypass might be constructed:

1. Keep new Bypass as a two-lane road.

All roads — the Bypass, Washington Road, and Alexander Rd. — should be viewed as local roadways, not as regional high-speed arteries.

All parties appear in agreement that the new roadway will be designed no wider than a two-lane roadway.

All parties appear to be in agreement that Washington Road will continue to access Route One with a right-turn in for traffic coming from the north and a right-turn out for traffic heading south toward Trenton.

2. Provide a connecting road on south side of Lake Carnegie to better distribute Princeton traffic to and from Route One.

Faculty Road, as suggested in Scheme D-1.1D, cannot and would not handle the volume of traffic to assure equal distribution of loads between Alexander Rd., Washington Rd., and Harrison St. A connector parallel to Faculty Road south of Lake Carnegie is essential for this purpose and for any future development of this land.

The original proposed alignment placed part of such a connecting road too close to the D&R Canal.

Some advocates favor a service road parallel to and near Route One connecting to Canal

Pointe Boulevard. West Windsor has opposed this.

A connector could be placed closer to Lake Carnegie, but not as close to the D&R Canal as originally proposed. The University has opposed this.

In either case, there should be a connector that goes all the way between the Bypass/Harrison St., Washington Rd., and over a grade crossing of the Dinky tracks on to Alexander Rd.

All parties appear to agree that Scheme D-1.1D is not acceptable. It shifts too much of the burden of traffic from Washington Road to Harrison Street. Princeton representatives stated that it is highly dubious that enough traffic once on the Harrison St. bridge would turn back on Faculty Road to use Washington Road — rather than local residential streets — to reach the center of town.

West Windsor appears to be in agreement that an access road can be built from wherever the new Millstone Overpass roadway swings back to Washington Road — as long as it is not a frontage road that connects to Canal Pointe Boulevard. NJDOT, University, West Windsor, and Princeton officials agree to meet further to see how this access road could be worked out. It would be necessary to avoid wetlands, to cross the Dinky tracts (probably with a grade crossing as at Faculty Road and at the Junction Train Station), and to determine how funds might be secured and combined to cover the cost.

At some point, the new roadway connecting to Washington Road and across to Alexander Road will require the removal of a few of the trees along Washington Road. Exactly how many needs to be determined. The impact will require the review of N.J. Department of Environmental Protection and the Federal Historic Sites Commission.

The major problem to be resolved is exactly where and how the roadway which curves back from the Millstone Overpass to Washington and Alexander Roads is located. The University seeks to minimize the division of all the land it owns on this side of Lake Carnegie. If the roadway comes within 1,000 feet of the D&R Canal, its configuration must gain the approval of the D&R Canal Commission. The design details must be carefully worked out to the satisfaction of NJDOT, the Commission, and the University.

3. Provide adequate pedestrian and bicycle paths separate from the shoulders of the roadways.

The CMS Study for this "Penns Neck" project recommended a new pedestrian-bicycle bridge over Route One alongside the Dinky railroad bridge. At the time, NJDOT agreed to provide for this and it is assumed that the State will do so. There will probably also be a pedestrian sidewalk on the new Millstone Overpass as included in the original design.

The construction of walking and bicycle paths will need to be undertaken by West Windsor, by Mercer County, and/or Princeton University — perhaps with the assistance of new State and federal funding which is especially earmarked for such pedestrian/bicycle amenities.

4. Depress Route One under Washington Road.

As it goes under the Railroad Bridge, Route One is already at a low level.

Continue this grade, curve to the north, and emerge on grade at the Millstone River crossing.

Earth removed will provide economical fill for approaches to the Bypass bridge over Route One.

Depression of Route One as it passes Penns Neck will provide better visual and sound protection for the Penns Neck historic church, cemetery, and residential neighborhoods.

Without better sound protection, Penns Neck residents within five years will be demanding the construction of expensive and unsightly sound barrier walls in this area.

Washington Road should be continued across Route One as a local street connecting Penns Neck and Princeton campuses, permitting local traffic to access the Junction Station area. This continues a limited amount of the local traffic load on Washington Road while regional traffic is directed to the Bypass and Alexander Roads. Even distribution should permit the three roadways to handle volume without future need to widen Bypass to four lanes.

Right-turn in and out ramps may be feasible. However, left-turn traffic lights would probably not be feasible and should not be permitted. Left-turning traffic should be directed to either the Bypass or Alexander Road overpasses.

NJDOT claims that its analysis of the traffic counts and projections — which were finally assembled and presented at the March 16, 1999 meeting — do not show that there would continue to be sufficient traffic on Washington Road to warrant the expense of depressing the roadway.

Further review of those traffic numbers should be undertaken by Princeton officials.

31.200

REGIONAL PLANNING BOARD OF PRINCETON

369 Witherspoon Street
Princeton, NJ 08540

609-924-5366
609-688-2082 (fax)
prncwp4@tigger.jvnc.net

July 15, 1998

Mr. Robert White, Chair
West Windsor Planning Board
271 Clarksville Road
PO Box 38
Princeton Junction, NJ 08550

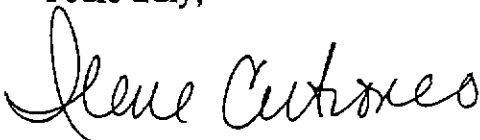
RE: Elimination of Lights Along Route One

Dear Mr. White:

In response to West Windsor Planning Board's June 10, 1998 resolution, the Regional Planning Board of Princeton adopted a resolution of support. Our resolution highlights the Board's objection to the proposed elimination of traffic signals along Route 1 at the intersections of Washington Road, Fisher Place and Harrison Street.

Please call our office if you have any questions.

Yours truly,



Ilene Cutroneo
Administrative Coordinator

cc: Mayor Phyllis Marchand, Princeton Township
Mayor Marvin Reed, Princeton Borough
John J. Haley, Jr., Commissioner - New Jersey Department of Transportation

JUL 20 1998

**RESOLUTION
OF OBJECTION -
Elimination of Lights
Along Route 1**

**RESOLUTION OF THE
REGIONAL PLANNING BOARD OF PRINCETON
MERCER COUNTY, NEW JERSEY**

WHEREAS, that the Regional Planning Board of Princeton, has been organized in accordance with N.J.S.A. 40:55D-77 et seq, and;

WHEREAS, the New Jersey Department of Transportation had originally proposed construction of the Millstone Bypass and elimination of traffic signals at Washington Road, Fisher Place and Harrison Street on Route 1 in conjunction therewith, and;

WHEREAS, the New Jersey Department of Transportation is now considering eliminating the Route 1 lights and blocking access across Route 1 at Washington Road, Fisher Place, and Harrison Street prior to the construction of the Millstone Bypass, and;

WHEREAS, eliminating access across Route 1 for Washington Road and Harrison Street without having the Millstone Bypass in place represents circulation planning at its worst, since it blocks primary east-west access points in this area, and;

WHEREAS, among other harmful consequences to the public health and safety, this blockage of the east-west access:

- 1) Makes it difficult, if not impossible, for emergency medical services to reach Princeton Medical Center in a timely manner from West Windsor, East Windsor, Cranbury, Jamesburg and Monroe, all communities for which the Medical Center at Princeton is the primary care hospital, and;
- 2) Makes it difficult, if not impossible for other West Windsor emergency services, including firefighting equipment and police, all of which are situated on the east side of Route 1, to serve in a timely manner that portion of the West Windsor community on the western side of Route 1, and;
- 3) Badly exacerbates road conditions on Alexander Road, which is already at failing levels of service during peak hours, as Alexander Road would then become the primary means of access to the Princetons and points north from West Windsor and points east. Blocking east-west transportation routes across Route 1 also increase congestion to unacceptable levels on Clarksville Road (for vehicles seeking access to cross Route 1 at Quakerbridge Road) and Meadow

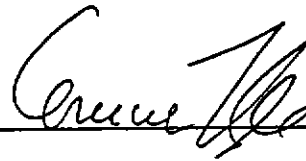
**RESOLUTION
OF OBJECTION -
Elimination of Lights
Along Route 1**

Road due to vehicles making the circuitous route from West Windsor to the Princetons and points north via those cross-Route 1 movements, and;

WHEREAS, a resolution of objection was forwarded to the Regional Planning Board of Princeton, listing the aforementioned issues along with additional areas of concern which impact the West Windsor community, and;

NOW, THEREFORE, BE IT RESOLVED, on this 9th day of July, 1998 that the Regional Planning Board of Princeton supports West Windsor and objects to the idea of removing the traffic lights at Washington Road and Harrison Street and block cross-Route 1 movements at those points in advance of construction of the Millstone Bypass.

This 9th day
of July, 1998



Corinne Kyle, Chair



Ilene Cutroneo, Secretary



WEST WINDSOR TOWNSHIP

Department of Engineering and Community Development
Division of Land Use

June 22, 1998

TO: Governor Christine Todd Whitman
Congressman Mike Pappas
Senator Shirley Turner
Assemblyman Reed Gusciora
Assemblywoman Bonnie Watson Coleman
Board of Chosen Freeholders
Clerk Jerlene Worthy, Board of Chosen Freeholders
Lynn Middleton, NJ Department of Transportation
Delaware Valley Regional Planning Commission
Princeton Regional Planning Board
Chamber of Commerce of the Princeton Area
Mercer County Chamber of Commerce – West Windsor Division

FROM: Susan H. Appelget
Administrative Secretary
West Windsor Township Planning Board

SUBJECT: Elimination of lights on U.S. Route One

.....

The West Windsor Township Planning Board adopted the attached Resolution at its meeting of June 10, 1998.

If you have any questions, please contact this office.

C: Robert Bruschi, Business Administrator
Samuel J. Surtees
Jackie Alberts
Gerald Muller, Esq.

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JUN 22 1998

PROJECT MANAGEMENT
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WEST WINDSOR PLANNING BOARD

RESOLUTION

WHEREAS, the New Jersey Department of Transportation had originally proposed construction of the Millstone Bypass and elimination of traffic signals at Washington Road, Fisher Place and Harrison Street on Route 1 in conjunction therewith; and

WHEREAS, the Township of West Windsor and the West Windsor Township Planning Board have consistently supported the Millstone Bypass, since it provides a bypass around the Penns Neck neighborhood of West Windsor while continuing to provide access to Princeton Township and Borough and points north from West Windsor; and

WHEREAS, the New Jersey Department of Transportation is now considering eliminating the Route 1 lights and blocking access across Route 1 at Washington Road, Fisher Place, and Harrison Street prior to construction of the Millstone Bypass; and

WHEREAS, eliminating access across Route 1 for Washington Road and Harrison Street without having the Millstone Bypass in place represents circulation planning at its worst, since it blocks primary east-west access points in this area; and

WHEREAS, among other deleterious consequences inimical to the public health and safety, this blockage of east-west access:

- 1) Makes it difficult, if not impossible, for emergency medical services to reach Princeton Medical Center in a timely manner from West Windsor and from East Windsor, Cranbury, Jamesburg, and Monroe, all communities for which the Medical Center at Princeton is the primary care hospital; and

- 2) Makes it difficult if not impossible for other West Windsor emergency services, including firefighting equipment and police, all of which are situated on the east side of Route 1, to serve in a timely manner that portion of West Windsor on the western side of Route 1; and
- 3) Badly exacerbates road conditions on Alexander Road, which is already at a failing levels of service during peak hours, particularly at the orphan bridge over the Amtrak line, since Alexander Road would become the primary means of access to the Princetons and points north from West Windsor and points east. Blocking east-west transportation routes across Route 1 also increase congestion to unacceptable levels on Clarksville Road (for vehicles seeking to cross Route 1 at Quakerbridge Road) and Meadow Road (when the Meadow Road overpass is built) due to vehicles making the circuitous route from West Windsor to the Princetons and points north via those cross-Route 1 movements; and

WHEREAS, the Route 1 blockage as a practical matter creates two separate West Windsors, one east of Route 1 and one west of Route 1.

NOW, THEREFORE, BE IT RESOLVED on this 10th day of June 1998 that the West Windsor Planning Board adamantly objects to the idea of removing the traffic lights at Washington Road and Harrison Street and blocking cross-Route 1 movements at those points in advance of construction of the Millstone Bypass. Doing so is the antithesis of sound circulation planning and is a threat to the public health and safety.

BE IT FURTHER RESOLVED that the West Windsor Township Planning Board calls upon the Princetons to end their opposition to at least that portion of the Millstone Bypass connecting to Harrison Street for the public health and safety reasons give above, should N.J.D.O.T. pursue its idea of eliminating the Washington Road and Harrison Street signals at this stage.

I hereby certify that resolution was adopted by the West Windsor Planning Board on June 10, 1998.

Susan H. Appelget
Susan H. Appelget, Secretary



D1400.

Frank Kuck
Middleton

State of New Jersey

DEPARTMENT OF TRANSPORTATION
1035 Parkway Avenue
CN 600
Trenton, New Jersey 08625-0600

CHRISTINE TODD WHITMAN
Governor

FRANK J. WILSON
Commissioner

July 15, 1996

Mr. Dennis L. Merida, Division Administrator
Federal Highway Administration
840 Bear Tavern Road, Suite 310
Trenton, New Jersey 08628

Attention: Robin Schroeder

Ref.: Route US 1; Section 2S & 3J, Penns Neck Interchange
Mercer and Middlesex Counties
LOA Concurrence Request

Dear Mr. Merida:

Attached is a completed SA-88 Level of Action Determination covering work proposed for the subject project. It is our opinion that this project meets the criteria for classification as an Environmental Assessment as presented in Section 771.115(c) as printed in the Federal Register dated August 28, 1987. The Department, therefore, requests your concurrence in the determination that this project qualifies as an Environmental Assessment.

Under the proposed project Route US 1 between Washington Road and Plainsboro Road will provide three lanes and outside shoulder or auxiliary lane in each direction separated by median barrier and inside shoulders. The existing traffic signals at Washington Road, Fisher Place, and Harrison Street will be removed. With the removal of the Washington Road signal a new Washington Road alignment will be provided that will require the construction of a grade-separated interchange at Route US 1 just south of Harrison Street. Washington Road will provide one lane and outside shoulders in each direction. The project also includes the replacement of the Route US 1 bridge over the Millstone River, a new bridge crossing Little Bear Brook, and a new bridge adjacent to the Route 64 bridge over the Amtrak mainline. Approximately 46 acres of additional Right-of-Way will be needed, thus displacing three service stations, several residences and the Eden Institute educational facility.

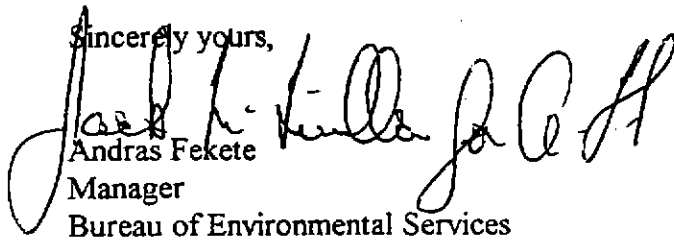
Although the Office of Community Relations has received favorable feedback from West Windsor Township officials, the major property owners, and citizens in proximity to the project, the Department will provide an opportunity for an information center/public hearing as part of the NEPA document circulation period.

571

We request your concurrence with a Class III Action, Environmental Assessment under 23 CFR 771.115(c). The Bureau of Environmental Analysis has determined that the proposed project will require additional environmental studies to determine the extent and potential significance of impacts caused by constructing this project.

If your staff has any questions regarding this LOA submission, please have them contact Joe Sweger at 530-2985.

Sincerely yours,


Andras Fekete
Manager
Bureau of Environmental Services

Enclosures

JBT

cc w/o encl. Lynn Rich SA-98

Eugene Blasko
Wayne Smith
Mark Stout
Bill Cochran
Arthur Silber
Joe Sweger

rt1pnloa

**NEW JERSEY DEPARTMENT OF TRANSPORTATION
LEVEL OF ACTION DETERMINATION**

NJDOT Job Code No. <u>1103528</u>	Federal Project No. <u>IXAF-33(131)</u>
Lead Unit <u>Project Management</u>	Data Base No. _____
Route and Section <u>1, 2S & 3J</u>	Structure No. <u>1103-155,1117-150</u>
Local Road Name _____	
Municipality <u>West Windsor Twp, Plainsboro Twp</u>	County <u>Mercer and Middlesex</u>
Type of Project <u>Widening, New Structures</u>	Length <u>1 mile</u>
From <u>MP 11.1</u>	To <u>MP 12.1</u>
Congressional District _____	Legislative District _____
ROW Cost <u>\$21,000,000</u>	Construction Cost <u>\$24,000,000</u>

<u>EXISTING FACILITY</u>	<u>PROPOSED FACILITY</u>
ROW Width <u>100'</u>	ROW Width <u>142'</u>
No. of Lanes & Width <u>3 lanes 12' wide</u>	No. of Lanes & Width <u>3 lanes 12' wide</u>
Shoulder Width <u>0'</u> Median <u>4.5'</u>	Shoulder Width <u>12'</u> Median <u>8.5'</u>
Sidewalk Area Width <u>4'</u>	Sidewalk Area Width <u>4'</u>
Overall Roadway Width <u>78.5'</u>	Overall Roadway Width <u>110.5'</u>
RIGHT OF WAY TAKINGS (General Description):	
<p>The major portion of right of way needed for the project is owned by Princeton University and the David Sarnoff Center. The Eden Institute will be relocated. There are three dwellings and one school, Eden Institute, being displaced by the project. There are twenty two additional properties affected of which three are service stations and one is auto repair shop.</p>	

PROJECT DESCRIPTION (Attach location map and additional information as required)

A. Project Need/Existing Conditions (pavement, sight distance, load restrictions, rating, condition of structures, traffic data, traffic/accident problems, drainage facilities, features crossed, independent utility, etc.)

Traffic flow along Route 1 is impeded by the existing traffic signals and lack of outside shoulders or auxiliary lanes.

B. Type of Improvements (Project classification, widening, drainage, resurfacing, corner cutbacks, shoulders, traffic signals, structures, barrier curb, detour etc.)

The project is designed to improve traffic flow along Route 1 by removing three existing traffic signals at the Washington Road, Fisher Place and Harrison Street intersections. To facilitate the removal of the signals a new segment of Washington Road will be constructed. The new roadway segment will cross Route 1 at a grade separated interchange just south of Harrison Street. The roadway will begin west of Route 1 at an intersection with existing Washington Road in the vicinity of the D&R Canal and terminates east of Route 1 at a connection with Washington Road and Route 64. The roadway traverses along the perimeter of the property of Princeton University and the David Sarnoff Center. The project includes the replacement of the Route 1 bridge over the Millstone River, a new bridge crossing Little Bear Brook and new bridge adjacent to the Route 64 bridge over Conrail. The proposed typical section on Route 1 will provide three lanes and outside shoulder or auxiliary lane in each direction separated by median barrier and inside shoulders. The new segment of Washington Road will provide one lane and outside shoulder in each direction.

EFFECTS ON TRANSIT FACILITIES/SERVICES

Mr. Jim Wilno of NJ Transit was contacted regarding the potential effect of the project on bus service along Route 1. He stated that bus service will continue during construction.

ENVIRONMENTAL CONCERNS

	No Substantial involvement	See Comments
	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Air Quality	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Noise	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Socioeconomics:		
Social/Economic/Land Use/Visual	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Agriculture Development Area	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ecology:		
Endangered Species	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Floodplains	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Wetlands	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Sole Source Aquifer	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Cultural Resources:		
Archaeology	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Historic Architecture	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Section 4(f)-Section 6(f)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Hazardous Waste	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>

ENVIRONMENTAL CLEARANCES NEEDED

	YES	NO
U.S. Coast Guard (Bridge)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
USACOE Section 404 (Individual)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
USACOE Section 404 (Nationwide)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
USACOE Section 10 (Navigable Waters)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
CAFRA	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NJDEP Remediation Approval	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NJDEP Wetlands (Freshwater)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NJDEP Pollutant Discharge	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NJDEP Waterfront Development	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NJDEP Stream Encroachment	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NJDEP Riparian	<input type="checkbox"/>	<input checked="" type="checkbox"/>
NJDEP Water Quality Certificate	<input checked="" type="checkbox"/>	<input type="checkbox"/>
NJDEP Green Acres	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Delaware Basin Commission	<input type="checkbox"/>	<input checked="" type="checkbox"/>
D & R Canal Commission	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Meadowlands Commission	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pinelands Commission	<input type="checkbox"/>	<input checked="" type="checkbox"/>
State Agriculture Dev. Commission	<input type="checkbox"/>	<input checked="" type="checkbox"/>
USDA Form AD-1006	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	<input type="checkbox"/>	<input type="checkbox"/>

COMMENTS: (potential impacts, unique features, special problems, sensitive issues)

Due to the project's wide scope-of-work involving a new interchange, new two-lane roadway alignment, new and replacement structures, and access changes, the range and significance of potential environmental impacts is undetermined, therefore, technical environmental studies are needed to clarify the significance of potential impacts. In accordance with NEPA regulation regarding the three classes of actions which prescribe the level of environmental documentation required, this project is considered eligible for a Class III Environmental Assessment as the significance of the environmental impacts is not clearly established.

PUBLIC REACTION (include contacts made to date)

An information center is being scheduled for July 1996. The project was presented to the Mayor of West Windsor and the two major property owners, Princeton University and the David Sarnoff Center on December 18, 1995. Attached are letters in support of the project from Princeton University, David Sarnoff Center and the Eden Institute. At the request of the Lower Fisher Place community group, representatives of the Department presented the project and entertained questions and comments at two meetings on April 25, 1996 and May 20, 1996. There is support for the project as long as the new section of Washington Road is constructed with one lane in each direction, as proposed.

LEVEL OF ACTION CLASSIFICATION

Class I - EIS Class II - CE# Class III - EA

Section 4(f):

Temp. Occu. Programmatic Self Standing None

CONDITIONS: (list environmental commitments & describe proposed community involvement program)

Project environmental commitments to be determined via the processing of the Class III Environmental Assessment document.
See above note regarding community involvement program.

Preliminary design indicates the possibility that a minor amount of Delaware & Raritan Canal State Park property may be required for the realignments of Washington Road and Harrison Street. Should ROW Parcels be needed from the park, a Programmatic Section 4(f) is considered applicable.

PREPARED BY:

Lead Unit: Office of Project Management

Bureau of Environmental Analysis:

RECOMMENDED:

Manager, Bureau of Environmental Analysis

7-16-88
Date

Ann L. Middleton 6/17/96 5-3780
Project Manager Date Phone

Joseph D. Swagin 7/03/96 5-2985
Project Manager Date Phone

CONCURRENCE:

[Signature] 7/16/80
Date

Director, (Acting)
Project Management

Division Administrator
Federal Highway Administration
Date



CONTACT MEMO

PROJECT NAME:	Route 1 / Penns Neck	JOB NO.	10-1366-26
SUBJECT:	Pre-Application Meeting	DATE:	February 28, 1996
<input checked="" type="checkbox"/> Record of Telephone Conversation Between		<input type="checkbox"/> Record of Meeting/Conversation Attendees:	
<p>James Dzedziak of F.R. Harris, Inc. and Sandy Adapon of NJDEP</p>			
Discussions/Conclusions:			
<p>I contacted Sandy in order to set up a Pre-Application meeting with Stream Encroachment and Freshwater Wetlands regarding the Route 1 / Penns Neck Interchange project. She scheduled a meeting for <u>Wednesday, March 20th at 10:00 am.</u> Sandy will contact me if there are any changes.</p> <p>As a quick reminder, this project effects the floodplain of both Little Bear Brook and the Millstone River. The Little Bear Brook floodplain will be impacted by a new bridge that will carry relocated County Route 571 over the brook. The existing bridge which carries Route 1 over the Millstone River will be replaced with a wider structure having similar characteristics. At both areas, freshwater wetlands will be impacted.</p>			
<p>Copies to: C. Wood, L. Roche & H. Yang - Frederic R. Harris, Inc. Ms. L. Middleton - NJDOT Project Manager Mr. J. Thomas - NJDOT BEA Mr. G. Grabowski - NJDOT Drainage Ms. S. Adapon - NJDEP</p>			

NEW JERSEY DEPARTMENT OF TRANSPORTATION
MEMORANDUM

TO: Record

FROM: David Kuhn *DAK*
Bureau of Preliminary Engineering

DATE: 1/31/95

TELEPHONE: 5-2745

SUBJECT: Route 1 Penns Neck
Meeting with Eden Institute, Friday, 1/27/95

REC'D
2/1/95

Bob Cunningham and I met with Eden Institute officials to discuss the subject project and the implication of schemes D1, D-1.1A, and D-1.1B. Representing Eden were:

David L. Holmes, Ed.D., President and Executive Director
Pamela J. Dempsey, Board Member
Carol L. Beske, President of ACT Engineers, Inc., Friend of Eden

David Holmes expressed that Eden wanted to meet with DOT alone before meeting in the presence of Princeton University and other interested parties.

Prior to this meeting, Gene McPartland of Princeton University had met with P.J. Dempsey and shown her a Route 571 Bypass concept similar to D-1. Princeton University asked Eden about its ability to relocate to another area.

David Holmes noted that Eden owns five of the nine lots located between Logan Drive, Harrison Street and Route 1. Each of the buildings on these lots serves different functions.

Bob and I showed David, P.J. and Carol previous schemes depicted in the Penns Neck Traffic Report and then we proceeded to show them Schemes D-1, D-1.1A, and D-1.1B.

They preferred D-1 because they would not be relocated under this scenario. D-1.1A was not acceptable to them because it would require a 20-foot high retaining wall along the south side of the property. D-1.1B would require relocation of their facilities. David Holmes expressed that relocation of facilities under D-1.1B would be more acceptable than allowing them to stay in place under the D-1.1A scenario.

Mr. Holmes stated that they would entertain discussions involving their relocation. Important to them was the ability to have a campus-type setting with separate buildings. They also value their

proximity to Route 1 because of the visibility it provides for the school. Furthermore, they stated that any relocation could be traumatic to their students and could possibly set back a student's progress by months or even years. It was also noted that they have facilities on Washington Road near D-1's eastern connection to existing Route 571.

Bob Cunningham requested a meeting with Eden and Princeton University together to discuss the interests of each party.

c R. Cunningham
R. Davies
R. Innocenzi, F.R. Harris, Inc.

December 19, 1994

10-1366-22

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RECEIVED

DEC 20 1994

FREDERIC R. HARRIS, INC.
ISELIN, NJ

**Frederic R. Harris, Inc.
Metropolitan Corporate Plaza
Office Building B
485 U. S. Route One South
Iselin, New Jersey 08830**

Dear Mr. Innocenzi and Mike Crowley:

I was delighted to have met with both of you to discuss the plans for the Millstone Bypass/Penns Neck Bypass. The scheme that is supported by the residents of the Penns Neck area and by both the governing bodies, past and present, of this town is represented in the SCHEME D-1 with the revisions we discussed.

This scheme places the By-Pass of one of the oldest residential communities in West Windsor along the Millstone River and avoids the two National Historic sites, the Penns Neck Church (1812) and the Red Lion Inn (1807), and is the plan contained in both the West Windsor Township's master plan and in Mercer County's Road Plan. This scheme would begin at the bridge over the rail line in Princeton Junction, fan out over the SRI property at the northernmost edge and follow the Millstone River, cross over Route One as close to the Eden Institute as possible and then bifurcate, one road to Harrison and the other to Washington Road. The present Washington Road from the Princeton side of Route One to the canal would be closed and Princeton University would have a contiguous piece of property.

As I discussed with you the day we met, I strongly support this scheme, as I described above. If that scheme is now known as Scheme D-1 then that is the scheme I support. However, when a final version is drawn, please send me a copy so that I can make absolutely certain that it represents what my neighbors and I have strongly and vociferously supported.

Thank you for seeking my input. I look forward to a further opportunity to meet with you. After the first of year I will have a new work location and phone. It will be 609-633-0800.

Sincerely,



Rae Roeder

West Windsor Township Councilwoman

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908-636-4990
Fax: 908-636-6338



MEMORANDUM
Penns Neck Bypass
New Jersey Department of Transportation
Job # 10-1366-22

MEETING: Public Service Electric & Gas

DATE: November 30, 1994

ATTENDING: John Easton, Elmer Naples & John O'Connell - P.S.E. & G.
Robert Davies - NJDOT
Eugene McPartland & Richard Spies - Princeton University
Robert Wolfe - Princeton Forrestal Center
Robert Innocenzi, Mike Crowley & Jim Dziedziak -Frederic R. Harris, Inc.

DISCUSSION: Representatives of Frederic R. Harris briefed representatives of the utility on the status of the Penns Neck bypass project, requesting their comments and questions. It was explained that the Harris team is holding such meetings with major stake holders in the Penns Neck region as the initial step in a community outreach effort aimed at developing consensus on the project before recommendation of a final proposal to the NJDOT.

It was explained that the goal of the project, the last in a series by NJDOT, is to improve traffic flow on Route U.S. One to the greatest extent possible. The bypass plan calls for the elimination of three traffic signals and limited connections with local roads in order to accomplish this goal, as well as construction of a bypass route that will permit adequate access to businesses, neighborhoods and other destinations in the Penns Neck area.

Conversation focused on the site where PSE & G maintains an electric substation on Route One near the Eden Institute across Logan Drive. It was shown that the substation and school facility may interfere with the most optimal location for the interchange.

Possible alternatives were discussed with the most feasible consisting of enclosing the substation within the loop ramp that carries exiting southbound Route 1 vehicles to the bypass roadway. PSE & G noted that this would be acceptable as long as two access points are maintained to the site.

Mr. Easton indicated that building a bridge directly over the substation would require either significant height for safety clearance or conversion to a gas insulator buss on the substation, a step that would be very expensive.



Mr. Easton said that PSE & G crews were beginning to dismantle the 4KV station at the site. This portion of this substation, closest to Logan Drive, is no longer in use. A control house in this location will remain but could be relocated on site.

He stated that normal activity at the substation generates approximately one visit per day.

He concluded with saying that (conceptually) adjusting the footprint of the remaining elements of the substation appears to be workable. PSE & G will provide drawings to Frederic R. Harris, Inc. to show how the footprint is expected to be changed. PSE & G will develop a map and cost estimate for possible changes to accommodate the Penns Neck bypass interchange.

c: All Attendees
Robert Cunningham, NJDOT
David Kuhn, NJDOT
Alexander Brown, NJDOT, Community Involvement
Thomas E. Lakovich, FRH, Project Manager

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MEMORANDUM
Penns Neck Bypass
New Jersey Department of Transportation
Job # 10-1366-22

MEETING: Councilwoman Rae Roeder, West Windsor Township

DATE: November 9, 1994

ATTENDING: Robert Innocenzi & Mike Crowley - Frederic R. Harris, Inc.

DISCUSSION: Councilwoman Roeder was briefed on the status of the Penns Neck bypass project. It was explained that the Harris team is holding such meetings with major stake holders in the Penns Neck region as the initial step in a community outreach effort aimed at developing consensus on the project before recommendation of a final proposal to the NJDOT.

The schemes developed to date, A, C, D-1, E-1 and F were presented for discussion and comments. When last presented to the public and the appropriate interested parties several years ago, Scheme D-1 was noted as the scheme preferred by the Department.

Schemes A, C, D-1, E-1 and F were demonstrated, and the benefits and drawbacks of each were outlined. It was explained that Scheme D-1 was determined to be the best alternative from an operational standpoint. It is an attempt to compromise between impacts to business, residences and ecological sites. It was noted that D-1 has drawn support from the major stakeholders despite a wide range of interests among the various groups.

Speaking for herself, members of the Penns Neck neighborhood and Princeton Baptist Church on Route One near Washington Road, Ms. Roeder voiced strong opposition to Scheme C, which would bring the bypass parallel to Fisher Place and directly in front of the main entrance to the Sarnoff Research Institute.

Ms. Roeder noted that over the past 20 years, residents have opposed creation of a new road or expansion of Washington Road in this area, noting that it would have serious negative impact on the residential neighborhoods and the church. She pointed out that the church and an adjacent home facing Washington Road are listed on the National Register of Historic Places and provide an important historic connection for the community. The home originally was the Red Lion Inn, an 18th Century stop for travelers on the dirt highway between Trenton and New York, situated directly



in the middle of Route One, north and south traffic passed on either side of the Inn. Earlier this century, the building was moved to the site where it now stands.

Ms. Roeder provided a tour of the church, the house and the church cemetery, which dates back to the early to mid 1700's, and which remains in use today.

She indicated wholehearted support for Scheme D-1, noting that it will provide relief to traffic congestion in the Penns Neck neighborhood and throughout the area, while not interfering with existing residential or historic locations.

Ms. Roeder offered to write a letter expressing enthusiastic support on behalf of her group and asked to be notified any time her involvement could help the project move forward. She also voiced the hope that the project could be accelerated in the hope of cutting several years off the anticipated time schedule.

c: All Attendees
Robert Cunningham, NJDOT
Robert Davies, NJDOT
David Kuhn, NJDOT
Alexander Brown, NJDOT, Community Involvement
Thomas E. Lakovich, FRH, Project Manager
James Dziedziak, FRH, Project Engineer
Leslie Roche, FRH

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MEMORANDUM
Penns Neck Bypass
New Jersey Department of Transportation
Job # 10-1366-22

MEETING: Princeton Regional Planning Board

DATE: November 9, 1994

ATTENDING: Michael McKay - Princeton University
Robert Davies - NJDOT
Robert Innocenzi, Mike Crowley & Leslie Roche - Frederic R. Harris, Inc.

DISCUSSION: Representatives of Frederic R. Harris briefed members of the planning board on the status of the Penns Neck bypass project, requesting their comments and questions. It was explained that the Harris team is holding such meetings with major stake holders in the Penns Neck region as the initial step in a community outreach effort aimed at developing consensus on the project before recommendation of a final proposal to the NJDOT.

The schemes developed to date, A, C, D-1, E-1 and F were presented for discussion and comments. When last presented to the public and the appropriate interested parties several years ago, Scheme D-1 was noted as the scheme preferred by the Department.

At the request of Planning Board Co-Vice chairman Alain Kornhauser, due to time restrictions, Scheme D-1 was presented in detail, while Schemes A, C, E-1 and F were briefly described. The benefits and drawbacks of each were outlined. It was explained that Scheme D-1 was determined to be the best alternative from an operational standpoint. It is an attempt to compromise between impacts to business, residences and ecological sites. It was noted that D-1 has drawn support from the major stakeholders despite a wide range of interests among the various groups.

Members asked a number of questions regarding the plan in Scheme D-1, generally focusing on the impact of traffic flow for motorists travelling to and from the Princetons. Mayor Phyllis Marchand of Princeton Township asked whether legal issues involved in the transfer of the portion of Washington Road west of Route One had been worked out with Mercer County. It was explained that County officials had indicated willingness to turn over the road to Princeton University once the bypass project is completed, but that it would be premature to hold detailed negotiations on the matter at this phase of the project.



years of engineering service worldwide

One member asked how large a footprint the proposed interchange on Route One near Logan Drive would be. It was explained that further work is required before the dimensions are determined, but that it would in all likelihood be smaller than the College Road interchange near Princeton Forrestal Center. The proposed interchange would be comparable to other existing or proposed interchanges in the area.

The issue of a possible connection to Canal Pointe Boulevard was raised. It was explained that the concept is not part of this project and would have to be constructed by local and/or county authorities.

Co-Vice chairman Kornhauser noted that while the planning board has no authority over the project, its future efforts will be affected by the bypass. He voiced appreciation the PRPB was included in the public outreach effort at this early stage in the project.

Mr. Kornhauser said he believes Scheme D-1 is a good plan and said the PRPB would be happy to receive a future update on the project's progression.

c: All Attendees
Lee Solow, Princeton Regional Planning Board
Eugene McPartland, Princeton University
Robert Cunningham, NJDOT
David Kuhn, NJDOT
Alexander Brown, NJDOT, Community Involvement
Thomas E. Lakovich, FRH, Project Manager
James Dziedziak, FRH, Project Engineer

WK. EDD's. 11/4/94

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MEMORANDUM
Penns Neck Bypass
New Jersey Department of Transportation
Job # 10-1366-22

MEETING: Delaware and Raritan Canal Commission

DATE: October 19, 1994

ATTENDING: Jim Amon, Executive Director - D&R Canal Commission
Benjamin Kirkland, Chairman - D&R Canal Commission
Martin Jessen, Vice Chairman - D&R Canal Commission
Donald Jones, Treasurer - D&R Canal Commission
Frank Torpey & Winona Nash, Commissioners - D&R Canal Commission
Robert Cunningham & Robert Davies - NJDOT
Mike Crowley & Jim Dzedziak - Frederic R. Harris, Inc.

DISCUSSION: Representatives of Frederic R. Harris briefed Planning Officials of the D & R Canal Commission on the status of the Penns Neck bypass project, requesting their comments and questions. It was explained that the Harris team is holding such meetings with major stake holders in the Penns Neck region as the initial step in a community outreach effort aimed at developing consensus on the project before recommendation of a final proposal to the NJDOT.

The schemes developed to date, A, C, D-1, E-1 and F were presented for discussion and comments. When last presented to the public and the appropriate interested parties several years ago, Scheme D-1 was noted as the scheme preferred by the Department.

Since that time additional traffic analyses were undertaken and Scheme D-1 was determined to be the best alternative from an operational standpoint. This scheme is an attempt to compromise between impacts to businesses, residences and ecological sites. Scheme D-1 however, may still has significant impacts to environmentally sensitive areas such as the Millstone River and its adjacent wetlands.

It was noted that Mr. Amon had conducted a walking inspection of the site where the bypass proposed in Scheme D-1 parallels the D & R Canal. Mr. Amon noted in his memo to the commissioners that stormwater management, stream corridor preservation and traffic impact are the issues that will require the commission's approval. He indicated that stormwater management and

stream corridor preservations should not present any real problems. Traffic impact will require careful analysis, he said. He noted that changes in the layout of Harrison street would eliminate a dangerous "S" curve protecting pedestrians visiting the park. He suggested not creating shoulders and permitting foliage to grow up to the right of way in order to slow the pace of traffic. Mr. Amon expressed the desire that changes at Washington Road would allow for improved parking areas serving the canal park. He noted that any changes in the vicinity of the canal would be likely to increase noise, but did not regard the potential impact to be significant.

Mr. Amon supported the idea of locating the bypass where a dirt service road currently exists parallel to the canal. This location is the compromise between the D & R Canal Commission and Princeton University.

After the schemes were presented to the commissioners, they held a straw vote and all agreed to the concept of Scheme D-1.

c: All Attendees
Thomas E. Lakovich, FRH - Project Manager
Alexander Brown, NJDOT - Community Involvement.
David Kuhn, NJDOT
Robert Innocenzi, FRH
Leslie Roche, FRH

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MEMORANDUM
Penns Neck Bypass
New Jersey Department of Transportation
Job # 10-1366-22

MEETING: New Jersey Department of Environmental Protection

DATE: October 18, 1994

ATTENDING: Ernest Hahn & Lou Cattuna - NJDEP
Robert Cunningham & Robert Davies - NJDOT
Robert Innocenzi, Mike Crowley, Jim Dziedziak &
Leslie Roche - Frederic R. Harris, Inc.

DISCUSSION: Representatives of Frederic R. Harris briefed Mr Hahn and Mr. Cattuna on the status of the Penns Neck bypass project, requesting their comments and questions. It was explained that the Harris team is holding such meetings with major stake holders in the Penns Neck region as the initial step in a community outreach effort aimed at developing consensus on the project before recommendation of a final proposal to the NJDOT.

The schemes developed to date, A, C, D-1, E-1 and F were presented for discussion and comments. When last presented to the public and the appropriate interested parties several years ago, Scheme D-1 was noted as the scheme preferred by the Department.

Since that time additional traffic analyses were undertaken and Scheme D-1 was determined to be the best alternative from an operational standpoint. This scheme is an attempt to compromise between impacts to businesses, residences and ecological sites. Scheme D-1 however, may still has significant impacts to environmentally sensitive areas such as the Millstone River and its adjacent wetlands.

The following comments and suggestions were noted:

Mr. Hahn indicated that from an environmental view and without consideration for other factors, Scheme C offers NJDEP the least concern. As a result, it will be the most difficult for NJDEP to dismiss. He noted that when a formal presentation is made to NJDEP, historic, engineering, and land use criteria should be demonstrated to show that Scheme C is not considered a viable plan. The others would have to gain approval for the environmental impacts at Harrison Street, D & R Canal,

and at the point where the bypass crosses the Little Bear Brook.

Mr. Hahn indicated that impact to both the floodplains and the wetlands is the most significant issue from DEP perspective. He suggested that the crossing of the Little Bear Brook should be as perpendicular as possible in order to limit the width and distance of impacts on wetlands.

Mr. Hahn indicated his willingness to provide more detailed guidance when the wetlands and other environmental features are delineated and potential impacts are computed. It may be appropriate to file for a Letter of Interpretation from the NJDEP confirming the location of wetlands as part of the next phase in the project.

c: All Attendees
Thomas E. Lakovich, FRH, Project Manager
Alexander Brown, NJDOT, Community Involvement
David Kuhn, NJDOT

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MEMORANDUM
Penns Neck Bypass
New Jersey Department of Transportation
Job # 10-1366-22

MEETING: Borough of Princeton, Princeton Township

DATE: October 18, 1994

ATTENDING: Marvin Reed - Mayor, Borough of Princeton
Robert Kiser - Engineer, Princeton Township
Robert Wolfe - Forrestal Center
Eugene McPartland & Richard Spies - Princeton University
Robert Davies & David Kuhn - NJDOT
Robert Innocenzi, Mike Crowley, Jim Dzedziak &
Leslie Roche - Frederic R. Harris, Inc.

DISCUSSION: Representatives of Frederic R. Harris briefed Mayor Reed and Mr. Kiser on the status of the Penns Neck bypass project, requesting their comments and questions. It was explained that the Harris team is holding such meetings with major stake holders in the Penns Neck region as the initial step in a community outreach effort aimed at developing consensus on the project before recommendation of a final proposal to the NJDOT.

The schemes developed to date, A, C, D-1, E-1 and F were presented for discussion and comments. When last presented to the public and the appropriate interested parties several years ago, Scheme D-1 was noted as the scheme preferred by the Department.

Since that time additional traffic analyses were undertaken and Scheme D-1 was determined to be the best alternative from an operational standpoint. This scheme is an attempt to compromise between impacts to businesses, residences and ecological sites. Scheme D-1 however, may still has significant impacts to environmentally sensitive areas such as the Millstone River and its adjacent wetlands.

The following comments and suggestions were noted:

Mayor Reed noted that a traffic signal should be required where the proposed bypass meets existing Washington Road, just east of the D & R Canal, in order to assist traffic turning left onto the bypass.

It was noted that recent discussions and traffic analyses have led the consultants to believe that a signalized "T" intersection (with the capability of expanding into a four-leg intersection) would be appropriate at this location.

Mr. McPartland noted that relocating the Eden Institute and shifting the interchange to the north would minimize the right-of-way impacts caused by the loop ramp in the southwest corner of the partial cloverleaf at Route One. He said this might be in Princeton University's best interests, and noted that he has informally raised the issue of finding a new site for the Institute on University property and received positive reaction.

Mayor Reed indicated that there might be opposition from Harrison Street residents. It was explained that alternatives to using Harrison St. as a major feeder are being sought. It has been suggested that in order to minimize impacts to both Princeton University property and the environment, the area near Logan drive appears to be the best location for a finger ramp from Route One southbound to the bypass westbound.

Mr. Kiser asked about the scope of environmental constraints. It was explained that this issue is currently being studied.

Mayor Reed suggested showing the proposed improvements designated at the Alexander Road - Route One intersection (construction to begin in 1995), noting that local communities are interested in visualizing a balanced distribution of traffic into the Princeton region. He stated that both Schemes D-1 and E-1, in combination with the Alexander Road improvements, seem to adequately address this concern.

The mayor suggested showing only Scheme D-1 in future presentations, since it appears to be the favorite among several of the stake holders. It was explained that NJDOT has directed Harris to show all schemes in order to develop community consensus before narrowing its options.

Mayor Reed said he supports the elimination of Washington Road as a county road between the canal and Route One, as previously discussed and as Princeton University has indicated would be acceptable. Doing so would eliminate an "alternative speedway" and would permit a more desirable traffic flow through the Washington Road / proposed bypass intersection.

c: All Attendees
Thomas E. Lakovich, FRH, Project Manager
Alexander Brown, NJDOT, Community Involvement

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MEMORANDUM
Penns Neck Bypass
New Jersey Department of Transportation
Job # 10-1366-22

MEETING: Field Meeting
Jim Amon, Executive Director, Delaware and Raritan Canal Commission

DATE: October 17, 1994

ATTENDING: John Hlafter - Princeton University
Bob Davies, Bob Cunningham - NJDOT
Leslie Roche - Frederic R. Harris, Inc.

DISCUSSION: The purpose of the field meeting was to walk the proposed alignment of Scheme D-1 along the area where the road would parallel the Delaware and Raritan Canal on the University property. Issues of concern at the outset of the field meeting related to potential visual and noise impacts on the canal as a result of the project, the proximity of the proposed road to the canal, and the geometry of the intersection of the proposed road with Washington Road near the canal.

The field walk began at Harrison Street where Mr. Amon reiterated his desire to see the roadway curvature straightened if possible in order to improve sight distance in the area of the pedestrian crossings at the canal. However, he expressed concern that as the new road would be straighter and wider, vehicle speeds would increase, thereby possibly creating a hazardous condition. The NJDOT suggested a number of possible design measures to control speeds including continuing the posted 25 miles per hour speed limit, eliminating shoulders, and maintaining the 30 foot wide pavement width from the bridge to the intersection with the bypass road. These design elements would minimize the size of the roadway which may have some benefit in controlling vehicle speeds.

The wetland and floodplain areas in the vicinity of the proposed Harrison Street alignment were noted. NJDOT and Harris suggested that the aforementioned design considerations would minimize roadway impacts to the wetlands and floodplain and would be viewed favorably by the NJDEP.

The field walk proceeded in a southerly direction along the gravel road that parallels the eastern side of the canal on the University property. It was noted that with the vegetation in full leaf the canal was not visible from the road. Jim indicated that there may be some visibility through the trees in the winter months near Harrison Street, and that some supplemental evergreen vegetation may be appropriate.



It was noted that the existing gravel road lies at the edge of a topographic break in elevation and, as a result, forms a logical "limit of disturbance" line. All parties concurred that the bypass road could be constructed with its western edge aligned with the western edge of the gravel road. Jim indicated his opinion that the buffering from the canal would be adequate under this design. John Hlafter of Princeton University indicated that following the existing road would preserve the greatest amount of land area for future use by the University and that it would be consistent with the University Master Plan. NJDOT indicated that using the gravel road as the guide to where the bypass road would lie improves the curvature currently shown in Scheme D-1. Sliding the bypass to the west toward the gravel road increases the radius at this location, providing smoother geometrics.

At the intersection of the bypass road with Washington Road, it was agreed among all parties that the road should not follow the gravel road as it curves toward the canal at Washington Street as this location provides poor geometry and sight distance, and comes too close to the canal. All parties concurred that an improved roadway intersection could be achieved by following the gravel road southward and continuing in a straight orientation to Washington Street, forming a perpendicular intersection. This alignment would provide adequate distance from the canal as well as improved geometry and better sight distance. It was agreed that the interruption of traffic flow at this intersection may help keep vehicle speeds down as traffic proceeds onto Washington Road and into Princeton. NJDOT indicated a willingness to consider parking area improvements for canal park users at this location.

The field walk continued northward along the canal towpath to Harrison Street where the meeting concluded. Along most of the way, the open fields where the road would be located were not visible through the vegetation. Near Harrison Street, the vegetation was less dense indicating the need to provide vegetative screening at that location. Traffic noise from Washington Road and Harrison Street was noted.

c: All Attendees
David Kuhn, NJDOT
Alexander Brown, NJDOT
Thomas E. Lakovich, FRH, Project Manager
Robert Innocenzi, FRH
Jim Dziedziak, FRH
Michael Crowley, FRH, Communications Consultant

October 14, 1994



MEMORANDUM

DELAWARE AND RARITAN
CANAL COMMISSION

TO: Members of the Canal Commission

FROM: James C. Amon
Executive Director

SUBJECT: Plans for Changes in Road Pattern in West Windsor

The New Jersey Department of Transportation is working on a long-term goal of eliminating traffic signals on US Route One between Trenton and New Brunswick. The newest stage of that project involves the signals at Washington Street, Fisher Place, and Harrison Street in West Windsor. I have asked the DOT to make a presentation of their concept for these changes at our October meeting so that they can receive non-binding input from you. I am going to walk the proposed project site with representatives of the DOT's consultant next week, but I would like to give you some advance information prior to our meeting.

The enclosed two-page sketch shows the approximate location of a proposed new road that would allow the three traffic signals to be eliminated.

This project would be subject to our review for the following:

STORMWATER MANAGEMENT: Stormwater runoff from the new impervious surfaces will have to be managed in accordance with our specifications.

STREAM CORRIDOR PRESERVATION: Portions of the proposed new road would run parallel to the Millstone River within its stream corridor. That is a prohibited use according to our Regulations, so a waiver of strict compliance with that regulation would be needed. The Commission can give such waivers if the applicant establishes to the satisfaction of the Commission that the project either will not adversely impact the corridor's present ability to buffer the stream, or if the project includes other measures (including the preservation of areas outside the corridor) that would have an "equivalent" effect as strict compliance.

FRALLSVILLE MILLS P.O. BOX 539 STOCKTON, NJ 08559-0539 609-397-2000 FAX: 609-397-1061

EXECUTIVE
DIRECTOR
James C. Amon

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NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION AND ENERGY
Christine Todd Whitman, Governor Robert C. Shinn, Jr. Commissioner

TRAFFIC IMPACT: A portion of the proposed new road is within the "A" portion of our Review Zone. Our Traffic Impact regulation states that before approval we will need to be satisfied that:

1. Recreational access to the Park and recreational use of the Park are not impeded.
2. Historic features of the Park are not adversely impacted.
3. The ecological character of the Park is not adversely impacted.
4. The increased traffic will not have a visual or noise impact on the Park.

The Stormwater Management and Stream Corridor Preservation regulations should not present any real problems to the applicant. The Traffic Impact regulation will require careful analysis by us and some special design considerations by the applicant. With regard to impeding recreational access and use, the critical issue that I can see now is the way the new road approaches the Harrison Street bridge over the canal. It is presently quite dangerous because the road curves so near the bridge that people crossing the road don't have much advance warning of approaching cars. The proposed change ought to be an important improvement to that situation, but I think we need to emphasize that we will expect to see design techniques that will minimize the sense of this as a highway on which high speeds are appropriate. Those techniques include such things as a narrow paved surface and landscaping to give the road a sense of enclosure. Like Quakerbridge Road, we would want this little piece of road to be perceived as an entrance to a park, not as a highway.

The requirement that there should be no visual or noise impact on the park is also going to involve some careful work. Our Visual Impact guidelines suggest a minimum set-back from the Canal Park of 250 feet. There is presently a wooded strip between the park and the proposed site, but we will have to wait another six weeks to see what it looks like with no leaves on the trees. I think it is pretty likely that we will need an evergreen screen planted on the eastern edge of at least some of the existing woods. Personally, I would rather accept a little noise intrusion than have extensive berms or noise walls built, but we will need a little more information on that issue.

We also need to be sure that the traffic signal at the intersection of the new road and Washington Street is not so close to the canal that cars are commonly backed up across the canal bridge while they wait for a green light.

Finally, I suggest that any new guide rail that would be needed on roads leading to canal bridges should be FHWA-approved steel-backed wood rails.

10/11/94

TL

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MEMORANDUM
Penns Neck Bypass
New Jersey Department of Transportation
Job # 10-1366-22

MEETING: Delaware and Raritan Canal Commission

DATE: September 29, 1994

ATTENDING: Jim Amon, Executive Director - D&R Canal Commission
Robert Wolfe - Forrestal Center
Eugene McPartland - Princeton University
Alexander Brown, Robert Cunningham, Robert Davies &
David Kuhn - NJDOT
Robert Innocenzi, Mike Crowley, Jim Dziedziak, &
Leslie Roche - Frederic R. Harris, Inc.

DISCUSSION: Representatives of Frederic R. Harris briefed Planning Officials of the County of Mercer on the status of the Penns Neck bypass project, requesting their comments and questions. It was explained that the Harris team is holding such meetings with major stake holders in the Penns Neck region as the initial step in a community outreach effort aimed at developing consensus on the project before recommendation of a final proposal to the NJDOT.

The schemes developed to date, A, C, D-1, E-1 and F were presented for discussion and comments. When last presented to the public and the appropriate interested parties several years ago, Scheme D-1 was noted as the scheme preferred by the Department.

Since that time additional traffic analyses were undertaken and Scheme D-1 was determined to be the best alternative from an operational standpoint. This scheme is an attempt to compromise between impacts to businesses, residences and ecological sites. Scheme D-1 however, still has significant impacts to environmentally sensitive areas such as the Millstone River and its adjacent wetlands.

Upon receiving the latest information on the project, Mr. Amon indicated:

- The schemes which utilize Harrison Street, Schemes A and E-1, have too much of an impact on the canal and Millstone River to be considered a desirable alternative from the Canal Commission's perspective.



- Concern about what impact Scheme F would have on the Princeton University property. Sub-dividing this property may create commercial development adjacent to the canal, which is very undesirable.
- Schemes C and D-1 pose the least risk to the canal. Referring to the schemes that are adjacent to the canal, he noted that the Commission has a desired setback between the bypass and the 100-year flood line. This setback can be obtained from existing mapping that Mr. Amon has and would share with the Department.
- About the projected impact on traffic volumes on Harrison St., Washington and Alexander Roads. Jim Dzedziak explained that the engineering goal is to have the least impact possible on local traffic flow, permitting motorists the same choices among routes as currently exist. Frederic R. Harris, Inc. will provide details of a traffic study supporting this position. Mr. McPartland noted that Princeton University will be happy that the three routes in and out of the campus remain.
- Concern for the poor sight distance at the approach to the existing Harrison Street bridge over the canal. He requested that the proposed intersection of the bypass and Harrison Street be located far enough from the bridge and a tangent piece of roadway be inserted providing adequate sight distance for motorists using the park entrance.
- That he cannot speak for the Canal Commission until it has been discussed and a determination on the schemes has been made. He invited the group to attend the next commission meeting at 12 noon on Wednesday, October 19 for an informal presentation.
- That he will conduct a walking tour of the canal property before the October 19 meeting to assess potential impacts of road alignment as proposed in Scheme D-1. FRH will provide a drawing of the project to assist Mr. Amon and representatives of FRH, NJDOT and Princeton offered to join him when he conducts his field work.

During the conversation, Mr. McPartland noted:

- Princeton University would like to begin planting elm trees along the route of the new bypass on either side of Washington Road. The planting would likely begin at the earliest possible time, as soon as the route's exact location is determined.
- Public Service Electric & Gas Co. had replied to a query about the possibility of relocating its substation at Route One and Logan Drive. The utility estimates the cost of such an effort at \$16 million.

c: All Attendees
Thomas E. Lakovich, FRH, Project Manager

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Fax: 908-636-6338



MEMORANDUM
Penns Neck Bypass
New Jersey Department of Transportation
Job # 10-1366-22

MEETING: County of Mercer

DATE: September 23, 1994

ATTENDING: Leo Laaksonen & Jon Carnegie - County of Mercer
Robert Innocenzi & Jim Dziedziak - Frederic R. Harris, Inc.

DISCUSSION: Representatives of Frederic R. Harris briefed Planning Officials of the County of Mercer on the status of the Penns Neck bypass project, requesting their comments and questions. It was explained that the Harris team is holding such meetings with major stake holders in the Penns Neck region as the initial step in a community outreach effort aimed at developing consensus on the project before recommendation of a final proposal to the NJDOT.

The schemes developed to date, A, C, D-1, E-1 and F were presented for discussion and comments. When last presented to the public and the appropriate interested parties several years ago, Scheme D-1 was noted as the scheme preferred by the Department.

Since that time additional traffic analyses were undertaken and Scheme D-1 was determined to be the best alternative from an operational standpoint. This scheme is an attempt to compromise between impacts to businesses, residences and ecological sites. Scheme D-1 however, still has significant impacts to environmentally sensitive areas such as the Millstone River and its adjacent wetlands.

After review of these Schemes, the County had the following responses:

- A major concern of the County is to maintain the current traffic patterns into the Princeton community via the Harrison St. and Washington Road bridges. The intent is not to develop Harrison St. into a major roadway. Two schemes which tend to change this principle are Schemes A and E-1. These schemes are undesirable since they utilize Harrison St. as the bypass / major road.
- The County indicated that Scheme D-1 is a desirable alternative with the exception of the southbound Route 1 traffic ALL using Harrison St. to enter the Princeton



community. Adding this movement to the interchange was suggested. Scheme F provides similar results as Scheme D-1, but the County recognizes its large impact on the University.

- The County expressed concern with the concept of Scheme C. They have received an enormous amount of negative response from the Penns Neck community regarding this scheme.
- The County stated that vacating, to Princeton University, existing Washington Road on the west side of Route 1 can be accomplished.
- The County commented that the link from Alexander Road to Washington Road was not feasible since it created additional unwanted traffic on Canal Pointe Boulevard. The service road theory of Canal Point Bld. was to reduce traffic at the signals on Route 1. This concept is no longer valid since the Route 1 signals are being eliminated.

The meeting concluded with agreement that the parties will continue to communicate during the process of developing a final proposal and that NJDOT / FRH will return at the appropriate time to brief elected township officials on the project's status.

c: All Attendees
Thomas E. Lakovich, FRH, Project Manager
Michael Crowley, FRH, Communications Consultant
Alexander Brown, NJDOT
Robert Davies, NJDOT
David Kuhn, NJDOT

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MEMORANDUM
Penns Neck Bypass
New Jersey Department of Transportation
Job # 10-1366-22

MEETING: West Windsor Township

DATE: September 15, 1994

ATTENDING: Robert Bruschi - Township Business Administrator
John Madden - Township Planner
Mike Crowley, Jim Dziedziak, Leslie Roche - Frederic R. Harris, Inc.
Robert Davies & David Kuhn - NJDOT

DISCUSSION: Representatives of Frederic R. Harris briefed Planning Officials of the County of Mercer on the status of the Penns Neck bypass project, requesting their comments and questions. It was explained that the Harris team is holding such meetings with major stake holders in the Penns Neck region as the initial step in a community outreach effort aimed at developing consensus on the project before recommendation of a final proposal to the NJDOT.

The schemes developed to date, A, C, D-1, E-1 and F were presented for discussion and comments. When last presented to the public and the appropriate interested parties several years ago, Scheme D-1 was noted as the scheme preferred by the Department.

Since that time additional traffic analyses were undertaken and Scheme D-1 was determined to be the best alternative from an operational standpoint. This scheme is an attempt to compromise between impacts to businesses, residences and ecological sites. Scheme D-1 however, still has significant impacts to environmentally sensitive areas such as the Millstone River and its adjacent wetlands.

After review of these schemes, Mr. Bruschi & Mr. Madden had the following responses:


- West Windsor Township enthusiastically supports improvements to Route One in the Penns Neck region by NJDOT, recognizing existing difficulties along the corridor and anticipating that congestion will continue degrading the highway's ability to meet transportation demand.



- Based on discussions during the previous consideration of the Penns Neck bypass, the Township adopted Scheme D-1 as part of its Township Circulation Plan in 1993.
- Previous discussions of the Penns Neck project had raised concern that Canal Pointe Boulevard, which runs parallel to Route 1, might be extended to serve as a local service road. This prospect, although as far as we know was never seriously proposed by any official and would not be part of any state project, caused some degree of concern to the community. Mr Bruschi and Mr. Madden suggested that we be aware of this issue in the event the question should arise.
- Mr. Bruschi and Mr. Madden both expressed appreciation for the briefing and offered their appreciation in the future.

The meeting concluded with agreement that the parties will continue to communicate during the process of developing a final proposal and that NJDOT / FRH will return at the appropriate time to brief elected township officials on the project's status.

c: All Attendees
Thomas E. Lakovich, FRH, Project Manager
Alexander Brown, NJDOT



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MEMORANDUM
Penns Neck Bypass
New Jersey Department of Transportation
Job # 10-1366-22

MEETING: David Sarnoff Research Center

DATE: September 15, 1994

ATTENDING: James H. Clingham, Gerald Janssen, Walter Schmidlin &
Dave Warnock - David Sarnoff Research Center
Robert Innocenzi, Mike Crowley, Jim Dzedziak, &
Leslie Roche - Frederic R. Harris, Inc.
Alexander Brown, Robert Davies & David Kuhn - NJDOT

DISCUSSION: Representatives of Frederic R. Harris briefed Planning Officials of the County of Mercer on the status of the Penns Neck bypass project, requesting their comments and questions. It was explained that the Harris team is holding such meetings with major stake holders in the Penns Neck region as the initial step in a community outreach effort aimed at developing consensus on the project before recommendation of a final proposal to the NJDOT.

The schemes developed to date, A, C, D-1, E-1 and F were presented for discussion and comments. When last presented to the public and the appropriate interested parties several years ago, Scheme D-1 was noted as the scheme preferred by the Department.

Since that time additional traffic analyses were undertaken and Scheme D-1 was determined to be the best alternative from an operational standpoint. This scheme is an attempt to compromise between impacts to businesses, residences and ecological sites. Scheme D-1 however, still has significant impacts to environmentally sensitive areas such as the Millstone River and its adjacent wetlands.

After review of these Schemes, the representatives of the Sarnoff Center indicated:

- Scheme E-1 is the best alternative from Sarnoff's perspective. They recognize the serious environmental constraints will likely render it unfeasible.
- Schemes D-1 & F are the "least favorite" choices from the Sarnoff Center's perspective, since these schemes require a large amount of acreage from the firm's Route 1 property in order to construct a partial cloverleaf. This would limit the firm's

ability to develop its site in the future.

- The significant issue regarding Schemes D-1 & F is how much acreage will the final plan require. The firm asked if the interchange could be modified slightly or shifted to the north to minimize the impacts to their property.
- Scheme C passes in front of the Sarnoff main entrance. They expressed their desire to maintain a buffer between their complex and the bypass. This scheme would eliminate that cushion.
- Scheme A did not obtain comments from the Sarnoff representatives. It was explained to them that this scheme does not relieve Washington Road of the thru traffic into Princeton, thereby not satisfying the project need.
- The company noted that the construction of these schemes may cause damage and require relocation of their vibration sensitive equipment and experiments.
- The company also noted that it owns and operates several water wells in the approximate path of the bypass near the Millstone River and requested that consideration be given to the well's location.
- The company might be willing to offer land at the back of its property for relocation of the Public Service Electric and Gas Co. substation, should it be determined that the substation can be moved from its present location on Route 1 opposite the Sarnoff Center campus.

The meeting concluded with agreement that the parties will continue to communicate during the process of developing a final proposal.

c: All Attendees
Thomas E. Lakovich, FRH, Project Manager

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Fax: 908-636-6338



DATE: 8/24/94

MEMORANDUM
Penns Neck Bypass
New Jersey Department of Transportation
Job # 10-1366-22

MEETING: Princeton University / Forrestal Center

DATE: August 24, 1994

ATTENDING: Robert Wolfe - Forrestal Center
Eugene McPartland & Richard Spies - Princeton University
Alexander Brown, Robert Davies & David Kuhn - NJDOT
Robert Innocenzi, Mike Crowley, Leslie Roche &
Jim Dziedziak - Frederic R. Harris, Inc.

DISCUSSION: Representatives of Frederic R. Harris briefed Planning Officials of the County of Mercer on the status of the Penns Neck bypass project, requesting their comments and questions. It was explained that the Harris team is holding such meetings with major stake holders in the Penns Neck region as the initial step in a community outreach effort aimed at developing consensus on the project before recommendation of a final proposal to the NJDOT.

The schemes developed to date, A, C, D-1, E-1 and F were presented for discussion and comments. When last presented to the public and the appropriate interested parties several years ago, Scheme D-1 was noted as the scheme preferred by the Department.

Since that time additional traffic analyses were undertaken and Scheme D-1 was determined to be the best alternative from an operational standpoint. This scheme is an attempt to compromise between impacts to businesses, residences and ecological sites. Scheme D-1 however, still has significant impacts to environmentally sensitive areas such as the Millstone River and its adjacent wetlands.

- There is concern about the impact the bypass could have on properties west of Route 1, owned by the University and earmarked for future campus development.
- The parties believe that Schemes C and F pose serious threats to Princeton's future plans. Scheme A inhibits future development by maintaining thru traffic on Washington Road bisecting the University's future campus area. Scheme E-1 is the best alternative from the University's viewpoint. They recognize the serious environmental constraints will likely render it unfeasible. The next best alternative



from the University's standpoint is Scheme D-1.

- Representatives of Forrestal and Princeton offered to assist FRH/NJDOT in working with other stakeholders and offered the use of their facilities for meetings.
- Forrestal has discussed development of a roadway parallel to the Delaware and Raritan Canal and received approval, which could be helpful in development of the bypass route. In line with their desire to see the bypass positioned as far towards the Canal as possible, the parties would prefer an intersection of Washington Road with the bypass in close proximity with the existing dirt roadway adjacent to the Canal.

With regard to the interchange location between Washington Road and Harrison Street, Schemes D-1 and F, the following comments were made:

- Moving the bypass and partial cloverleaf as far northward as possible would be in the University's best interests.
- The parties have acquired several properties in the Logan Drive area and may purchase more in the future, and indicated a willingness to consider setting portions of the area aside for the bypass.
- The parties raised the possibility of relocating the Eden Institute on Route 1 near Logan Drive.

The meeting concluded with agreement that the parties will continue to communicate during the process of developing a final proposal.

c: All Attendees
Thomas E. Lakovich, FRH, Project Manager

Signature

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April 19, 1994

10-1366-22

Mr. Robert Craig
Senior Historic Preservation Specialist
New Jersey Department of Environmental Protection and Energy
Office of New Jersey Heritage
CN 404
Trenton, New Jersey 08625-0404

Reference: Penns Neck-Harrison Street Interchange
Constraints Mapping
West Windsor Township, Mercer County, New Jersey

Dear Mr. Craig:

Frederic R. Harris, Inc. is preparing Constraints Maps for the Penns Neck-Harrison Street Interchange Schemes. The study area is bounded by Alexander Road on the South, the Millstone River to the North, Carnegie Lake on the West and Clarksville Road to the East. To assist in the determination of any known archaeological and/or historical resources in and around the study area, coordination with your office is required. Please provide any information regarding such resources. Enclosed is a copy of the USGS Princeton and Hightstown, N.J. quad sheets showing the location of the study area.

If you should have any questions regarding this request, feel free to contact either myself or Mrs. Leslie Roche of our office.

Very truly yours,

FREDERIC R. HARRIS, INC.

William D. Reimer
Environmental Planner

Frederic R. Harris, Inc.
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Office Building B
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April 19, 1994

10-1366-22

Mr. Clifford Day
United States Fish and Wildlife Service
927 North Main Street
Building D-1
Pleasantville, New Jersey 08232

Reference: Penns Neck-Harrison Street Interchange
Constraints Mapping
West Windsor Township, Mercer County, New Jersey

Dear Mr. Day:

Frederic R. Harris, Inc. is preparing Constraints Maps for the Penns Neck-Harrison Street Interchange Schemes. The study area is bounded by Alexander Road to the South, the Millstone River to the North, Carnegie Lake on the West and Clarksville Road to the East. To assist in the determination of any known threatened and endangered species of flora and fauna in and around the study area, coordination with your office is required. Please provide any information regarding such resources. Enclosed is a copy of the USGS Princeton and Hightstown, N.J. quad sheets showing the location of the study area.

If you should have any questions regarding this request, feel free to contact either myself or Mrs. Leslie Roche of our office.

Very truly yours,

FREDERIC R. HARRIS, INC.

William D. Reimer
Environmental Planner

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April 19, 1994

10-1366-22

Mrs. Karen Flynn
New Jersey State Museum
Archaeology/Ethnology Bureau
205 West State Street
CN 530
Trenton, New Jersey 08625-0530

Reference: Penns Neck-Harrison Street Interchange
Constraints Mapping
West Windsor Township, Mercer County, New Jersey

Dear Mrs. Flynn:

Frederic R. Harris, Inc. is preparing Constraints Maps for the Penns Neck-Harrison Street Interchange schemes. The study area is bounded by Alexander Road to the South, the Millstone River to the North, Carnegie Lake on the West and Clarksville Road on the East. To assist in the determination of any known archaeological and/or historical resources in and around the study area, coordination with your office is required. Please provide any information regarding such resources. Enclosed is a copy of the USGS Princeton and Hightstown, N.J. quad sheets showing the location of the study area.

If you should have any questions regarding this request, feel free to contact either myself or Mrs. Leslie Roche of our office.

Very truly yours,

FREDERIC R. HARRIS, INC.

William D. Reimer
Environmental Planner

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April 19, 1994

10-1366-22

Mr. Thomas Breden
NJ DEPE-Division of Parks and Forestry
Natural Heritage Program
CN 404
Trenton, New Jersey 08625-0404

Reference: Penns Neck-Harrison Street Interchange
Constraints Mapping
West Windsor Township, Mercer County, New Jersey

Dear Mr. Breden:

Frederic R. Harris, Inc. is preparing Constraints Maps for the Penns Neck-Harrison Street Interchange Schemes. The study area is bounded by Alexander Road to the South, the Millstone River to the North, Carnegie Lake on the West and Clarksville Road to the East. To assist in the determination of any known threatened and endangered species and the potential presence of habitat for such species in and around the study area, coordination with your office is required. Please provide any information regarding such resources. Enclosed is a copy of the USGS Princeton and Hightstown, N.J. quad sheets showing the location of the study area.

If you should have any questions regarding this request, feel free to contact either myself or Mrs. Leslie Roche of our office.

Very truly yours,

FREDERIC R. HARRIS, INC.

William D. Reimer
Environmental Planner



years of engineering service worldwide

November 4, 1987

WEST WINDSOR TOWNSHIP RESPONSE TO NJ DOT REGARDING PROPOSED U.S.
ROUTE 1 IMPROVEMENTS BETWEEN QUAKERBRIDGE ROAD AND SCUDDERS MILL
ROAD

INTRODUCTION

The NJ DOT has proposed a two phased program for Route 1 improvements.

The first phase envisions widening of Route 1 to a six lane facility between Quakerbridge Road and Scudders Mill Road in those instances where such widening has not already been accomplished or obligated as part of private development projects along Route 1 frontage properties. In addition, grade separated interchanges at Alexander Road, with a replacement of the Dinky Line bridge to accommodate a widened Route 1, and Scudders Mill Road at Route 1 is advanced. Coupled with these two interchanges and Dinky Line bridge proposals, various TSM improvements for the area between the Dinky Line bridge and Scudders Mill Road are suggested. These TSM improvements consist of restriping existing pavement to three lanes in each direction, optimizing traffic signal timing and adding signage at Harrison Street prohibiting eastbound left turns, requiring traffic to utilize the existing Fisher Place jughandle for such movements. Phase 1 improvements are scheduled to occur over a 1989-1993 time period as various components are undertaken according to a construction schedule geared toward maintaining traffic flow on Route 1.

Phase 2 improvements deal with the Penns Neck area between Washington Road and Harrison Street. In this area a new grade separated interchange at Route 1 is envisioned which is tied to a Route 571 bypass route emanating from the bridge crossing of the AMTRAK rail line at Princeton Junction. The new interchange proposal also envisions a connection to a new distributor road

system providing access to both Harrison and Washington Streets at some point between the D&R Canal and Route 1. Because of the complexity of varied environmental and community impact issues involved with this area, a full EIS of various road alignments for this complex is envisioned by the NJ DOT. An optimistic construction start pending completion of the EIS is targeted by the NJ DOT for the 1993-1994 time period.

This response by West Windsor Township on the DOT conceptual improvement proposals has been prepared in recognition of the role that the township has as an emerging employment, educational, service and residential center within the Route 1 corridor. The need to accommodate increased traffic flow to and from these centers requires cooperation and coordination of municipal-County-State highway planning efforts.

In this regard West Windsor has reached out for input and has reviewed the various DOT proposals with municipal or agency officials from Princeton Borough and Township, Plainsboro Township and Mercer County in addition to affected major property owners in the Penns Neck area, specifically with representatives from Princeton University, SRI-David Sarnoff Research Center and the Penns Neck Resident Association. Implicit in this response to the DOT improvements phases is the premise that certain planning goals should be respected in the evolution of acceptable roadway improvement schemes. These key goals are:

1. S-92 bypass construction from Princeton to Hightstown on a southerly alignment must be given top priority by the State. Attempts to substitute a Route 571-Washington-Harrison Road system for the S-92 bypass network are rejected. Basic traffic data used for the design of the Penns Neck area interchange should assume that S-92 will be constructed. In addition, that portion of S-92 which bypasses Princeton should be underway before construction begins on the Penns Neck complex.

2. Scale of grade-separated interchange in the Penns Neck area should not detract from the current area's character as a research, educational campus and established residential community. A Quakerbridge Road sized interchange located within the Penns Neck area cannot be supported.
3. Feeder roads to the west into the Princetons from a new interchange at Route 1 should be limited to a two lane traffic system.
4. Through traffic movements should be diverted away from the older communities at Penns Neck and along Harrison Street. Route 1 widening designs must not encroach further into the established Penns Neck area than the current cartway limit.
5. New feeder routes to a Penns Neck interchange should be placed along the periphery of major land parcels in the Penns Neck area so that the integrity and conservation of such areas for continued research, established residential neighborhood and future university campus development can be maintained. In addition, such feeder routes should respect the traditional traffic distribution emphasis between the Alexander, Washington, and Harrison Street entry points from and to the Princetons.
6. A coordinated system of feeder and distributor roads to DOT proposed new interchanges at Route 1 is essential in order to move locally oriented traffic to employment, service or residential centers within the West Windsor segment of the Route 1 corridor
7. Increasing transit use of the Dinky Line to service the emerging office/research employment centers, future University campus development as well as local area residents can help reduce automobile dependency in the immediate area

thereby extending the effectiveness of the proposed Route 1 improvements.

A. Route 1 - DOT Phase I Improvements Recommendations

1. In principle, the NJ DOT's proposed upgrading of Route 1 to a principal arterial highway from Route 295 to the Scudders Mill bypass with grade separated interchanges at key local and county road intersections within the township is endorsed, although details of certain improvements require refinement as noted below.
2. The widening of Route 1 to six travel lanes with appropriate shoulders for the area between Harrison Street and the Dinky Line is supported. Within Penns Neck, from the Dinky Line to Fisher Place, if improved shoulder width is deemed necessary additional right-of-way to accommodate such improvement should be taken from the west side of Route 1. This will minimize any future encroachment of Route 1 into the established Penns Neck community.
3. The proposed Alexander Road interchange design contains a fatal flaw. It lacks a fourth ramp to handle traffic coming from the west wishing to go north on Route 1. This movement is presently proposed to be handled by a signalized turn on a newly constructed Alexander Road overpass. While lands on the west side of Route 1 in the vicinity of Alexander Road are presently vacant, they represent a significant development generator. South of Alexander Road a combination of office research and support uses of Carnegie Center Associates has received township preliminary master plan approval. On the north side of Alexander Road, lands of Princeton University have been zoned to accommodate a planned

expansion of the University and education related facilities.

A careful review by NJ DOT of the projected traffic from these long term but emerging projects will clearly justify the design and construction of a full clover-leaf interchange at Alexander Road and Route 1 as part of the DOT's proposed Phase I improvement program.

4. The County of Mercer has recognized the importance that Clarksville Road plays as a parallel service route to Route 1. However, its effectiveness as a service road and thus alternate to Route 1 for local destinations in the corridor is dependent on the ability of traffic to easily connect with Route 1 at major points of grade separated interchanges. Within West Windsor Township Quakerbridge Road, Meadow Road, Alexander Road and a Route 571 bypass are such points of transfer.

In this regard it is recommended that a new bridge crossing over the AMTRAK rail line facilitating the connection of Alexander Road to Clarksville Road is critical to completing a regional feeder/distributor road network enhancing the effectiveness of the Alexander Road interchange proposal. The township of West Windsor has recently completed widening of Alexander Road between Route 1 and Vaughn Drive, the main entrance road to the newly expanded and improved Princeton Junction train station. All that remains is the construction of a new bridge crossing of the rail line to provide for realization of a parallel service road system to Route 1. This new bridge and its approaches must be planned to complement the Alexander Road interchange improvement project either as part of it or as a separate project.

The realignment of Scudders Mill Road leading to the proposed Scudders Mill overpass is, in reality, similar to the Alexander Road-Clarksville road connection concept. With the Scudders Mill proposal, the NJ DOT has extended its limit of construction at Route 1 to include such realignment. Similar action is warranted in West Windsor with respect to the installation of a new rail road bridge crossing. Not only will east-west regional traffic flows be better served, but commuter traffic using the Princeton Junction train station will be greatly improved.

5. In a similar fashion to the Clarksville parallel service road concept advanced on the east side of Route 1, Canal Pointe Boulevard acts as a service road on the west side of Route 1 between Meadow and Alexander Roads. Construction of a Meadow Road interchange at Route 1 requires early action.

While Transplan legislation languishes, one of its concepts, that of creating a special improvement district for spot intersection improvements, can still be applied to Meadow Road. Local developer and township interests are willing to cooperate in evolving a cooperative state, county, municipal and private developer financing scheme that would enable the acceleration of the Meadow Road overpass. Completion of this overpass will also maximize the long term effectiveness of the proposed Alexander Road interchange in that traffic emanating from the west side of Route 1 will be provided with an alternate access point to Route 1 along Canal Pointe Boulevard.

B. NJ DOT Phase 2 Improvements - Penns Neck Complex Recommendations

1. The township is delighted to learn directly from the Governor that the Washington Road intersection at Route 1 will not become a grade separated interchange or overpass. In this regard, it is important to reiterate the township's position with respect to a bypass road of the Penns Neck community. A bypass to Route 571 should follow an alignment that, to the extent feasible, parallels the Millstone River. With proper design, environmental constraints encountered on portions of this alignment can be overcome.

2. Since the re-alignment of a Route 571 bypass with an interchange at Route 1 and its continuation to a feeder road system into the Princetons will dramatically affect the lands of SRI and Princeton University and, as a result, will directly affect the ability of the township to achieve its long term master plan objectives for the Penns Neck area, careful attention to the after effects of any new road scheme needs to be examined. It is imperative that future road improvements for this area respect West Windsor's planning and zoning objectives to encourage the long-term development of Princeton University lands as a major education campus, to preserve the residential areas within Penns Neck and insure the continued research activities at SRI-David Sarnoff Center.

The purpose of the DOT proposal is to upgrade Route 1 as a major regional artery and to direct major local feeder/distributor routes to grade separated interchanges with it in order to improve traffic flow. It makes little sense for the DOT to make such improvements in a manner which dramatically severs currently vacant land

feeder/distributor routes to grade separated interchanges with it in order to improve traffic flow. It makes little sense for the DOT to make such improvements in a manner which dramatically severs currently vacant land parcels into isolated areas. This can only encourage odd lot uncoordinated strip development contrary to the township's master plan objectives and sound highway planning principles. Pressure for additional curb cuts to Route 1 and the feeder roads leading to it will inevitably result, thus reducing the traffic carrying capacity of the proposed new road system.

3. NJ DOT conceptual schemes A, C and F cannot be supported in light of the previously stated planning goals for the area. A preferred alternative concept proposal is advanced for full EIS study by the NJ DOT for the Penns Neck Complex. Based on present information, Concept 1 described below is the most responsive alternative to the previously expressed community goals for the future development and conservation of area. Concept 1 is preferred largely because it extends the protection provided for the established Penn's Neck neighborhood in West Windsor to the residential neighborhood in historic places along Harrison Street in Princeton; it does this by favoring the Washington Road approach to the Princetons and by advancing road widths west of Route 1 consistent with existing road systems.

A second concept plan (Concept 2) is outlined below. While it is less responsive to the area-wide goals, it does provide for West Windsor Township a more acceptable alternative than the three initial schemes proposed by NJ DOT.

Concept 1

This preferred concept, as illustrated in Exhibit #1 envisions a partial interchange just south of Harrison Street with a Washington Road travel route favored by design of the feeder road system from the new Route 1 interchange. This feeder road to the Washington Road bridge would allow for the preservation of a largely contained vacant land mass extending to Alexander Road by eliminating the existing Washington Road between Route 1 and the new connection below the Carnegie Lake bridge.

There would be a signalized service road between Alexander and Washington Roads parallel to the D&R Canal. Harrison Street would have its existing access at Route 1 restricted to right-in and right-out only movements. There would be a signalized intersection of a new Harrison Street extension from the Canal bridge to the proposed feeder road leading from the proposed new Route 1 interchange to Washington Road at the Carnegie Lake bridge.

All of the proposed roadways west of Route 1 would be designed as a two lane system.

East of Route 1, a Route 571 bypass parallel to the Millstone River is then suggested reconnecting with existing Route 571 at the AMTRAK line bridge crossing.

Concept 2

A two lane distribution road system which provides travel options to reach all three road collectors into and from the Princetons is also offered as a second, but not preferred, alternative. This system would distribute traffic from a new Penns Neck interchange providing access to Harrison, Washington and Alexander Roads in a pattern similar to today's traffic usage of these roadways from Route 1. Exhibit #1 illustratively depicts this area wide road improvement concept.

A new service road is proposed to extend from Alexander Road just at the point that the road begins an "S" curve, parallel to but below the D&R Canal park in a northerly direction, intersecting with Washington Street and terminating at a new Harrison Street interchange. This extension would provide at-grade but signalized access to Alexander, Washington and Harrison Streets in the same fashion that Faculty Road presently functions in Princeton Township. East of Route 1 a Route 571 bypass parallel to the Millstone and a Route 1 interchange at Harrison Street is then suggested with existing Washington Road-Route 571 not crossing, but terminating onto Route 1, providing right-in and right-out turning movements from both east and west directions. The bypass routing would then reconnect with existing Route 571 at the AMTRAK line bridge crossing.

When viewed in its broader context, both options combine the traffic improvement benefits of several independent DOT, township and County improvements. A local feeder/distributor road network with multiple

options for east/west traffic movements can be accomplished. For example, on the western side of Route 1, the Canal Pointe Boulevard service road and the Alexander to Harrison Street canal service road extension allows for access to Route 1 at Meadow, Alexander and the new Penns Neck Complex interchanges. It also provides for local access to the Princetons and points beyond at Alexander, Washington and Harrison Streets.

On the east side of Route 1, Clarksville Road serves a similar parallel service road function to Route 1. Clarksville Road locally distributes traffic to Route 1 interchanges at Meadow, Alexander and the Route 571 bypass route. Other arterial roadways connecting with Clarksville then distribute traffic to local township destinations or to other points east of the Route 1 corridor.

4. The location of the Princeton Junction train station and the Dinky connection to Princeton is a positive facility to providing long term alternate transportation modes in the Route 1 corridor. However, with recent expansions of parking facilities at both the Junction and the Dinky stations in Princeton Borough, further intensification at these two locations can only exacerbate growing commuter traffic congestion. It is strongly urged that NJ DOT in combination with NJ Transit proceed with locational studies and funding programing for a new rail stop and combined park and ride facility directly accessible to I-295.

While the introduction of additional Dinky stops somewhere between the Junction and the D&R Canal to better serve the emerging employment center and

residential neighborhoods as well as future University campus in the township is a positive addition to the township's circulation network, the location of such new stops should not become an independent traffic generator of further regional traffic. Additional study will be required to assess the feasibility of additional Dinky line stops as well as appropriate size and location for such transit facilities. Assistance from the NJ DOT in combination with NJ Transit is strongly urged in order to properly plan for such facilities.

Conclusion

West Windsor Township appreciates the opportunity to comment on NJ DOT's Route 1 improvement concepts before DOT proceeds to final design stages. With respect to the DOT's Phase I improvements, the township endorses the DOT's proposals and urges incorporation of the varied refinements offered in this memorandum response.

With respect to Phase II improvements, the township urges that DOT re-examine its current concepts in light of the area wide planning goals that are formulated within this response. The emerging employment, service and residential centers in West Windsor and Plainsboro Townships, coupled with the necessity to conserve the established neighborhoods within West Windsor as well as the Princetons clearly suggests a comprehensive plan-driven rather than an isolated problem-driven solution to the area's existing roadway inadequacies. It is in a cooperative spirit of constructive criticism that we applaud the DOT's effort to involve local officials' comments and major community residents in the early stages of road improvement designs.

The township trusts that the dialogue which has begun will continue as the DOT begins the EIS and design refinement process in response to the concerns expressed by the township in consultation with various agencies affected by these proposals.

EXHIBIT 1 - CONCEPT 1

Meadow Road to
Harrison Street

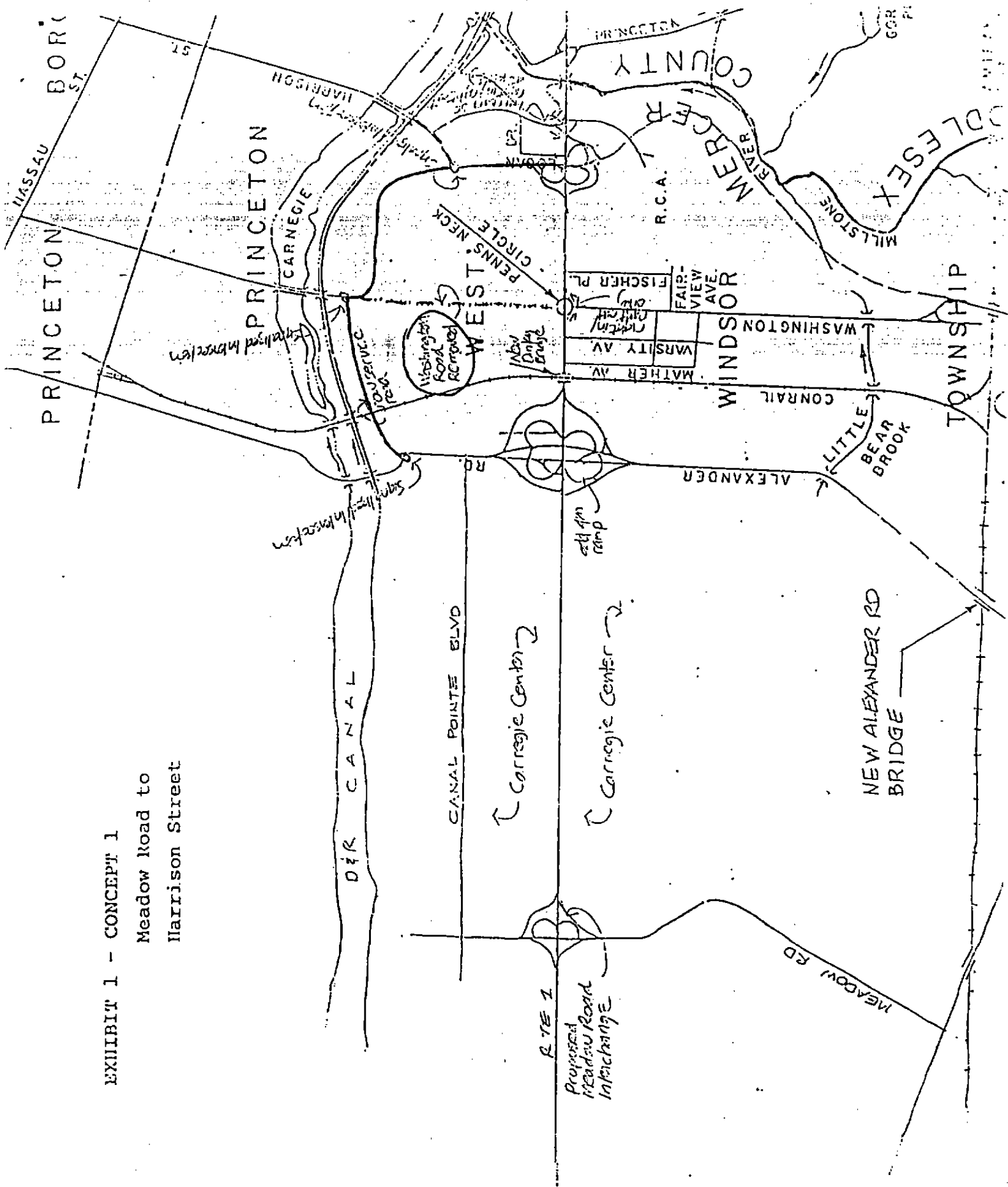


EXHIBIT 2 - CONCEPT 2

Meadow Road to
Harrison Street

