



State of New Jersey

DEPARTMENT OF ENVIRONMENTAL PROTECTION

DIVISION OF WATER QUALITY

Municipal Finance and Construction Element

Bureau of Environmental, Engineering and Permitting

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Commissioner

Township of Woodbridge
Stafford Road Sanitary Sewer Improvements
Township of Woodbridge, Middlesex County
Project No. S340433-13

June 6, 2025

To All Interested Government Agencies and Public Groups:

The Township of Woodbridge (Township) is pursuing financial assistance from the New Jersey Water Bank for the replacement of the sewer mains and sewer laterals located on Stafford Road, Ravine Drive, Lincoln Highway, and ending in Merrill County Park. The proposed project consists of the replacement of approximately 3,500 linear feet of sewer mains and approximately 300 linear feet of sewer laterals. The existing sewer mains are composed of 10-inch diameter vitrified clay piping and the existing sewer laterals are composed of 4-inch diameter piping of unknown material. The proposed project entails the replacement of the existing sewer mains with 10-inch, 18-inch, and 24-inch diameter polyvinyl chloride (PVC) piping and the existing sewer laterals with 4-inch diameter PVC piping. Additionally, the proposed project will include the replacement of eleven (11) 4-foot diameter manholes, removal of three (3) 4-foot diameter manholes, abandonment of three (3) 4-foot diameter manholes, and the addition of four (4) 4-foot diameter manholes. The proposed project is a cost-effective alternative that will significantly reduce the amount of surcharge and deterioration within the current sewer collection system. There will be no increase in wastewater collection system capacity, or service area and no new customers will be served as a result of the proposed project.

The Department of Environmental Protection (Department) has reviewed the proposed action for potential environmental impacts in accordance with N.J.A.C. 7:22-10. Based on planning information submitted in support of the proposed action, the Department has determined that it qualifies for a Level 1 environmental review. The rules provide that this level applies to certain categories of actions that are expected to have little or no adverse environmental impact.

Based on the Level 1 environmental review, the Department has made a decision to approve the planning information for the proposed action. This decision is a part of the financial assistance application process but is not a commitment of federal or state funds. An environmental summary of the proposed action, including the basis for determining that it qualifies for a Level 1 environmental review, is enclosed. Please note that in accordance with N.J.A.C. 7:22-10.4(d)1, the applicant is responsible for advertising this decision within two weeks of the date

of this decision document and for making the planning and decision documentation available for public review.

Proposed
Project Cost: \$ 8,500,000

Proposed Loan: \$ 8,500,000

Comments supporting or disagreeing with this determination should be addressed to: Karen Cole, Chief, Bureau of Environmental, Engineering, and Permitting, Municipal Finance and Construction Element, P.O. Box 420, Mail Code 401-03D, 401 East State Street, Trenton, New Jersey, 08625-0420.

Sincerely,

A handwritten signature in cursive script that reads "Karen Cole for CJ".

Charles Jenkins, Assistant Director
Municipal Finance and Construction Element

Enclosure

Environmental Summary
Township of Woodbridge
Stafford Road Sanitary Sewer Improvements
Township of Woodbridge, Middlesex County
Project Number S340433-13

I. Proposed Action

The Township of Woodbridge (Township) is located in the upper right corner of Middlesex County in the Coastal Plain and Piedmont Physiographic Provinces. The Township is located in the Arthur Kill Watershed Management Area (WMA) 9 (Figure 1). The Township is bordered by Clark Township and Rahway City to the north, Carteret Borough and the Arthur Kill River to the east, Perth Amboy City and the Raritan River to the south, and Edison Township to the west. According to the 2020 U.S. Census data, the Township has a population of 103,639 residents. The Township encompasses approximately 24.6 square miles and is primarily comprised of urban land but does contain small fragments of forested land and wetlands as the Arthur Kill Bay runs through the eastern section of the Township. The Township contains a mix of residential homes, retail storefronts, and light commercial businesses. Industry is heavy along the eastern side of the Township to reach the ports and Raritan Bay.

The Township owns and operates a sewer collection system with approximately 255 miles of sewer mains and 22 pump stations, covering approximately 25.0 square miles of service area. The Township is serviced by two treatment facilities: the Middlesex County Utilities Authority (MCUA) and the Rahway Valley Sewage Authority (RVSA). The proposed project is located within the RVSA sewer service area. The RVSA Wastewater Treatment Plant processes approximately 40 million gallons per day (MGD) of wastewater under New Jersey Pollutant Discharge Elimination System (NJPDES) Permit Number NJ0024643 and discharges treated effluent to the Rahway River.

In 2020, a flow monitoring study was performed throughout the Township. Further evaluations through closed-circuit television (CCTV) inspections were performed on the Stafford Road upstream drainage area in 2021 and 2022. Additionally, theoretical tributary flow calculations and physical observation evaluations have been performed to determine the state of the sewer systems on Stafford Road. Evidence of surcharging was observed through multiple manholes along Stafford Road and Ravine Drive and into Merrill Park. The existing 10-inch diameter sewer main piping is vitrified clay pipe (VCP) and is undersized for the current flow the sewer system experiences. The evaluations also found several sections of sanitary sewer piping that do not have the required New Jersey Department of Environmental Protection (NJDEP) conveyance capacity of four (4) times the average daily flow. The lack of sufficient capacity in the downstream sanitary sewer piping, and excessive flow in the tributary drainage basin has resulted in surcharging and operational issues within the sanitary sewer system. The possibility of exfiltration of wastewater from the sewer mains and sewer laterals in the wastewater collection system contaminating ground and surface water resources poses a risk to public health and safety.

The Township is proposing the replacement of and improvements to the Stafford Road sanitary sewer collection system. The proposed sewer improvements will be located on Stafford Road and Ravine Drive, crossing under County Road-27 and Amtrak Northeast corridor rail lines, ending in Merrill Park, which is a Green Acres encumbered property owned by Middlesex County, where the sewer line will connect to an existing 48-inch diameter interceptor located in Woodbridge Township, Middlesex County (Figure 2).

The proposed project entails the installation of approximately 175 linear feet of 10-inch diameter polyvinyl chloride (PVC) sewer piping, approximately 1,820 linear feet of 18-inch diameter PVC sewer piping, and approximately 1,445 linear feet of 24-inch diameter PVC sewer piping to replace the existing 10-inch diameter VCP sewer main. The existing sewer laterals are currently 4-inches in diameter and are constructed of unknown piping material. Approximately 300 linear feet of sanitary sewer laterals are proposed to be replaced with 4-inch diameter PVC piping. In addition to the replacement of sewer mains and sewer laterals, eleven (11) 4-foot diameter manholes will be replaced, three (3) 4-foot diameter manholes will be removed, three (3) 4-foot diameter manholes will be abandoned-in-place, and four (4) 4-foot diameter manholes will be added along the proposed route. Minor water service improvements will also be conducted where necessary to facilitate installation of the proposed sewer main and sewer laterals. The existing sewer main piping and sewer lateral piping will be abandoned-in-place in road. The replacement of the sewer main system will eliminate the risk of system surcharging and minimize the overall deterioration within the sewer collection system, increasing the useful service lifespan of the collection system.

The proposed project will replace approximately 3,500 linear feet (LF) of 10-inch diameter sanitary sewer main and install a new, larger sewer main. The sewer main replacement will begin at the intersection of Surrey Lane and Stafford Road and move south and then east along Stafford Road (approx. 1,070 LF), east on Ravine Drive and through Block 450.01, Lot 18 (approx. 550 LF), southeast towards CR-27 (approx. 46 LF), and south along CR-27 (approx. 174 LF). The alignment will then proceed southeast under CR-27 and the Amtrak Northeast corridor for approximately 231 LF into Merrill Park, then south and southeast through Merrill Park for approximately 1,210 LF to the existing 48-inch diameter interceptor located in Merrill Park (Figure 2). In addition, the proposed project will cross a tributary to the South Branch Rahway River near CR-27. The existing sewer at this location will be removed from the stream bed and the new sewer will be installed with 3-feet of cover through open cut excavation. Approximately 183 LF of 10-inch diameter sewer will be run along CR-27 from just southeast of the tributary to the South Branch of the Rahway River, then northeast to connect the Dow Avenue sanitary drainage to the new sewer at the CR-27 crossing noted above.

Construction of the proposed project will ensure the overall integrity, efficiency, and reliability of the Township's sanitary sewer collection system and continued reliable sewer service in the area. The proposed project will serve existing residential users. No new development will be generated or served by the proposed improvements. There will be no increase in the capacity of sewer mains, the Township's sewer collection system, or an increase in the sewer service area as a result of the proposed project.

The proposed work for the construction of the proposed project will be performed in the Township roadway rights-of-way on Stafford Road, Ravine Drive, and Lincoln Highway. The proposed work will also be performed in Merrill Park, following alongside the South Branch Rahway River Tributary for approximately 1,250 linear feet. Portions of the existing sewer main are located within or are very close to the 50-foot wetlands transition area of the tributary and a small section of the sewer alignment (approximately 330 LF) in the park is located within a stream. This section of the sewer main will be relocated out of the stream and the existing line will be abandoned-in-place as part of the proposed project. Portions of the existing sewer line also pass under a park roadway bridge and a park pedestrian bridge. The project also proposes to move other portions of the sewer main away from the stream, to avoid disturbing the bridges, to preserve the natural stream corridor, and to minimize impact on vegetation in the park. A request has been submitted to Green Acres for approval to allow the diversion of an approximately 0.088+/- acre, 20-foot-wide subsurface diversion within the Block 426, Lot 1.01 portion of Merrill Park in connection with the proposed project (Figure 3). The area of the proposed diversion traverses a lawn area, a foot path and a paved road in Merrill Park. There are no other natural features in the area proposed for diversion. The proposed diversion would limit the prolonged and extensive construction activities that would be associated with construction of a new sewer line within the current easement area, under the existing park bridges and tributary. A public hearing to discuss the project and its impact to Merrill Park was held on Thursday, January 16, 2025, at the Township of Woodbridge Town Hall. No public comment was received at the public hearing, or in the two-week public comment period following the hearing.

Wherever possible, the sewer has been rerouted to avoid stream corridors. There is one crossing that cannot be avoided. The proposed project will cross a tributary to the South Branch Rahway River near CR-27. The existing sewer at this location will be removed from the stream bed. A new sewer line will be constructed to the north of the removed section in the stream bed with 3-feet of cover through open cut excavation. Disturbance will be temporary, and the areas will be restored in accordance with regulatory requirements utilizing native soil and vegetation. The disturbed areas will quickly revert to their pre-construction condition after restoration.

The new lateral connections will terminate between the curb and residential property lines. The sewer main and sewer laterals will be accessed through open cut excavation in the grassy and paved areas. Micro-tunneling will be used to access the sewer mains underneath of the Lincoln Highway and Amtrak portion of the proposed project. The excavation dimension for the sewer main will be approximately 6-feet to 8-feet in width. The excavation dimension for the sewer laterals will be approximately 4-feet in width. The excavation dimensions for the sewer manholes will be approximately 6-feet by 6-feet wide. The existing roadway is paved asphalt and will be restored to pre-construction conditions. The sewer main flow will be bypassed to maintain proper flow and prevent disruption for users. The roadways will be closed to through traffic for the duration of the proposed project. The total area of disturbance for the proposed sanitary sewer improvements is approximately 60,000 square feet. The majority of the area of disturbance is within disturbed areas, in paved locations and grassed park land.

All disturbances caused by the proposed project will be temporary. The primary soil types of the proposed site are Haledon-Urban land complex and Rowland silt loam. The impact on the vegetation as a result of construction will be minor, with approximately 2 to 4 anticipated

removals of trees. The four (4) proposed trees anticipated for removal are an Eastern Redbud of 6-inch diameter, an American Sycamore of 22-inch diameter, an American Sycamore of 30-inch diameter, and a Pin Oak of 18-inch diameter. Trees and shrubs will need to be removed on an as needed basis as the proposed project proceeds. A general timing restriction on trimming or removal of trees from March 15th through September 30th is needed to protect summer roosting and maternity habitat for bats and nesting habitat for birds covered under the New Jersey Endangered & Nongame Species Conservation Act.

A search of the Natural Heritage Database was conducted which indicates that there is the potential for foraging habitat for two State Threatened species, the Black-Crowned Night Heron and the Cattle Egret. However, based on current site conditions (an active recreational park, Northeast corridor rail, State Route 27 and residential development), the area of the proposed project offers little foraging habitat for these species. It is not anticipated that the proposed project will impact threatened or endangered species or their habitats.

An approved Soil Erosion and Sediment Control Plan from the Freehold Soil Conservation District will be required prior to the start of construction. Additionally, the proposed project requires an NJDEP Treatment Works Approval (TWA) prior to the start of construction. A portion of the proposed project is located within the 50-foot wetlands transition area buffer of a tributary to the South Branch of the Rahway River. A NJDEP Freshwater Wetland General Permit and Transition Area Waiver Application will be required prior to the start of construction. Additionally, the proposed project area is partially located within a FEMA 100-year flood zone and construction of the proposed project will occur within the Flood Hazard Area (FHA). A FHA Individual Permit will be required for the proposed project. The proposed project will require a Highway Crossing Permit from the New Jersey Department of Transportation (NJDOT) for the proposed construction under Lincoln Highway. The proposed project will also require a Railroad Crossing Permit from Amtrak for the proposed construction under the railway that runs parallel to Lincoln Highway. A Green Acres Minor Diversion will be required for the proposed construction to take place in Merrill County Park.

The proposed project has been reviewed for its potential to affect significant historic properties. A Stage I cultural resources survey was required as the sewer alignment includes potentially undisturbed grassy areas, and it will cross the Pennsylvania Railroad New York to Philadelphia Historic District, which is eligible for the New Jersey and National Registers of Historic Places. The initial survey report was submitted in June 2024, and additional fieldwork and revisions were required. In response, additional shovel tests (STPs) were dug along Route 27 at the proposed boring and staging area, as well as in other locations where the original survey was unable to dig. No artifacts were found during either survey, and no additional investigation was recommended. The project area was generally disturbed from previous pipeline construction, roadway construction, and landscaping within the park. A vehicle access point may be added at Dow Avenue, but the report stated that testing was not conducted because no ground disturbance was anticipated. Additionally, it is likely that this area is also disturbed due to road construction and 1960s era residential construction. On October 31, 2024, the New Jersey Historic Preservation Officer was informed of this determination and provided with the survey report, and they did not provide additional comments.

The State of New Jersey has undertaken an iterative process of developing and implementing strategies to reduce and respond to the impacts of climate change, including through measures that promote the resilience of water infrastructure. As the proposed sewer mains and sewer laterals will be below grade as part of an isolated system, the Department's resilience requirements do not apply to the proposed project. In addition, the manholes which are above grade will be water-tight and securely installed to negate infiltration from flooding.

Based on the information provided, it has been determined that the proposed project will have no significant direct or indirect adverse impact to environmentally critical areas, which consist of, but are not limited to wetlands, wetland transition areas, 100-year or 500- year flood hazard areas, vernal habitats, state open waters, Important Farmlands, Agricultural Development Areas, steep slopes, endangered or threatened species or Species of Concern and their designated habitats, coastal areas, important aquifer recharge areas, parks and preserves or designated wild and scenic rivers. No plant communities of special concern are known to exist within the project area.

Anticipated adverse impacts to the environment as a result of the proposed project are expected to be minimal, temporary, and construction related. Anticipated construction impacts for the proposed project include those associated with soil erosion and sedimentation, dust and construction debris, and noise generation from construction equipment. Soil erosion impacts will be minimized or avoided entirely by requiring the use of proper erosion control measures during construction. These measures will include control of wind and water erosion from stockpile areas, minimizing clearing, and requiring prompt restoration of disturbed areas, as well as other measures as required in accordance with the "Standards of Soil Erosion and Sediment Control in New Jersey" and "Environmental Assessment Requirements for State Assisted Environmental Infrastructure Facilities" (N.J.A.C. 7:22-10.11). All temporarily disturbed areas will be restored after construction. All areas of natural vegetation disturbed by the proposed project, which will not be needed for continuing operations and maintenance, will be restored with like vegetation to the maximum extent practicable. All grassed areas disturbed by the proposed project will be restored with grass following construction.

Anticipated impacts include those associated with short-term, localized noise generation from construction equipment during the construction period. Noise impacts are unavoidable but will be minimized by requiring machinery to be equipped with proper mufflers, limiting the number of machines in operation, and limiting the hours of operation to normal work hours, and limiting construction to avoid weekends and holidays. In order to limit noise impacts in the vicinity of sensitive receptors, construction operations and activities shall be limited as follows: Monday through Friday between the hours of 7:00 a.m. and 6:00 p.m. unless variances to these times are granted in the case of an emergency. No driving, pulling, or other operations entailing the use of vibratory hammers or compactors shall be permitted, other than between the hours of 8:00 a.m. and 5:00 p.m. All construction activity will be conducted in accordance with the applicable regulatory controls, and all necessary permits will be obtained prior to construction. The number of machines in operation at a given time will be limited to the minimum practicable. All engine generators or pumps must have mufflers and be enclosed within a temporary structure. The project will not result in any new long-term noise sources.

If construction dewatering is necessary, those types of activities will be regulated by the Bureau of Water Allocation and Well Permitting, if they have the capability to divert more than 70 gallons per minute (gpm). Diversion of more than 100,000 gallons per day (gpd), associated with temporary dewatering utilizing a coffer dam, or a confined area (all sidewalls close) where the impacts of dewatering are contained, will require the completion and submission of Dewatering Permit-by-Rule (BWA-005). For diversions of more 100,000 gpd, for a period less than 31 days in a consecutive 365-day period, a Short-Term Water Use Permit-by-Rule (BWA-003)/Short Term Water Use Report (BWA-004) will be necessary. A temporary Dewatering Permit (BWA-002) is required if there will be a diversion of 100,000 gpd or more for more than 30 days. For a diversion source(s) with a combined pump capacity of 70 gallons per minute or more, for more than 30 days in a consecutive 365-day period, where less than 100,000 gallons of water per day (gpd) will be pumped, a Water Use Registration will be required. The Bureau of Water Allocation and Well Permitting's guidance for dewatering permit applications can be accessed electronically through the Division of Water Supply and Geoscience web page under Construction Related Dewatering Guidance via this link: <http://www.nj.gov/dep/watersupply/pdf/dewater-crg.pdf>.

A NJPDES Discharge to Surface Water (DSW) permit will be needed for any water from construction dewatering that may be discharged to surface water, regardless of the amount of water. Provided that the discharge is not contaminated, the appropriate discharge permit is the Category B7- Short-term De-Minimis Discharge General Permit. This determination is made by running a pollutant scan, as described in the application checklist (found at the web link below), where the data can be collected up to a year in advance of the discharge. If, however, the analytical results demonstrate levels greater than the Attachment 1 standards as specified in the Category B7- Short-term De Minimis Discharge General Permit, the appropriate NJPDES-DSW permit will be an authorization under either the B4B-General Groundwater Petroleum Product Clean-Up Permit or the BGR – General Groundwater Remediation Cleanup Permit. Either of these permits can generally be processed in less than 30 days. It should be noted, a treatment works approval may be required for any treatment system. Contact information is listed on the checklists. Further information for the B7, BGR, and B4B Master General Permits can be found at the Bureau of Surface Water and Pretreatment Permitting's website at https://dep.nj.gov/dwq/permitting_information/permits_application_forms_and_checklists/#DSW.

Traffic impacts related to construction will be minimized through the use of adequate safety measures (i.e., steel plates on top of open trenches), including marking with lights and signs and appropriate detours. During working hours, when construction equipment is employed next to or crossing active traffic lanes, a traffic director will be present. Private driveways will be accessible wherever possible, and no driveway will be closed overnight.

The State of New Jersey has an ongoing State Implementation Plan (SIP) development process for air quality, which provides measures for the prevention of violation of the Ambient Air Quality Standards. Current control measures focus on transportation strategies and industrial stationary sources. The New Jersey Department of Environmental Protection routinely collects, compiles, analyzes and summarizes Ambient Air Quality Monitoring Data from a number of air quality monitoring locations throughout the State of New Jersey.

To avoid adverse air quality impacts during short-term construction activities, compliance with the regulatory requirements of New Jersey's Air Rules continue to remain in effect. Activities must still meet the State's Air Pollution Control requirement, such as obtaining permits when necessary, adherence to idling limitations, implementation of all reasonable measures to mitigate dust and fugitive emissions from demolition and construction, and complying with all state and federal rules for demolition of structures which may contain asbestos. The long-term and short-term greenhouse gas emissions as a result of the proposed project will be small and are not anticipated to have a significant impact.

The project will not result in any permanent adverse air quality impacts. No new or expanded emission source will be created. Construction-related air quality impacts will likely be short-term and include particulate matter in the form of dust (from ground clearing and preparation, grading, stockpiling of materials, onsite movement of equipment and transportation of construction materials), as well as exhaust emissions from material delivery trucks, construction equipment and workers' personal vehicles. Dust emissions typically occur during dry weather and periods of maximum demolition or construction activity or during high wind conditions. The construction contractor will be responsible for complying with all applicable air quality and vehicle exhaust rules and regulations. No permanent or long-term adverse air quality impacts are expected.

The Department has established specific environmental justice requirements and procedures that applicants must follow when seeking permits for certain pollution generating facilities located, or proposed to be located, in overburdened communities. This environmental review has included the consideration of all impacts of the proposed project, including environmental, public health, social, and economic impacts. Based on this review, the proposed project will not result in negative impacts to the community with regard to environmental justice.

The existing median annual household income (MAHI) in the Township of Woodbridge is approximately \$67,901.08 (based on the 2023 and 2010 Consumer Price Index). The Township's current annual average sewer cost is approximately \$661 per household per year. There will be no increase in user costs for the Township's sewer system as a result of the proposed project. The current annual sewer charge is approximately 0.97 percent of the MAHI, which is below the 1.75 percent affordability threshold and is not considered to be excessive.

The proposed project is intended to serve a predominantly developed area. As the Department of Environmental Protection supports the award of financing to facilitate improvement of inadequate infrastructure in areas of the State that have already been developed, funding of the proposed project is consistent with New Jersey's smart growth objectives.

Based on the information provided, it has been determined that the proposed project will have no significant adverse impact on environmental or cultural resources. The Department has not received any adverse public comment concerning this project.

II. Alternatives Considered

A. No Action

Under the no action alternative, the sewer mains and sewer laterals would not be replaced. The undersized sewer mains and sewer laterals would continue to surcharge into the residential homes and sewer manholes. The sewer system would continue to deteriorate from the surcharging and stress on the current system during wet weather events. This alternative poses a public health and water quality risk, therefore the No Action alternative was not selected.

B. Sewer Main Pipe Lining

This alternative proposes the lining of the existing sewer main starting at Stafford Road and ending in Merrill Park. This would provide additional support to prevent weak spots and leaks in the sewer main system. The sewer main and sewer laterals would continue to experience surcharging, causing pressure on the sewer system. This method would continue to be a health risk with backups occurring in residential home during wet weather events. This alternative was not selected for these reasons.

C. Sewer Main Pipe Bursting

This alternative proposes using pipe bursting technology to enlarge the existing sewer located at Stafford Road and ending in Merrill Park. This alternative would increase the size of the sewer and therefore resolve surcharges and backups within the residential homes. However, the sewer crown would be too close to the bottom of the stream bed and bridges which would result in a public health and safety issue. This alternative was not selected for these reasons.

D. Stafford Road Sanitary Sewer Replacement and Improvements (Selected Plan)

This alternative, as described in Section I, will entail the full replacement of the undersized sewer main and sewer laterals. The upgrade in diameter size will resolve the surcharging in residential homes and manholes, in addition to reducing overall stress on the sewer system. The proposed plan was calculated to be the most cost-effective, while also providing a long-term solution. The sewer system will no longer experience the stress of excess flow, which will protect public health and safety. Therefore, this alternative was selected.

III. Eligibility for Level 1 Environmental Review

- A. In accordance with N.J.A.C. 7:22-10.4(a), the proposed project conforms to a category of actions eligible for a Level 1 environmental review because it proposes rehabilitation repair or replacement of existing environmental infrastructure facilities and/or construction of ancillary facilities, or minor improvements to environmental infrastructure facilities, which do not create a new discharge, reduce the level of treatment, result in an increase in quantity of flow of an existing discharge, involve an increase in water allocation, or involve the construction of a new water tower.

B. Available information regarding the proposed project leads to the conclusion that none of the criteria for disqualifying an eligible category for a Level 1 environmental review are present:

- 1) the project is not expected to have a permanent adverse or a significant temporary adverse effect on the human environment;
- 2) the project is not expected to have a permanent adverse or a significant temporary adverse direct or indirect impact on cultural resources, endangered or threatened species or designated habitats, wetlands, vernal habitats, floodplains, Important Farmlands, or other environmentally critical areas;
- 3) the user cost for the project will be below 1.75 percent of the median annual household income; and
- 4) the project is not expected to result in significant adverse public comments.

IV. Conclusion

The environmental review of this project indicates that it conforms to a category of projects which, by their nature, generally will have little or no adverse impact on the environment. Project documentation submitted in support of this project and reviewed by the Department indicates that the potential for environmental impacts will be minor. The potential for impacts will be further minimized by incorporating the standard environmental protection measures contained in the "Environmental Assessment Requirements for State Assisted Environmental Infrastructure Facilities" (N.J.A.C. 7:22-10) into the design and construction of the project. In addition, permits will be required to be in place before project construction can proceed. The Department has not received adverse public comments concerning this project.



Figure 1
 General Project Location Map
 Township of Woodbridge
 Stafford Road Sanitary Sewer
 Improvements
 Township of Woodbridge,
 Middlesex County
 Project No. S340433-13

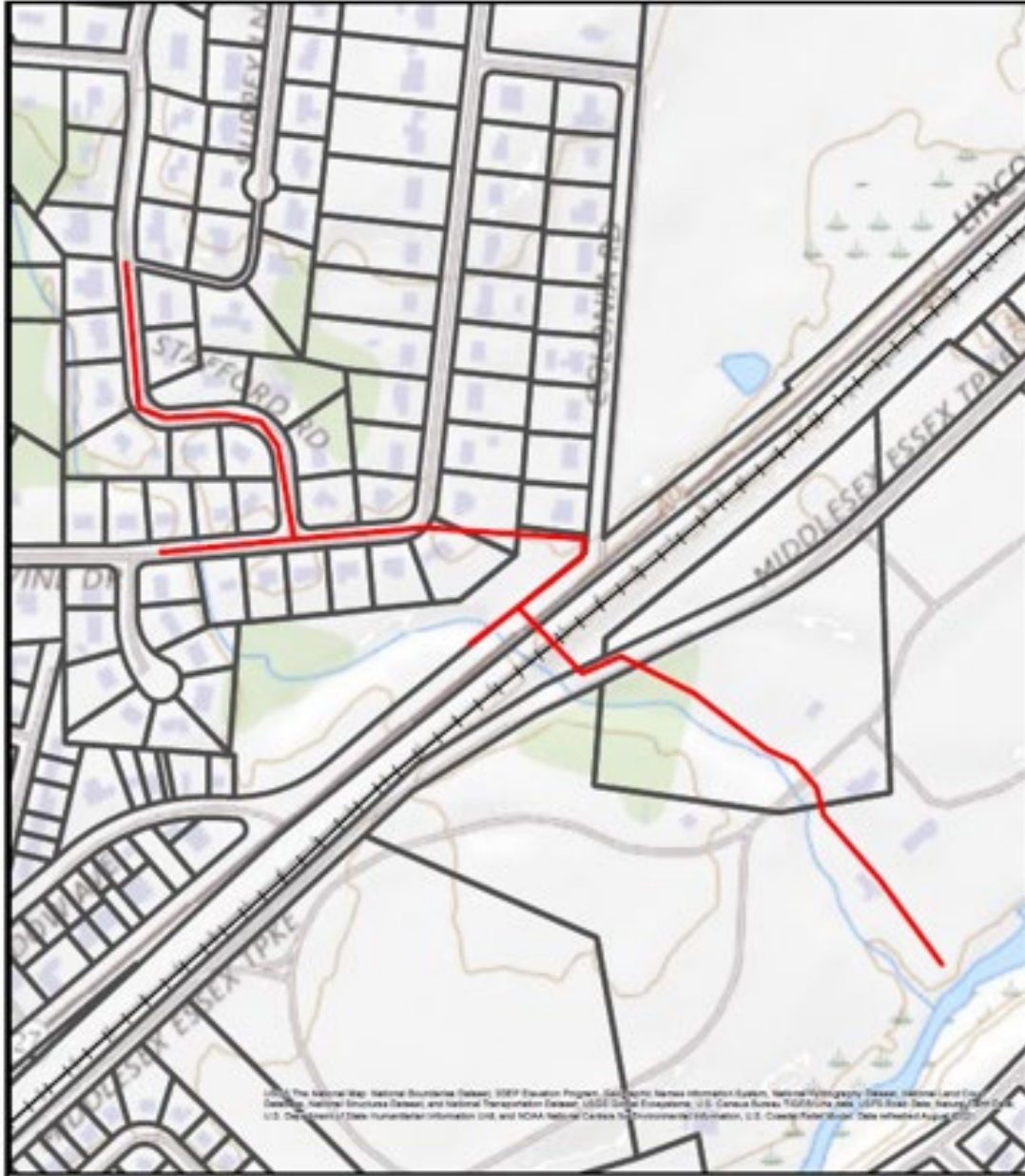


Figure 2
 Project Area Site Map
 Township of Woodbridge
 Stafford Road Sanitary Sewer
 Improvements
 Township of Woodbridge, Middlesex
 County
 Project No. S340433-13

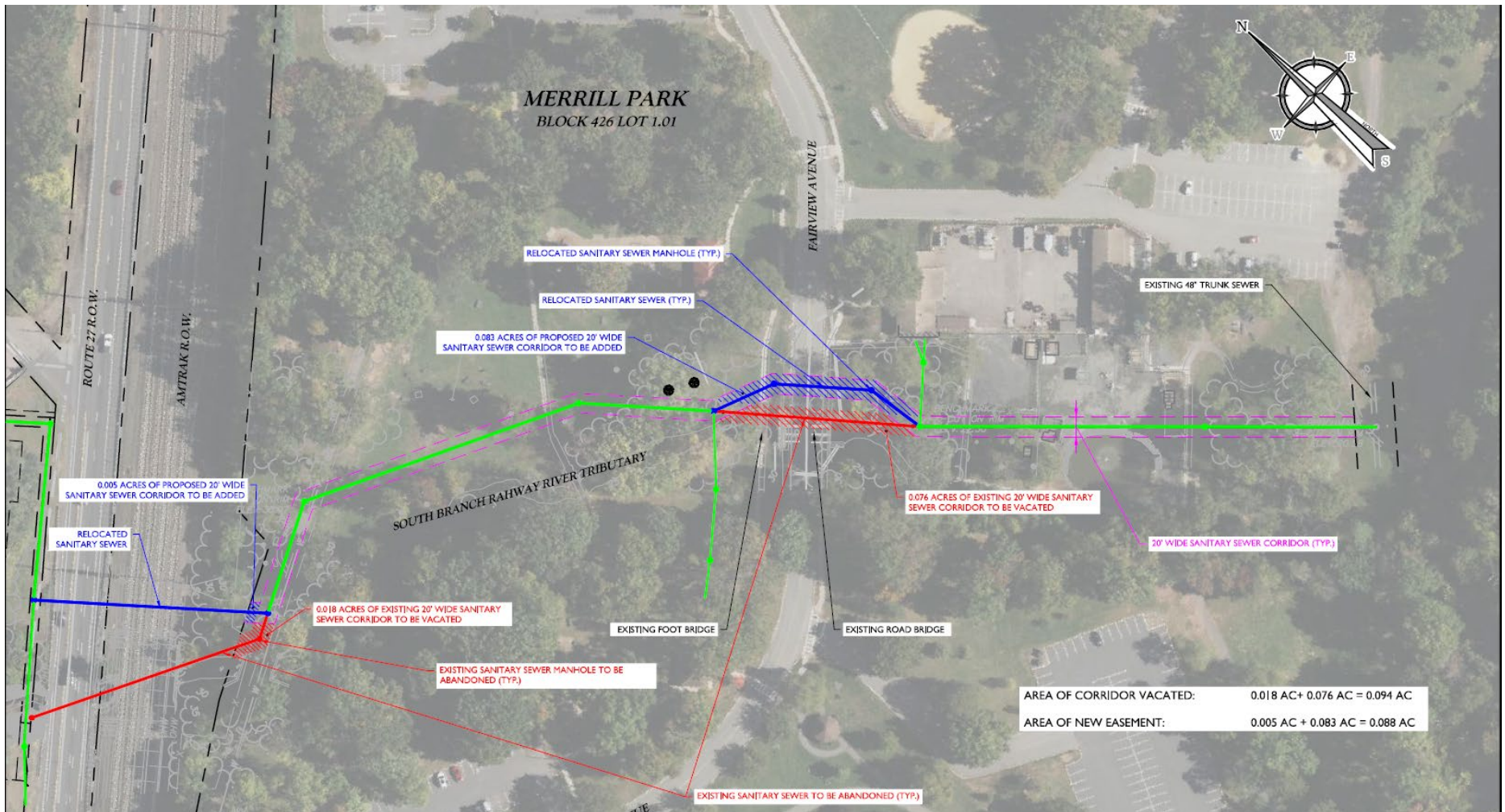


Figure 3
 Merrill Park Sewer Alignment Location
 Township of Woodbridge
 Stafford Road Sanitary Sewer Improvements
 Township of Woodbridge, Middlesex County
 Project Number S340433-13