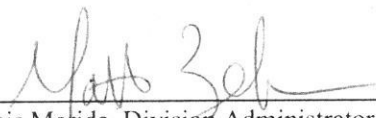


**Replacement of Route 30/130 Bridge over the Cooper River**  
(Structure No. 0405-153)  
City of Camden, Township of Pennsauken  
Camden County

**Nationwide Programmatic Section 4(f) Evaluation  
For Minor Involvements with Public Parks**

Submitted Pursuant to  
Department of Transportation Act of 1968  
49 U.S.C. 303,  
and Section 18(a) of Federal Aid Highway Act of 1968,  
23 U.S.C. 138

Prepared by:  
U.S. Department of Transportation  
Federal Highway Administration  
and  
New Jersey Department of Transportation

  
for \_\_\_\_\_  
Dennis Merida, Division Administrator, Federal Highway Administration

1/12/09  
Date of Approval

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**Programmatic Section 4(f) Evaluation for Minor Involvements with Public Parks**

Route 30/130 Collingswood/Pennsauken (Phase B)

City of Camden, Borough of Collingswood, Township of Pennsauken

Camden County

**I. Introduction:**

The New Jersey Department of Transportation (NJDOT), using Federal Funds, is proposing the complete replacement of the Route 30/130 Bridge over the Cooper River (Structure No. 0405-153), located in the City of Camden and Township of Pennsauken, Camden County. The proposed project is Phase B of the Collingswood Circle Elimination Project; Phase A is currently under construction. Project limits for Phase B begin along Route 30/130 just north of the Port Authority Transit Corporation Bridge in Collingswood and extend north to North Park Drive in Pennsauken. Improvements involve the resurfacing of Route 30/130 within the project limits, improving a number of roadway deficiencies (e.g., stopping sight distance, cross slopes/superelevation, minimum radius, shoulder width, and intersection sight distance), replacing the Haddon Avenue Bridge superstructure (Structure No. 0405-152), and replacing the Route 30/130 Bridge over the Cooper River with a *wider* structure (Structure No. 0405-153).

The Route 30/130 Bridge over the Cooper River is a concrete encased steel bridge, built in 1926, and reconstructed in 1947. Currently, the deck is in serious condition, while the superstructure and substructure are in fair and poor condition, respectively. The bridge is surrounded by Section 4(f) properties on all four (4) quadrants. A copy of the Camden USGS Quadrangle with the project area highlighted is enclosed for your reference.

This documentation was prepared to demonstrate and provide a written analysis that the project meets the applicability criteria for a Nationwide Programmatic Section 4(f) Evaluation, approved by the FHWA and that no Individual Section 4(f) Evaluation is needed for this project. The Categorical Exclusion Document will be submitted subsequent to this Section 4(f) documentation as a CE # 771.117(d)(1) for modernization of a highway, and (3) for bridge replacement.

**II. Project Purpose and Need**

The purpose of the proposed project is to accommodate traffic load and improve the safety and operational conditions along Route 30/130 within the project limits, which begin along Route 30/130 just north of the Port Authority Transit Corporation Bridge in Collingswood and extend north to North Park Drive in Pennsauken.

The Route 30/130 Bridge over the Cooper River is classified as structurally deficient and scour critical. The concrete encased steel bridge was built in 1926 and reconstructed in 1947. Currently, the deck is in serious condition, while the superstructure and substructure are in fair and poor condition, respectively. The overall condition of the bridge warrants replacement in order to assure public safety.

**III. Description of Proposed Action**

The Preferred Alternative involves improvements designed to correct substandard geometric roadway features, such as sight distance, vertical clearance, and superelevation. The Haddon Avenue Bridge (Structure No. 0405-152) will be rehabilitated and the Route 30/130 Bridge over the Cooper River (Structure No. 0405-153), which is surrounded by Section 4(f) property, will be replaced on its existing alignment with a single-span bridge consisting of multiple longitudinal steel stringers composite with a reinforced concrete deck slab.

The superstructure of the bridge will be supported by reinforced concrete abutments founded on pile supported foundations. The bridge will also be widened from two (2) to three (3) lanes from Haddon Avenue to just north of the Route 30/130 Bridge over the Cooper River. Widening will provide for two through-lanes and an auxiliary lane in either direction of divided two-way traffic, and sidewalks along both fascias. The Preferred Alternative is both feasible and prudent and meets the project's purpose and need, which is to accommodate traffic load and improve the safety and operational conditions along Route 30/130 in the project area.

Please see Section VII for alternatives studied that avoid any use of the public park; these alternatives were dismissed due to not being feasible and prudent, as well as not meeting the project's purpose and need.

#### **IV. Description of Section 4(f) Property**

1. Cooper River Park

Cooper River Park (346.55 acres) is a linear park that extends along both banks of the Cooper River and is located in the Townships of Pennsauken, Cherry Hill, and Haddon and the Borough of Collingswood. The park is bounded by North and South Park Drives, Route 130 and Grove Street. The park provides various recreational facilities such as walking trails, pavilions, picnic tables, boat ramps, a boat house, a miniature golf course, landscaping and various memorial monuments. Replacing the Route 30/130 Bridge over the Cooper River with a wider structure to accommodate traffic load and improve safety necessitates strip takings from the Cooper River Park. In addition, an existing drainage pipe is to be replaced as part of the proposed project, which was installed in an unknown year, before drainage easements were required.

2. Route 30/130 Bridge over the Cooper River

The Route 30/130 Bridge of the Cooper River, built in 1926, and reconstructed in 1947, is a concrete encased steel bridge in need of complete replacement due to it being structurally deficient, as well as scour critical. The 1994 Statewide Historic Bridge Survey recommends the bridge as not individually eligible for the National Register. A 12/06/94 letter from the SHPO states that although not individually eligible, the Route 30/130 Bridge over the Cooper River is a contributing resource to the Cooper River Park HD due to it being an integral feature of the park's circulation plan and one (of two bridges) that was built within the general period of the park's conception and realization

3. Harleigh Cemetery

The Harleigh Cemetery, located on the southwest quadrant of the bridge crossing, is a historic site eligible for the National Register (SHPO opinion: 6/15/95). A strip taking of the property is required for the proposed improvements. Impacts to the Harleigh Cemetery are covered under a

*de minimis* Evaluation of Impacts, which was approved by the FHWA on 3/27/08; all applicability criteria have been met and impacts to the Cemetery resulted in a No Adverse Effect under Section 106. 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.

## **V. Impacts to Section 4(f) Property**

The proposed project involves the demolition of the Route 30/130 Bridge over the Cooper River and replacement with a wider structure to accommodate the addition of a third lane in the north- and south-bound directions (currently two (2) lanes in either direction over the bridge). A shoulder will also be added in the southbound direction (currently a shoulder exists in the northbound direction).

In order to widen the bridge, property is required from Cooper River Park, a publicly owned park; therefore, the proposed project constitutes a Section 4(f) impact due to demolition and replacement of the bridge.

A separate Programmatic Section 4(f) Evaluation for Use of a Historic Bridge has been prepared to address impacts to the Route 30/130 Bridge over the Cooper River, a contributing element to the Cooper River Park Historic District, and is being submitted concurrently with this Programmatic Section 4(f) document, which addresses impacts to the Cooper River Park. As noted above, impacts to the Harleigh Cemetery are covered under the *de minimis* Evaluation of Impacts.

## **VI. Applicability**

This programmatic Section 4(f) evaluation may be applied by the FHWA to the proposed project because the project meets the following seven (7) required criteria:

1. The proposed project is designed to improve the operational characteristics, safety and/or physical condition of existing highway facilities on essentially the same alignment.

The proposed project is designed to improve the operational characteristics, safety and physical conditions along Route 30/130 within the project limits while keeping the roadway on essentially the same alignment.

2. The Section 4(f) lands are publicly-owned public parks, recreation lands, or wildlife and waterfowl refuges located adjacent to the existing highway.

Cooper River Park is a publicly-owned public park located adjacent to the Route 30/130 Bridge over the Cooper River in the City of Camden and Township of Pennsauken; the park is located on three (3) of the bridge quadrants.

3. The amount and location of the land to be used shall not impair the use of the remaining Section 4(f) land, in whole or part, for its intended purpose.

The amount and location of land from the Cooper River Park to be used for the proposed project shall not impair the use of the remaining Section 4(f) parkland, in whole or part, for its intended

purpose. Cooper River Park is a linear park that extends along both banks of the Cooper River and is approximately 346.55 acres. The project as proposed requires the right-of-way taking of approximately 0.89 acre from the park, which is significantly less than the 1 percent maximum (i.e., 3.46 acres) allowable under this applicability criterion.

4. The proximity impacts of the proposed project on the remaining Section 4(f) land shall not impair the use of such land for its intended purpose.

The proximity impacts of the proposed project on the remaining Section 4(f) parkland shall not impair the use of the parkland for its intended purpose. Public access to the park will not be altered and the park will remain open during construction. To the maximum extent practicable, construction will not impede activities at the park, such as rowing events, boating or public concerts. It is anticipated that the proposed project will not cause any long-term adverse impacts to the existing park environment or disrupt the use of the park for its intended purpose.

5. The officials having jurisdiction over the Section 4(f) lands must agree, in writing, with the assessment of the impacts of the proposed project on, and the proposed mitigation for the Section 4(f) lands.

The Camden County Parks Department, the officials having jurisdiction over Cooper River Park—the Section 4(f) resource—have agreed, in writing, with the assessment of the impacts of the proposed project on, and the proposed mitigation for the Section 4(f) lands. Documentation from Caren Fishman, the Director of the Camden County Parks Department, is enclosed for your reference.

6. For projects using land from a site purchased or improved with funds under the Land and Water Conservation Fund Act, the Federal Aid in Fish Restoration Act, the Federal Aid in Wildlife Act, or similar laws, or the lands are otherwise encumbered with a Federal interest (e.g. former Federal Surplus property), coordination with the appropriate Federal Agency is required to ascertain the agency's position on the land conversion or transfer. The Programmatic Section 4(f) Evaluation does not apply if the agency objects to the land conversion or transfer.

Cooper River Park has utilized funds provided by the National Park Service's Land and Water Conservation Fund (LWCF). Coordination with the NJ Department of Environmental Protection's (NJDEP) Green Acres Program has been ongoing and will continue until the Green Acres process is complete. Since NJ's contact for the LWCF as shown at [http://www.nps.gov/ncrc/programs/lwcf/contact\\_list.html](http://www.nps.gov/ncrc/programs/lwcf/contact_list.html) is NJDEP's Green Acres Program, coordination with LWCF to ascertain their position on the land conversion/transfer will occur via the Green Acres process. Contacted Rob Rodriguez of the Green Acres Program on 11/3/08 and he confirmed that we'll deal with LWCF through his office via the Green Acres Process.

7. This programmatic evaluation does not apply to projects for which an Environmental Impact Statement (EIS) is prepared.

An EIS was not prepared for the proposed project. The project has been classified as a Categorical Exclusion # 771.117(d)(1) for modernization of a highway, and (3) for bridge replacement.

## VII. Alternatives

### 1. No-build

Although the No-Build alternative does not affect any Section 4(f) lands, this option does not improve the existing condition along Route 30/130 within the project limits or address the safety issue regarding the structurally deficient Route 30/130 Bridge over the Cooper River. Routine maintenance is not adequate to address the bridge's deficiencies, nor does it address other project needs, including improvement of existing substandard roadway geometric deficiencies, increased traffic volume demands on the roadway and structure, and improvement of traffic safety conditions. The proposed bridge structure and approach roadway improvements are designed to incorporate improved safety features as an integral part of the new design. In addition, the No-Build Alternative is not recommended for further consideration because it ignores the basic transportation need, which is to replace the existing bridge with a new, wider structure to accommodate traffic, and to improve safety and operational conditions along Route 30/130 in the project area. The No-build Alternative, therefore, is not feasible and prudent, nor does it meet the project's purpose and need.

### 2. Improve the highway without using the adjacent public park

The project proposes operational and safety improvements along Route 30/130 within the project limits, as well as the widening of the Route 30/130 Bridge over the Cooper River. Since Section 4(f) property exists on all four quadrants of the bridge crossing and a wider structure is warranted for safety and capacity needs, it is not possible to shift the bridge in any other direction while avoiding Section 4(f) property. The Cooper River Park is located in NW, NE and SE quadrants and Harleigh Cemetery (covered under the *de minimis* Evaluation of Impacts) in the SW quadrant; therefore, improving the highway and replacing the bridge without using the adjacent public park is not a feasible and prudent alternative, nor does it meet the project's purpose and need.

### 3. Build an improved facility without using the adjacent public park

This project is an operational and safety improvement project, requiring the widening of the Route 30/130 Bridge over Cooper River. As noted in #2 above, Section 4(f) property exists in all four (4) quadrants of the bridge crossing. Therefore, shifting the alignment of the roadway and bridge to the east or west will still impact Section 4(f) property. The preferred alternative is to replace the bridge with a wider structure on the existing alignment, which results in the *least impacts* to Section 4(f) property. Therefore, building an improved facility without using the adjacent public park is not feasible or prudent, nor does it meet the project's purpose and need.

## VIII. Measures to Minimize Harm

In order to minimize impacts to Cooper River Park, the following environmental commitments will be included in the project environmental plans and specification.

- All park properties within the project area, other than the parcel being acquired, shall be shown on plans as no access and shall be fenced off with heavy duty orange fencing during construction.

- Any landscaped areas that have been disrupted during construction will be re-seeded upon completion of the project to restore the aesthetic qualities of this area of the park.
- The NJDEP will be compensated with replacement parcels as agreed upon by the Green Acres Program.
- In order to minimize impacts to the surrounding area, current standard soil erosion and sedimentation control measures will be included in the project plans and specifications.
- All erosion and sediment control measures shall be left in place until construction is completed or the area is stabilized.
- Standard construction noise control measures will be incorporated into the project's plans and specifications.
- All permit conditions will be included in the project plans and specifications.

In addition, the NJDOT has been consulting with the SHPO since March of 1995 on ways to minimize and mitigate impacts to Section 4(f) properties within the project area. NJDOT developed a Memorandum of Agreement (MOA) that was reviewed and approved for circulation by FHWA on 10/9/08. The following stipulations are included in the MOA:

- **Aesthetics:** The new bridge will be designed to include an aesthetic parapet that will emulate the look of the existing (e.g., Texas type railing), tinted concrete for the bridge abutments and wingwalls, and other design features to complement the above-ground features of the Cooper River Park Historic District, where appropriate; lighting installed over the Route 30/130 Bridge over the Cooper River will consist of powder-coated black tear-drop lights, as used in Phase A of the referenced project.
- **Pennsylvania Mica Staircases:** The two (non-contributing) Pennsylvania mica staircases located south of South Park Drive and at the bridge's southeast quadrant, which will be removed, will be carefully disassembled; salvaged materials will be reused in the repair/reconstruction of the debilitated (contributing) Pennsylvania mica staircase located at the northeast quadrant of the bridge crossing.
- **Signage:** An interpretative sign concerning the history of the Cooper River Park Historic District will be developed in consultation with the SHPO, and placed at the Northeast Quadrant of the bridge crossing on NJDOT right-of-way, at an appropriate location at the top of the staircase.
- **National Register Nomination:** A draft final National Register nomination will be prepared for the Cooper River Park Historic District (HD), a resource which is eligible for listing on the National Register (SHPO Opinion: 2/28/94). The HD was determined to be eligible under Criterion A in the areas of community planning and development and entertainment and recreation as an example of an early-twentieth-century park. Under Criterion C, the HD is eligible for its landscape



architecture that embodies the design concepts heralded by the Olmstead Brothers at the turn of the century and for its embodiment of the work of a master, Charles W. Leavitt and Son, one of the most prominent early-twentieth-century landscape architecture firms in the United States. The HD qualifies for listing in the Register because it incorporates scenic overlooks, docks, footbridges, footpaths, and staircases into its design. Important aspects of integrity include setting, design, location, and materials.

- Archeological Monitoring Program: An archeological monitoring program has been developed and is attached for reference (see Attachment A); the program was approved by SHPO on 9/17/08.

#### **IX. Coordination:**

Pursuant to Section 4(f), the NJDOT has coordinated with SHPO, the ACHP, and interested/consulting parties as called for in CRF Part 800. Coordination among SHPO, FHWA, and NJDOT has resulted in agreement that the Route 30/130 Bridge over the Cooper River and the staircase located on the northeastern quadrant of the bridge crossing are contributing features to the Cooper River Park HD, and that the proposed project will result in an adverse effect to the HD due to the demolition and alternation of these resources.

Coordination included discussion of avoidance alternatives, impacts to the property and measures to minimize harm. A Public Information Center (PIC) was held in Pennsauken Township, Camden County, on 11/17/03. The PIC revealed little opposition to the proposed project. Another PIC will be held in the near future.

Coordination with NJDEP Green Acres Program is ongoing. Also, as noted in VI.6 above, coordination with the National Park Service's Land and Water Conservation Fund will occur during the Green Acres Process.

#### **X. Conclusion:**

As noted in the introduction, the objective of the Section 4(f) document is to show that the proposed project complies with Section 4(f) of the 1966 USDOT Act by meeting the following conditions:

- The documentation was prepared to demonstrate and provide a written analysis that the project meets the applicability criteria for a Nationwide Programmatic Section 4(f) Evaluation, approved by the FHWA and that no Individual Section 4(f) Evaluation is needed for this project.
- The Categorical Exclusion Document will be submitted subsequent to this Section 4(f) documentation as a CE # 771.117(d)(1) for modernization of a highway, and (3) for bridge replacement.

Given the information presented in this Section 4(f) document, it is concluded that the proposed project meets the above-noted conditions, and thereby complies with Section 4(f) of the 1966 USDOT Act. Furthermore, based on the above considerations, there is no feasible and prudent alternative to the use of land from the Cooper River Park, and the proposed action includes all possible planning to minimize harm to the bridge resulting from such use.



# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
P.O.Box 600  
Trenton, New Jersey 08625-0600

JON S. CORZINE  
Governor

KRIS KOLLURI, Esq.  
Commissioner

October 29, 2008

Caren Fishman  
Director, Camden County Parks Department  
1301 Park Boulevard  
Cherry Hill, NJ 08002-3752

RE: Rt. 30/130 Collingswood/Pennsauken (Phase B)  
Borough of Collingswood, Township of Pennsauken, City of Camden  
Camden County  
Programmatic Section 4(f) for Impacts to Cooper River Park

Dear Ms. Fishman:

The New Jersey Department of Transportation (NJDOT) and Federal Highway Administration are proposing to construct Phase B of the Collingswood Circle Elimination Project. Project limits for Phase B begin along Route 30/130 just north of the Port Authority Transit Corporation Bridge in Collingswood and extend north to North Park Drive in Pennsauken. Improvements involve the resurfacing of Route 30/130 within the project limits, improving a number of roadway deficiencies (e.g., stopping sight distance, cross slopes/superelevation, minimum radius, shoulder width, and intersection sight distance), replacing the Haddon Avenue Bridge superstructure (Structure No. 0405-152), and replacing the Route 30/130 Bridge over the Cooper River with a *wider* structure (Structure No. 0405-153). Please see enclosed conceptual plan showing the proposed improvements.

Section 4(f) of the U.S. Department of Transportation Act (49 U.S.C. 303), which was enacted in 1966, requires that transportation projects avoid the taking of publicly-owned recreation land or historic sites unless it has been demonstrated that there are no prudent and feasible alternatives and all steps are taken to minimize adverse impacts to these properties. As you are aware, the Cooper River Park is located on the Northwest, Northeast, and Southeast Quadrants of the Route 30/130 Bridge over the Cooper River. Because the project involves widening the structure in order to accommodate traffic load and improve safety, impacts to the Section 4(f) resource are unavoidable.

A Programmatic Section 4(f) document can be prepared for projects using minor amounts of publicly-owned parks, recreational lands or refuges if the official(s) having jurisdiction over the property are in agreement with the proposed project, assessment of impacts, and the proposed mitigation. If these criteria are not met, an Individual Section 4(f) document, which must be circulated to the public and review agencies for comment.

As noted above, the NJDOT intends to purchase 0.89 acre of the park. As mitigation, the NJDOT intends to purchase replacement land of comparable value and function. The NJDOT has been coordination with your office via the Green Acres process and will continue to do so until a Resolution of Support is signed which will address impacts to the park and proposed mitigation.

In addition to replacement land, the NJDOT intends to reconstruct the staircase located on the northeast quadrant of the bridge crossing, as well as to improve the walking path on the southeast quadrant of the bridge crossing. Both the staircase and walking path provide connectivity from one side of the park to the other. Landscaping within the impact areas will also be provided.

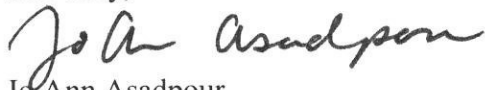
In summary, the NJDOT is asking that you concur with the following conditions set forth in the Programmatic Section 4(f) Applicability Criteria:

- ♦ The amount of land and location of the land to be used shall not impair the use of the remaining Section 4(f) land, in whole or in part, for its intended purpose.
- ♦ The proximity impacts of the project on the remaining Section 4(f) land shall not impair the use of such land for its intended purpose.
- ♦ You agree with the assessment of the impacts of the proposed projects on, and the proposed mitigation for, the Section 4(f) land.

Please respond to this letter by **November 14, 2008** as to whether you concur with the taking of parkland as proposed. If you have any questions or need additional information, please contact me at (609) 530-3021 or Amber Cheney at (609) 530-5266.

Thank you.

Sincerely,



Jo Ann Asadpour  
Supervising Environmental Specialist  
Division of Capital Program Support  
Bureau of Landscape Architecture & Environmental Solutions  
P.O. Box 600  
Trenton, NJ 08625

AC:ac  
enclosures

cc (w/o encl.): Mike Kaskebar, Project Manager  
Janet Fittpaldi, Manager/BLAES

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       I concur with the proposed improvements, which will require acquisition of approximately 0.89 acre of Cooper River Park to accommodate a wider bridge structure. The taking of 0.89 acre from the park will not impair the use of the remaining parkland, in whole or in part, for its intended purpose. In addition, the proximity impacts of the proposed project on the remaining parkland will not impair the use of such land for its intended purpose. The Camden County Parks Department will be provided replacement land of comparable value and function. In addition to replacement land, the NJDOT intends to reconstruct the staircase located on the northeast quadrant of the bridge crossing, as well as to improve the walking path on the southeast quadrant of the bridge crossing. Both the staircase and walking path provide connectivity from one side of the park to the other. Landscaping within the impact areas will also be provided.

       I do not concur for the following reasons:

*Sarah (Suzanne)*  
Property Owner  
Camden County Parks Department

*12/22/08*  
Date