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NEW JERSEY DEPARTMENT OF TRANSPORTATION  
Memorandum

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

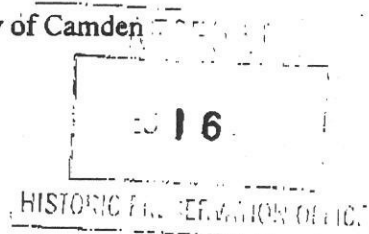
FROM: Janet A. Fittipaldi, Executive Manager  
Bureau of Landscape Architecture and Environmental Solutions  
Department of Transportation

DATE: December 16, 2008

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

PHONE: 530-5462

03-0776-13J  
HPO-2008-171



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

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

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

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

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

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

*De minimis* Evaluation of Impacts to Harleigh Cemetery:

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

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

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



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

12/23/08

Date

**De Minimis Evaluation of Impacts**  
 Template Attachment for CED

<b>Project Name:</b> (Official project name)	<b>Rt. 30/130 Collingswood/Pennsauken (Phase B)</b>	
<b>Project Number:</b> (State/Federal ID #)	MG-0016(148)	
<b>Location:</b> Municipality(ies):  County(ies): Route Number(s):	Borough of Collingswood, Township of Pennsauken, City of Camden Camden County Route 30/130	
<b>Size:</b> (Length of project in miles)	Approximately 0.64 miles	
<b>Project Type:</b> (e.g., new alignment, widening, safety improvements)	Bridge replacement with a wider structure; safety improvements	
<b>Estimated Project Cost:</b> (Cost should be updated as new estimates or final figures become available)	27 M	
<b>NEPA Class of Action:</b> (i.e., CE, EA or EIS)	CE	
<b>No. of Section 4(f) Resources Used:</b> ( <i>de minimis</i> AND non- <i>de minimis</i> impacts)	Three (3): Harleigh Cemetery, Cooper River Park, Route 30/130 Bridge over the Cooper River	
<b>De Minimis Findings:</b> (Specify the 4(f) resource type(s) in which <i>de minimis</i> findings were made, i.e., Historic Sites; Publicly owned park, recreation area, wildlife or waterfowl refuge)	<i>De minimis</i> Evaluation of Impacts applied to the Harleigh Cemetery (Historic Site)	
<b>De Minimis Impacts and Mitigation Measures:</b> (Describe impacts and identify mitigation measures required to reach the finding; specify mitigation related to each 4(f) resource and impact, if there were multiple <i>de minimis</i> findings; provide details of the initial degree of impact, e.g., acreage to be impacted, feature to be replaced)	The Harleigh Cemetery, located on the southwest quadrant of the Route 30/130 over Cooper River bridge crossing, is a historic site eligible for the National Register (SHPO opinion: 6/15/95). <i>De minimis</i> Evaluation of Impacts was applied to the Harleigh Cemetery. Approximately 0.25 acre of ROW take & 0.06 acre of slope easements are required for construction and maintenance purposes, which will occur on the eastern boundary of the cemetery property ( a later addition and un-landscaped). The proposed activities will not affect the character defining features of the resource; therefore, the project will cause No Adverse Effect to the Harleigh Cemetery.	

<p><b>Project Status:</b> (Approval date of CE, FONSI, or ROD <i>or</i> current phase of project)</p>	<p>Anticipated CED approval date is January 2009</p>
<p><b>Construction Dates:</b> (estimated dates)</p>	<p>Start: April 2011</p>
<p><b>Additional Information:</b> (Information relevant to the <i>de minimis</i> finding or process, e.g., complications, public involvement, successful strategies)</p>	<p>Completion: May 2013</p> <p>The NJDOT informed the State Historic Preservation Officer FHWA's intention to use the de minimis Evaluation of Impacts in a letter dated March 26, 2008. Public outreach for the proposed project is ongoing.</p>