

PUBLIC INFORMATION CENTER
THURSDAY, JULY 27, 2000 – 3:00 PM TO 7:00 PM
JERSEY CITY, CITY HALL, 280 GROVE STREET
IN THE COUNCIL CAUCUS ROOM
ROUTE 1&9T (25)
ST. PAUL'S VIADUCT REPLACEMENT
JERSEY CITY, HUDSON COUNTY

The Meeting: This Public Information Center is being held by the New Jersey Department of Transportation (NJDOT) to present and provide, for review, the proposed plans for the Route 1&9T (25) St. Paul's Viaduct Replacement.

This Center includes representatives of the NJDOT and its design consultant who seek to inform residents, property owners, community leaders and other stakeholders directly affected by the project of the Department's goals and objectives. **An important element of today's Public Information Center is the exchange of ideas and comments with the affected community.** Your comments are very important to the ongoing design and environmental process.

This Public Information Center will be followed by additional environmental and design studies, and discussions with local representatives and stakeholders. Future public outreach will occur to present a refined Route 1&9T St. Paul's Viaduct Replacement proposal incorporating the findings of today's meeting and subsequent studies and discussions.

Project Background: The New Jersey Department of Transportation (NJDOT) is proposing to improve a section of US Route 1&9 Truck (1&9T) and adjacent roadways in Jersey City in Hudson County, New Jersey. As the "Truck" designation infers, Route 1&9T is a major transportation route within the region and is vital to the efficient movement of people and goods within the New York metropolitan area. This transportation corridor is extremely complex with both rail facilities and roadways converging to form a vital link in the transportation network serving the metropolitan area.

The Charlotte Circle, the Tonnele Circle, and the Route 1&9T viaduct that connects the two circles are three key facilities at the center of an important transportation network for the movement of people and goods in the New York metropolitan area. The proposed action will replace the deteriorating viaduct, improve the flow of traffic through the circles and associated roadways, and help to maintain the movement of goods through the area.

The proposed action has been designed to address four major needs and goals:

- 1 Replace the 1&9T viaduct because of its structural deficiencies and obsolescence.
- 2 Provide an efficient and safe network of ramps and roadways that improves the movement of people and goods on Routes 1&9, 1&9T, 7, and 139 in the vicinity of the project site.
- 3 Provide a more continuous flow of traffic from Route 1&9 southbound onto the Pulaski Skyway.
- 4 Minimize social and environmental impacts, and meet the project needs in a cost-effective manner.

The Project: The proposed project would replace the Route 1&9T viaduct over St. Paul's Avenue with a new structure on a new alignment north of the present structure. The new alignment requires the construction of new approach roadways, which would provide connections to Route 1&9T, Route 7, Pulaski Skyway, Route 139, Route 1&9 north of Tonnele Circle, and local streets in Jersey City.

A number of structures, ramps, and other connections would be constructed or modified as part of the proposed project. All proposed ramp, lane, and shoulder widths would be in accordance with the NJDOT Roadway Design Manual.

Activities: The current phase of this improvement program began in April, 2000, and has included a range of technical and environmental investigations and contacts with the community. The schedule for the Rt. 1&9T (25) project is:

- Final Scope Development
(Incl. Environmental Assessment): Nov. 2001
- Initial and Final Design: Sept. 2004
- Construction Completed: Sept. 2007

NJDOT prepared technical studies for an Environmental Assessment (EA). The EA is part of a required Federal process that includes the analysis of Social, Economic and Environmental impacts in the project area. Public involvement is an important component of this Federal environmental review. Additionally, in compliance with Section 106 of the National Historic Preservation Act of 1966, the NJDOT conducted archaeological and historic architectural investigations for the Rt. 1&9T (25) St. Paul's Viaduct Replacement project. The studies conclude that National Register eligible properties will be adversely affected by the proposed project.

For Further Information Contact:

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New Jersey Department of Transportation
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Trenton, New Jersey 08625
609-530-2110

Governor Christine Todd Whitman



Commissioner James Weinstein

**Section 106 and a
Summary of Cultural Resources Findings
U.S. Route 1&9T(25) – St. Paul's Avenue Bridge Replacement
Jersey City, Hudson County**

Section 106 of the National Historic Preservation Act of 1966 requires that federal agencies **identify** historic properties which may be affected by a proposed project; **assess** what effect the project will have on them; **consult** with the New Jersey Historic Preservation Office (NJHPO) and others on ways to make the project less harmful; **obtain comments** from the Advisory Council on Historic Preservation; and **proceed** with the project once all comments have been considered. A brief summary of this process is attached.

Because the Route 1&9T(25) project will be funded with federal dollars, the New Jersey Department of Transportation (NJDOT) must complete the first three steps as part of the project development process. The Department has completed the identify and assess steps and consulted with the NJHPO and others.

The NJDOT conducted archaeological and historic architectural investigations for the Route 1&9T(25) project. The results of the investigations are as follows:

Properties Identified as Being Eligible for Listing in the National Register of Historic Places Located in this Project's Area of Potential Effect (APE):

- St. Peter's Roman Catholic Cemetery (SHPO opinion 6/18/96)
- Old Main Delaware, Lackawanna and Western Railroad Historic District (SHPO opinion 9/24/96)
- US Route 1&9 Corridor Historic District (SHPO opinion 3/8/96)
- St. Paul's Avenue Viaduct (Str. #0906156) (contributing element to the US Route 1&9 Corridor Historic District)
- People's Gas Light Co./PSE&G Marion Office Historic District
- P. Lorillard Co./American Can Co. Historic District
- 261-267 Van Wagener Avenue
- St. Ann's Polish Roman Catholic Church Historic District
- New Jersey Art Foundry
- Erie Railroad Marion Main Line Historic District
- Covert/Larch Historic District
- Brunswick Laundry Power House
- Jersey City Water Works Pipeline
- New Jersey Railroad Bergen Cut Historic District

Properties Which Will Be Adversely Affected By the Proposed Project:

US Route 1&9 Corridor Historic District (through demolition of the St. Paul's Viaduct)
Covert/Larch Historic District (through demolition of the district)
Jersey City Water Works Pipeline (construction impacts and possible relocation/reconstruction)

Properties Which Will Have a No Adverse Effect By the Proposed Project:

St. Peter's Roman Catholic Cemetery
Old Main Delaware, Lackawanna & Western Railroad Historic District
Erie Railroad Marion Main Line Historic District
New Jersey Railroad Bergen Cut Historic District

The Project Will Have No Effect On the following Properties:

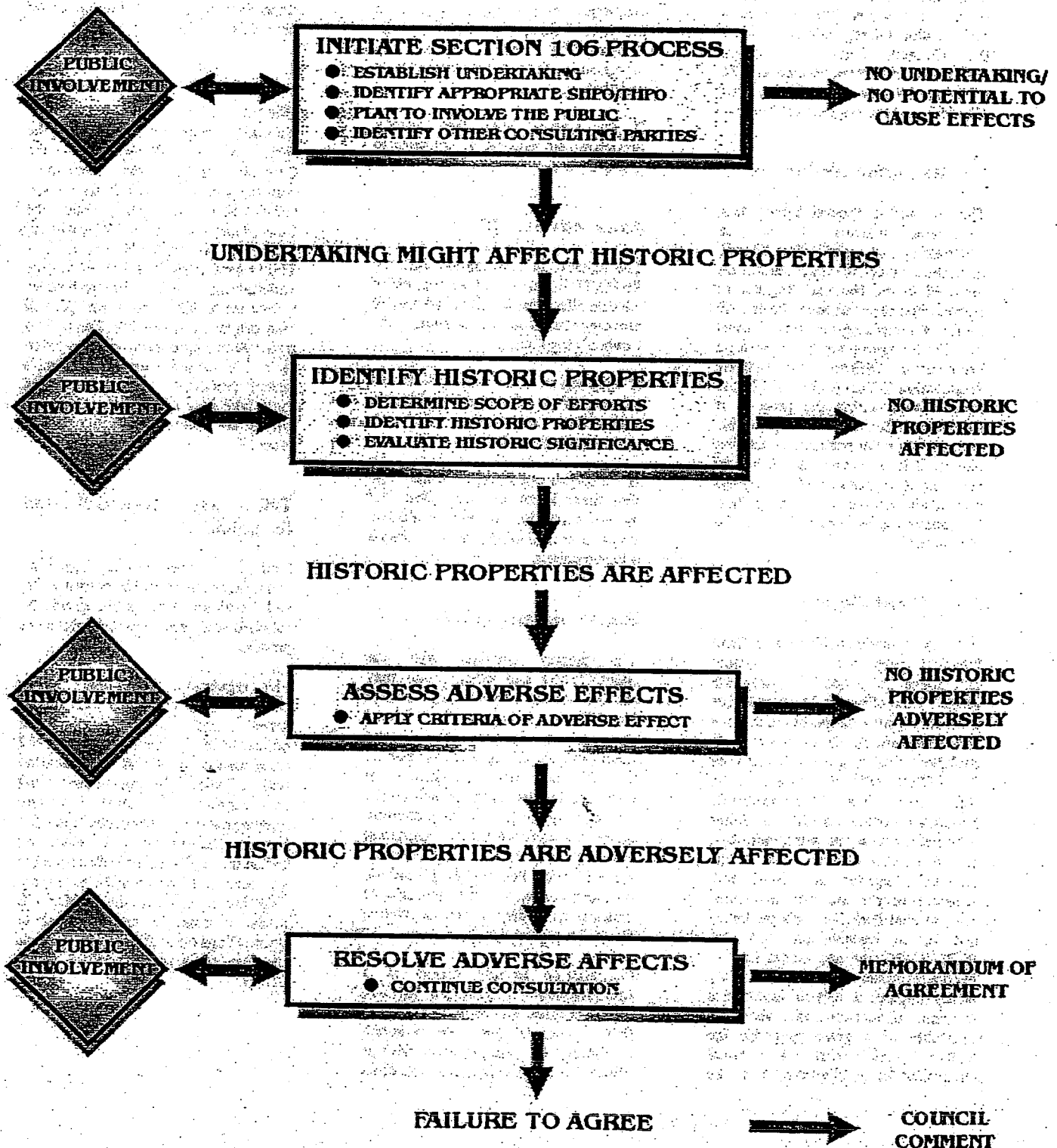
People's Gas Light Co./PSE&G Marion Office Historic District
P. Lorillard Co./American Can Co. Historic District
261-267 Van Wagenen Avenue
St. Ann's Polish Roman Church Historic District
New Jersey Art Foundry
Brunswick Laundry Power House

Mitigation of adverse effects to the US Route 1&9 Historic District includes proposed design considerations, recordation to HABS/HAER standards, removal of intrusive light fixtures in the district, historic signage, and a popular historic document. Mitigation of adverse effects to the Covert/Larch Historic District include proposed archaeological data recovery, historic architectural recordation, and a document for popular distribution. Mitigation of adverse effects to the Jersey City Water Works Pipeline include recordation, research, and plan copying.

For further information please contact

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THE REVISED SECTION 106 PROCESS: FLOW CHART MAY 1999



Advisory Council on Historic Preservation

The Section 106 Regulations: A Summary

Section 106 of the National Historic Preservation Act of 1966 (NHPA) requires Federal agencies to take into account the effects of their undertakings on historic properties, and afford the Advisory Council on Historic Preservation a reasonable opportunity to comment. The historic preservation review process mandated by Section 106 is outlined in regulations issued by the Council. These regulations, "Protection of Historic Properties" (36 CFR Part 800), became effective June 17, 1999, and are summarized below.

Initiate Section 106 process

The responsible Federal agency first determines whether it has an undertaking that could affect historic properties, which are properties that are included in the National Register of Historic Places or that meet the criteria for the National Register. If so, it must identify the appropriate State Historic Preservation Officer (SHPO)/Tribal Historic Preservation Officer (THPO) to consult with during the process. It should also plan to involve the public, and identify other potential consulting parties. If it determines that it has no undertaking, or that its undertaking has no potential to affect historic properties, the agency has no further Section 106 obligations.

Identify historic properties

If the agency's undertaking could affect historic properties, the agency determines the scope of appropriate identification efforts and then proceeds to identify historic properties in the area of potential effects. The agency reviews background information, consults with the SHPO/THPO and others, seeks information from knowledgeable parties, and conducts additional studies as necessary. Districts, sites, buildings, structures, and objects listed in the National Register are considered; unlisted properties are evaluated against the National Park Service's published criteria, in consultation with the SHPO/THPO and any Indian tribe or Native Hawaiian organization that may attach religious or cultural importance to them. If questions arise about the eligibility of a given property, the agency may seek a formal determination of eligibility from the

National Park Service. Section 106 review gives equal consideration to properties that have already been included in the National Register as well as those that meet National Register criteria.

If the agency finds that no historic properties are present or affected, it provides documentation to the SHPO/THPO and, barring any objection in 30 days, proceeds with its undertaking.

If the agency finds that historic properties are present, it proceeds to assess possible adverse effects.

Assess adverse effects

The agency, in consultation with the SHPO/THPO, makes an assessment of adverse effects on the identified historic properties based on criteria found in the Council's regulations.

If they agree that there will be no adverse effect, the agency proceeds with the undertaking and any agreed-upon conditions.

If the parties cannot agree or they find that there is an adverse effect, the agency begins consultation to identify ways to avoid, minimize, or mitigate adverse effects.

Resolve adverse effects

The agency consults with the SHPO/THPO and others, who may include Indian tribes and Native Hawaiian organizations, local governments, permit or license applicants, and members of the public. The Council may participate in consultation when there are substantial impacts to important historic properties, when a case presents important questions of policy or interpretation, when there is a potential for procedural problems, or when there are issues of concern to Indian tribes or Native Hawaiian organizations.

Consultation usually results in a Memorandum of Agreement (MOA), which outlines agreed-upon measures that the agency will take to avoid, minimize, or mitigate the adverse effects. In some cases, the consulting

parties may agree that no such measures are possible, but that the adverse effects must be accepted in the public interest.

Implementation

If an MOA is executed, the agency proceeds with its undertaking under the terms of the MOA.

Failure to resolve adverse effects

If consultation proves unproductive, the agency or the SHPO/THPO, or the Council itself, may terminate consultation. If a SHPO terminates consultation, the agency and the Council may conclude an MOA without SHPO involvement. However, if a THPO terminates consultation and the undertaking is on or affecting historic properties on tribal lands, the Council must provide its comments. The agency must submit appropriate documentation to the Council and request the Council's written comments. The agency head must take into account the Council's written comments in deciding how to proceed.

Tribes, Native Hawaiians, and the public

Public involvement is a key ingredient in successful Section 106 consultation, and the views of the public should be solicited and considered throughout the process.

The regulations also place major emphasis on consultation with Indian tribes and Native Hawaiian organizations, in keeping with the 1992 amendments to NHPA. Consultation with an Indian tribe must respect tribal sovereignty and the government-to-government relationship between the Federal Government and Indian tribes. Even if an Indian tribe has not been certified by NPS to have a THPO who can act for the SHPO on its lands, it must be consulted about undertakings on or affecting its lands on the same basis and in addition to the SHPO.

MEMORANDUM OF RECORD
Public Information Center
Route 1&9T (25) over St. Paul's Viaduct Replacement
Jersey City, Hudson County

Date: July 28²¹, 2000
Time: 3:00 pm to 7:00 pm
Location: Jersey City, City Hall, 280 Grove Street
Council Caucus Room

Attendees:

R. Jeffrey Lanigan	New Jersey Department of Transportation – Project Manager
Thomas Johnson	New Jersey Department of Transportation – Community Relations
Alireza Emami	New Jersey Department of Transportation – Program Coordinator
Ihor Sypko	New Jersey Department of Transportation – E Team
Irene Matos	New Jersey Department of Transportation – E-Team
Peter J. Befumo	New Jersey Department of Transportation – R.O.W.
Victor U. Akpu	New Jersey Department of Transportation – R.O.W.
Peter Grenther	New Jersey Department of Transportation – R.O.W.
Charles Gozdziwski	Hardesty & Hanover
Glen E. Schetelich	Hardesty & Hanover
Joseph Solis	Hardesty & Hanover
Eugenia Roman	Hardesty & Hanover
Robert Marks	Parsons Brinckerhoff FG
Steve Arbiz	Parsons Brinckerhoff FG

Approximately 100 people from the Community

A Public Information Center was held by the New Jersey Department of Transportation (NJDOT) to present and provide, for review, the proposed plans for the Route 1&9T (25) St. Paul's Viaduct Replacement

There were 8 ½" x 11" handouts available describing the project and the process required to advance the project to completion.

The following presentation boards were on display:

- Plan view depicting the existing and proposed roadway/bridge configurations.
- Plan view showing the existing and affected cultural resources in the project area.
- Plan view showing anticipated R.O.W. impacts, this board included the names of the property owners affected by the project and the extent of the impact to their properties.
- Photosimulation depicting an elevation view of the existing Route 1&9T St. Paul's Viaduct.
- Photosimulation depicting an elevation view of the proposed Route 1&9T St. Paul's Viaduct.

It was explained to the community that the purpose of the project is to alleviate the congestion in the Tonnele and Charlotte Circles by providing through movements from Routes 7 and 1&9T, thus bypassing the circles. Additional project needs, such as the replacement of the structurally deficient existing Route 1&9T St. Paul's Viaduct were discussed.

Generally, many of the people who attended expressed a positive reaction toward the project.

Many people were concerned with how the project will affect their properties and businesses. The NJDOT personnel from ROW discussed the procedures of ROW acquisition to the individuals as questions arose.

One of the boards showed the schedule for scoping, design and construction, which was of interest to many people.

Access to properties during construction was a concern to many people. It was explained that access will be maintained during construction but there will be inconveniences, disruptions and congestion during construction.

Several people were concerned that this project will shutdown St Paul's Avenue. It was explained that St Paul's Avenue will remain open during and after construction.

In general, the businesses and property owners south of the Pulaski Skyway will be unaffected by the project.

A family, whose home is on Spruce Street, were concerned that the project will prohibit access to their home. They were requested to write down their questions and concerns for NJDOT review. They wrote down the following and gave it to Mr. Johnson of NJDOT Community Relations:

After review of the proposed re-routing of 1&9N traffic, the issues Re: our property, are as follows:

1. *Spruce street will be closed*
2. *This was access to our property*
3. *Liberty Ave is one way (wrong direction)*
4. *Carlton Ave is one way (wrong direction)*
5. *Manhattan to Liberty is one way (wrong direction)*

We will have no access to our property within reason. The only approach will be from JFK to Stagg, Liberty then Spruce. This is not convenient at all times.

With the over pass being built, there will be vacant land adjacent our property.

1. *Who will maintain this property?*
2. *Will this property become a dumping ground?*
3. *Will police vacate the drug dealers and homeless who seem to migrate to this type of location?*

With this new vacant property now turned into waste property, will this devalue our home?

A number of people posed questions regarding cultural resources such as how their property value would be affected if the building is historic; why the structures are being taken since they are historic; and does the proposed project have to go before a community review board because of the adverse effect to historic resources. Some people requested a copy of the plan view showing cultural resources. These will be supplied, without the proposed project scheme, shortly.

Memorandum of Record prepared by Glen E. Schetelich P.E., Hardesty & Hanover and Ihor Sypko, NJDOT.

Cc: Attendees from NJDOT, H&H and PB
Steve Hochman, NJDOT

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