

Responses to Public Hearing Comments

Commenter Code	Commenter	Comment #	Response
PH01	Baroni, Bill, NJ State Assemblyman, 14th District	BBN-1	The purpose of proposed Route 92 is to offer faster connections between US Route 1 and the NJ Turnpike. This would positively affect traffic on local east-west roadways that are currently being utilized by commuters to access activities along US Route 1. The project would reduce overall traffic and congestion. For a detailed discussion, refer to Section 1 of the EIS.
PH01	Baroni, Bill, NJ State Assemblyman, 14th District	BBN-2	The DEIS and the comments on the DEIS are elements of the permitting process. The purpose of the DEIS and comments is to assist the permitting agency, in this case the U.S. Army Corps of Engineers, in making a decision whether granting a permit for the project would be contrary to the public interest.
PH01	Baroni, Bill, NJ State Assemblyman, 14th District	BBN-3	Route 92 would be a limited-access highway, with entry/exit points in locations already served by regional highways, and which have already been approved for development by the local jurisdictions. Therefore, the construction of Route 92 is not expected to increase sprawl.
PH01	Baroni, Bill, NJ State Assemblyman, 14th District	BBN-4	Construction of proposed Route 92 would bring construction jobs to central New Jersey, but many of the construction workers would be employees of contractors from outside the area. Construction of proposed Route 92 could increase the rate of job creation in the proposed interchange areas, but is not expected to increase the ultimate number of jobs in those areas.
PH01	Baroni, Bill, NJ State Assemblyman, 14th District	BBN-5	See response to comment BBN-1.
PH02	Inverso, Peter, NJ State Senator, 14 th District	PAI	The comments in this comment group are the same as those in comment group WC055. Please see the responses to comments PAI-1 through PAI-3.
PH03	South Brunswick Twp, Michael B. Gerrard	SBTMG-1	As part of EIS preparation, the scoping meeting held on June 8, 2000 was reviewed and the issues raised at that meeting were identified. In response to the comment, the EIS was checked against the scoping meeting minutes and it was found that the EIS does address the issues raised in scoping.
PH03	South Brunswick Twp, Michael B. Gerrard	SBTMG-2	Assessment of the environmental impacts of extending Route 92 west of US Route 1 led NJTA to propose terminating the highway at US Route 1. Please refer to Section 1.4 of the FEIS and to the response to comment CD-2.
PH03	South Brunswick Twp, Michael B. Gerrard	SBTMG-3	The potential impact of proposed Route 92 on stormwater flow is addressed in sections 4.2.1.1 and 4.2.3.1 of the DEIS. With respect to wildlife movement, please refer to sections 4.2.1.1 and 4.2.3.5 of the DEIS and the response to comment NJDEP-7. With respect to visual resources, please refer to section 4.2.9 of the DEIS and the response to comment AMEC-3.
PH03	South Brunswick Twp, Michael B. Gerrard	SBTMG-4	<p>The NJDEP Division of Fish, Game and Wildlife provided a list of endangered, threatened and rare wildlife species potentially present within the project area. The river otter was not on the list because NJDEP classifies it as "stable." The "stable" designation applies to species that appear to be secure in New Jersey and not in danger of falling into the endangered, threatened, or special concern categories in the near future.</p> <p>With respect to the wood turtle and bog turtle, two field ecologists performed streamside searches of all potentially suitable habitat within the project area between 9:30 a.m. and 1:00 p.m. on October 3 and 10, 1995. No wood turtles or bog turtles were found during the survey, and neither potentially suitable bog turtle habitat nor suitable wintering habitat for wood turtles was found within 300 feet of the proposed Route 92 right-of-way. Wood turtles must have wintering habitat within approximately 1 mile of where they spend the warmer months. On four days in May and June 1996, the wood turtle survey was extended to the area along Devil's Brook within 1,000 feet of proposed Route 92. On three of the four days, the temperature was above 70 degrees F. No wood turtles were found, and no overhanging stream banks typical of wood turtle winter habitat were found.</p> <p>Forty fields in the project area were searched for grassland birds, including the Savannah sparrow, between 6:00 a.m. and 10:00 a.m. on six days between mid-June and August 1995. May and June are considered the best months to survey for grassland birds. Fields determined to have higher potential as grassland bird habitat were surveyed on three or four different mornings. Fields determined to contain potential habitat were surveyed again on four days from May 12 through June 23, 1996, between 6:00 a.m. and 11:30 a.m. No Savannah sparrows or other protected grassland birds were observed.</p>

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			Surveys for Cooper's hawk, red-shouldered hawk and other raptors were performed in 1995 on the same days as the grassland bird species. Searches of forested habitat were performed after the morning surveys of open fields. No Cooper's hawks were positively identified during the field investigations, but a hawk observed too distant for identification could have been a Cooper's hawk, and a hawk call heard but not identified could have been that of a Cooper's hawk. No evidence of red-shouldered hawks was found during the survey. Comparable surveys were conducted for other protected species, as summarized in Section 3.3.5.1 of the EIS.
PH03	South Brunswick Twp, Michael B. Gerrard	SBTMG-5	See response to comment BBN-1.
PH03	South Brunswick Twp, Michael B. Gerrard	SBTMG-6	The estimates developed for the EIS were made utilizing accepted growth figures in models that are being used for projections throughout central New Jersey. The projections are realistic and utilize the best available data and modeling practices.
PH03	South Brunswick Twp, Michael B. Gerrard	SBTMG-7	See response to DW-10.
PH03	South Brunswick Twp, Michael B. Gerrard	SBTMG-8	Route 522 and US Route 1 were evaluated in the traffic modeling analysis and were found not to be as effective as proposed Route 92 in reducing congestion and improving mobility in the region. See Section 2 of the EIS.
PH04	South Brunswick Twp, Carol Barrett		The same comments were submitted in writing. Please see the responses to comments SBTWP-1 through SBTWP-5 in comment group WC083 and the responses to comments SBSAC-1 through SBSAC-5 in comment group WC088.
PH05	South Brunswick Twp, Matthew Watkins	SBTMW-1	Mapping used for the various EIS analyses was typically the most recent available by environmental parameter. This mapping was supplemented by field visits to check the accuracy of the mapping and to update the information, where necessary.
PH05	South Brunswick Twp, Matthew Watkins	SBTMW-2	See response to comment AMEC-2.
PH06	Sierra Club, NJ Chapter, Jeff Tittel	SCJT-1	A wide range of alternatives were evaluated in the DEIS, including a broad range of improvements to existing roadways, as well as a number of intersection improvements. One of the stated purposes of Route 92 is to improve the ability of the public to travel on local and regional roads. The overall purpose of the project is to maintain mobility in the region.
PH06	Sierra Club, NJ Chapter, Jeff Tittel	SCJT-2	Proposed Route 92 is designed to maintain mobility on the local and regional road networks. Transportation modeling conducted for the EIS indicates that Route 92 would provide only the transportation capacity needed to accommodate growth that has already occurred or is already in the process of occurring. NJTA has no direct control over the local land development review and approval process, which is the jurisdiction of municipalities and counties. That being said, NJTA recognizes that new highway development can be a significant factor in the rate and shape of growth. State agencies have affirmed their interest in collaborating closely with local communities to ensure that future development occurs in sustainable patterns. For example, NJDOT is conducting a Route 1 Smart Growth study to work with the local communities in decision-making about and funding of the widening of US Route 1 through South Brunswick Township. This 15-18 month study is expected to be completed in 2006.
PH06	Sierra Club, NJ Chapter, Jeff Tittel	SCJT-3	The publicly-owned land through which proposed Route 92 would pass is owned by NJTA, NJDOT, Amtrak, Plainsboro Township, and the Middlesex County Improvement Authority (MCIA). NJTA, NJDOT and Amtrak acquired the land for transportation purposes, with which proposed Route 92 is consistent. Plainsboro Township owns land in the proposed Route 92 right-of-way west of the Amtrak line. In applying for Green Acres funding for the land west of the railroad, known as the Ferrine tract, Plainsboro identified 35 acres through which the Route 92 right-of-way would pass, and specified that these 35 acres should be excluded from Green Acres involvement. On the east side of the Amtrak line is the Plainsboro Preserve. The MCIA owns the portion of the preserve through which proposed Route 92 would pass. MCIA's purchase of the preserve was funded by the Middlesex County Open Space and Farmland Preservation Trust Fund rather than by Green Acres. Nonetheless, conversion of a portion of the preserve to transportation use may be subject to Green Acres restrictions under NJSA 7:36-20.2(b).

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PH06	Sierra Club, NJ Chapter, Jeff Tittel	SCJT-4	Federal regulations are expected to cause vehicular emissions to decline with or without proposed Route 92, although the projected improvement is slightly greater with Route 92. Nitrogen oxide (NOx) and volatile organic compounds (VOCs) are expected to decrease by two-thirds or more compared to existing conditions. These pollutants are precursors to ozone formation; therefore, it is anticipated that ozone concentrations will decrease. Whether or not proposed Route 92 is built, PM2.5 emissions are also expected to decrease substantially because of U.S. Environmental Protection Agency (EPA) emissions standards that took effect for cars and light trucks in 2004 and will take effect beginning in 2006 for heavy-duty diesel trucks.
PH06	Sierra Club, NJ Chapter, Jeff Tittel	SCJT-5	The proposed Route 92 project conforms to the New Jersey State Implementation Plan (SIP). As required under 40 CFR Part 93, a transportation conformity analysis was performed for this project. As part of the conformity analysis, a regional emission reduction test (40 CFR 93.119) was completed for the project. Carbon monoxide (CO), nitrogen oxide (NOx) and volatile organic compounds (VOCs) emissions were included in the emission reduction test. Although vehicle miles traveled (VMT) increase from 2001 to 2028, proposed Route 92 would cause a 1% reduction in vehicle miles traveled (VMT) compared to the No-Action alternative in 2028. This reduction in VMT, combined with improvement in travel speeds, correlates to VOC, CO, and NOx emissions reductions of 13.1 and 14.1 and 0 percent, respectively. However, the emissions reduction test procedures require comparing the alternatives to existing (2001) pollutant levels. This comparison shows a 70, 35 and 88 percent reduction of VOCs, CO and NOx emissions, respectively for proposed Route 92. Similar reductions would occur under all alternatives.
PH06	Sierra Club, NJ Chapter, Jeff Tittel	SCJT-6	As discussed in the DEIS, USEPA has not listed the Broadway Swamp or the Devil's Brook wetland complex as "Priority Wetland." NJDEP has determined that the study area's wetlands are classified as ordinary and intermediate. The majority of woodlands through which proposed Route 92 would pass are narrow stretches of woodland oriented in a north-south direction. These narrow stretches are "edge" habitat and provide limited interior forest habitat due to their dimensions. The two larger woodlands in the westerly portion of the project corridor are large and do provide interior forest habitat, which would be reduced by construction of Route 92. The proposed 500-foot bridges over Devil's Brook and the railroad tracks would reduce adverse impacts to the forest by allowing continued movement of wildlife along the Devil's Brook floodplain and associated woodlands. Please see also the response to comment USFWS-26.
PH06	Sierra Club, NJ Chapter, Jeff Tittel	SCJT-7	One of the significant differences between the USACE EIS and previous environmental impact studies for proposed Route 92 is that the current study analyzed the project need from a more regional perspective and evaluated the effectiveness of the alternatives in maintaining regional mobility. The role of proposed Route 92 is to provide flexibility in the regional traffic network, including allowing traffic to shift from the local road network to the regional road network, improving regional mobility.
PH06	Sierra Club, NJ Chapter, Jeff Tittel	SCJT-8	The proposed Pennsylvania Turnpike interchange at Route 95 was evaluated to assess its effect on the alternatives considered for the EIS. It was determined that the majority of the regional demand for Route 92 was related to regional travel within the State of New Jersey. Please refer also to White Paper No. 2 in Section 2 of <i>Comments and Responses Volume 1</i> .
PH07	South Brunswick Twp, Ted Van Nessen	SBTTV-1	See response to CD-2.
PH07	South Brunswick Twp, Ted Van Nessen	SBTTV-2	The Route 92 project would result in higher traffic volumes on US Route 1 south of Ridge Road. As part of the project, US Route 1 would be widened to six lanes from just north of Ridge Road to the Plainsboro border, a distance of approximately half a mile.
PH07	South Brunswick Twp, Ted Van Nessen	SBTTV-3	Route 522 is extensively considered in the DEIS. It was included in the traffic modeling analysis both as an existing roadway and as a widened highway. The increase in roadway capacity provided by Route 522 and the proposed connection to Route 535 is needed to meet local demands for travel through South Brunswick. Expansion of Route 522 will be required to meet future travel demand. Such an expansion was found to exhibit significant adverse land use, noise, safety, and dislocation impacts.
PH07	South Brunswick Twp, Ted Van Nessen	SBTTV-4	The full-featured design and function of Route 522 was evaluated as part of the alternatives analysis. However, as noted previously, significant adverse local impacts are associated with expansion of Route 522.

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PH07	South Brunswick Twp, Ted Van Nessen	SBTTV-5	The project is intended to divert to a limited-access highway non-local traffic that would otherwise operate on local roadways. It is anticipated that this roadway would offer benefits to persons traveling in both directions on Route 92 as well as on other east-west roads in the region. Toll impacts are built into the traffic model (please see the response to comment SBPD-2).
PH07	South Brunswick Twp, Ted Van Nessen	SBTTV-6	See response to FRTWP-27.
PH08	South Brunswick Twp, Craig Marshall		This comment was also submitted in writing. Please refer to the response to comment SBTCM-1 in comment group WC005.
PH09	Franklin Township, Shirley Eberle		The same comments were submitted in writing. Please see the responses to comments FRTWP-1 through FRTWP-32 in comment group WC082.
PH10	Middlesex County, George Ververides	MCGV1-1	The 8A interchange would be one end of the Route 92 corridor. The construction of Route 92 would divert trucks traveling between warehouses in the vicinity of this Interchange and the US Route 1 corridor away from using local roadways through Middlesex County.
PH10	Middlesex County, George Ververides	MCGV1-2	The increased use of the land surrounding interchange 8A for regional goods warehousing and distribution to national markets was found to be part of the demand for increased regional mobility in the project area. The separate analysis of need for expanded east-west highway capacity provided by the Middlesex County Planning Board is consistent with the transportation modeling analyses conducted for the EIS. The Planning Board's supporting professional analysis provides validation of the need for expanded east-west road capacity using a design approach that will not exacerbate sprawl.
PH10	Middlesex County, George Ververides	MCGV1-3	Comment noted.
PH10	Middlesex County, George Ververides	MCGV1-4	The stormwater management system for proposed Route 92 has been redesigned to comply with the 2004 regulations. Please see the responses to comments CGSC-6 and AMEC-1.
PH10	Middlesex County, George Ververides	MCGV1-5	Comment noted.
PH11	South Brunswick Twp, Christopher Killmurray	SBTCK-1	The concerns of USEPA are not being ignored. USEPA Region II submitted comments on the DEIS, and responses to those comments are included in this document.
PH11	South Brunswick Twp, Christopher Killmurray	SBTCK-2	Information on US Route 1 traffic was garnered from information on current and future growth that was complemented with data from multiple traffic models. Route 92 is not expected or intended to cure Route 1 traffic issues, which are being studied separately by NJDOT. This project is intended to provide better east-west connections in the area.
PH11	South Brunswick Twp, Christopher Killmurray	SBTCK-3	See response to CD-2.
PH12	Kingston Village Advisory Committee for the Joint Townships of Franklin and South Brunswick, Anne M. Zeman	KVAC-1	See response to CD-2.
PH12	Kingston Village Advisory Committee for the Joint Townships of Franklin and South Brunswick, Anne M. Zeman	KVAC-2	The FEIS contains an expanded evaluation of impacts to Kingston and vicinity. Please refer to Section 4.2.1.3 of the FEIS and the response to comment KVAC-3 below.
PH12	Kingston Village Advisory Committee for the Joint Townships of Franklin and South Brunswick, Anne M. Zeman	KVAC-3	The projected impact of proposed Route 92 on traffic flow in the Kingston area is indicated by Table 4-3a in the FEIS. Traffic impacts and other impacts on Kingston are discussed in Section 4.2.1.3 of the FEIS. Impacts on pedestrian safety, roadway conditions and maintenance, noise levels, air quality and water quality would largely result from impacts on traffic. Traffic modeling indicates that the significant traffic impact in Kingston would be an increase in truck traffic on Ridge Road/Heathcote Road and on Laurel Avenue, which functions as a continuation of Heathcote Road.

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			The EIS recommends that this impact be mitigated by imposing truck restrictions and implementing traffic calming measures on Ridge Road/Heathcote Road west of US Route 1. After mitigation, proposed Route 92 would not have a significant traffic impact in Kingston, and would therefore not have a significant impact on other environmental parameters in the Kingston area.
PH12	Kingston Village Advisory Committee for the Joint Townships of Franklin and South Brunswick, Anne M. Zeman	KVAC-4	The Cook National Trust natural area is at least 1/2 mile west of the terminus of Route 92 at US Route 1. A portion of the Cook natural area fronts on Ridge/Heathcote Road. As shown in Table 4-3a in the FEIS, traffic modeling indicates that proposed Route 92 would make a difference of less than 1% in total traffic on Ridge/Heathcote Road, but that Route 92 would increase truck traffic. An increase in truck traffic would have an adverse noise impact. Mitigation for the projected increase in truck traffic is outlined above and in Section 5.3.10. Vehicular emissions are projected to decrease substantially in response to federal mandates with or without proposed Route 92 (see Section 4.2.6).
PH12	Kingston Village Advisory Committee for the Joint Townships of Franklin and South Brunswick, Anne M. Zeman	KVAC-5	Please see the response to comment KVAC-3. As shown in Table 4-3a in the FEIS and discussed in Section 4.2.1.3, traffic modeling indicates that proposed Route 92 would not increase total traffic on the roads leading north and west out of Kingston. Although no increase in overall traffic is predicted for Laurel Avenue, truck traffic is projected to increase. After the increase, approximately 1% of traffic on Laurel Avenue would be trucks (defined as vehicles with more than two axles or more than four wheels). Mitigation proposed for truck traffic on Ridge Road/Heathcote Road should also reduce truck traffic on Laurel Avenue (see Section 5.3.10 of the FEIS). At Route 518, traffic on Laurel Avenue/Route 603 splits among 518 east to Rockingham, 518 west to Rocky Hill, and 603 north to Griggstown along the Delaware and Raritan Canal and Delaware and Raritan Canal State Park. The impact of proposed Route 92 on Laurel Avenue would begin to dissipate at this point. Therefore, impacts on historic sites in Rockingham, Rocky Hill, Griggstown, and the east side of the canal and park are expected to be minimal. River Road (Mercer County Route 605/Somerset County Route 533) runs north from Route 27 on the west side of the Millstone River and the canal and park. Traffic modeling indicates that in 2028, proposed Route 92 would reduce car traffic and total traffic on River Road by approximately 6 percent relative to the no-action alternative, and would increase truck traffic by approximately 3 percent. Projected truck traffic is approximately 1.5 percent of projected total traffic. Therefore, impacts to the west side of the canal and park would be minimal. The model projects that on Route 27 proposed Route 92 would reduce both car and truck traffic in the A.M. and P.M. peak hours and on an average weekday, relative to the no-action alternative. The model indicates that overall truck traffic on Route 27 would decrease by approximately 20 percent. Therefore, impacts on Franklin Township as a whole are expected to be positive.
PH12	Kingston Village Advisory Committee for the Joint Townships of Franklin and South Brunswick, Anne M. Zeman	KVAC-6	Comment noted.
PH12	Kingston Village Advisory Committee for the Joint Townships of Franklin and South Brunswick, Anne M. Zeman	KVAC-7	Comment noted.
PH12	Kingston Village Advisory Committee for the Joint Townships of Franklin and South Brunswick, Anne M. Zeman	KVAC-8	The projected impact of proposed Route 92 on traffic flow in the Kingston area is addressed in Section 4.2.1.3 of the FEIS. The traffic analysis performed for the DEIS indicates that the only significant negative traffic impact in Kingston would be an increase in truck traffic on Ridge Road/Heathcote Road and on Laurel Avenue, which functions as a continuation of Heathcote Road north of Route 27. The EIS recommends that this impact be mitigated by imposing truck restrictions and implementing traffic calming measures on Ridge Road/Heathcote Road west of US Route 1.
PH12	Kingston Village Advisory Committee for the Joint Townships of Franklin and South Brunswick, Anne M. Zeman	KVAC-9	Please see response to comment PAI-3.
PH13	Monroe Twp, Edward Cohen	MOTEC-1	The commenter is correct in noting that the segment of proposed Route 92 between New Jersey Turnpike Interchange 8A and US Route 130 is projected to have minimal environmental impact.

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PH14	Tri-State Transportation Campaign, Damien Newton	TSTC3-1	The EIS presents projected 2028 levels of service for 15 intersections. It is projected that if proposed Route 92 is not built, 12 of the 15 intersections will fail in the morning peak hour and 13 will fail in the evening peak hour. With proposed Route 92, 11 would fail in the morning peak hour and 9 would fail in the evening peak hour.
PH14	Tri-State Transportation Campaign, Damien Newton	TSTC3-2	Proposed Route 92 is projected to attract enough traffic to reduce overall peak-hour traffic on existing east-west roads in the area by 18% and to reduce peak-hour truck traffic on existing east-west roads by 17%. These are substantial changes for one road in a transportation network to bring about.
PH14	Tri-State Transportation Campaign, Damien Newton	TSTC3-3	As discussed in sections 4.2.1.4 and 4.2.1.3 of the EIS, proposed Route 92 would have little effect on "sprawl" development. Route 92 would be a limited access highway with interchanges only in areas that are already developed or in the process of developing. As such, it would not open new areas to development.
PH14	Tri-State Transportation Campaign, Damien Newton	TSTC3-4	Evaluation of the cost of proposed Route 92 is beyond the scope of the EIS. NJTA advises that bond proceeds are being held in reserve for construction of Route 92. The bonds will be redeemed using toll proceeds from the New Jersey Turnpike and the Garden State Parkway. No tax funds would be required for Route 92.
PH14	Tri-State Transportation Campaign, Damien Newton	TSTC3-5	The 4 lane section of US Route 1 south of Ridge Road would be widened to 6 lanes to accommodate traffic diverted to this section of roadway by the Route 92 project.
PH15	Dowgin, Cathy		These comments were also submitted in writing. Please refer to the responses to comments CD-1 through CD-10 in comment group WC054.
PH16	NJ Society for Economic and Environmental Development, Joseph McNamara	SEED-1	Traffic on US Route 1 is expected to increase whether or not Route 92 is constructed. Traffic on local roads is also expected to increase. The intent of the Route 92 project is to offer an alternative to local roads that would connect US Route 1 and the NJ Turnpike, providing reduced travel times and reduced traffic on local roads.
PH16	NJ Society for Economic and Environmental Development, Joseph McNamara	SEED-2	This commenter agrees with the findings of the DEIS.
PH16	NJ Society for Economic and Environmental Development, Joseph McNamara	SEED-3	Comment noted.
PH16	NJ Society for Economic and Environmental Development, Joseph McNamara	SEED-4	NJTA would pay for maintenance of proposed Route 92, Middlesex County would continue to pay for maintenance of county roads, and municipalities would continue to pay for maintenance of other local roads. Because proposed Route 92 would remove traffic from local roads, it could reduce the cost of maintaining local roads.
PH17	Sierra Club, NJ Chapter, Central Group, Edward Pfeiffer		These comments were also submitted in writing. Please refer to the responses to comments CGSC-1 through CGSC-8 in comment group WC053.
PH18	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA-1	The alternatives analysis in the DEIS did evaluate a wide range of improvements to the local road system. The modeling analyses conducted for these improvements indicate that local improvements alone would be inadequate to meet future traffic demands.
PH18	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA-2	Comment noted.
PH18	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA-3	Impacts of proposed Route 92 to undeveloped and agricultural land are discussed in DEIS sections 4.2.3.4 (Wetlands), 4.2.3.5 (Fish and Wildlife), 4.2.4 (Farmland), 4.2.9 (Aesthetics), and 4.2.13 (Land Use).
PH18	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA-4	The State of New Jersey never adopted the Blueprint for Intelligent Growth (BIG), also called the "Big Map," as a guide for land use decisions.
PH18	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA-5	Comment noted.

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PH18	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA-6	Please see response to comment PAI-3.
PH18	Stony Brook - Millstone Watershed Assoc., George S. Hawkins	SBMWA-7	The significant past and projected growth in the project area, the significant role of US Route 1 in hosting employment opportunities, and the significant national role of the interchange 8A area in goods distribution has created travel demand that exceeds the capacity of the local road network. The alternatives analysis and the traffic modeling that was conducted to support it indicate that new travel capacity needs to be created.
PH19	South Brunswick Twp., Michael Paquette	SBPD-1	The project is not intended to address all congestion issues in the region, on Route 1 and on Old Ridge Road. The project would address east-west connections in the region and offer an alternative to local roads. We do expect that this would have a positive impact on traffic in the region.
PH19	South Brunswick Twp., Michael Paquette	SBPD-2	The effect of the toll on diversion of traffic from local roads to proposed Route 92 was accounted for in the traffic model by converting the toll into an equivalent time penalty, based on a value of time of \$16/hour for cars and \$42/hour for trucks. This is the same procedure that was used in the regional traffic model for the Penns Neck EIS, and has been validated against usage of the Turnpike by both autos and trucks.
PH19	South Brunswick Twp., Michael Paquette	SBPD-3	Increased vehicle traffic is anticipated in the region with or without the construction of Route 92. Models and demographic estimates indicate that increases will occur based on new employers, increased population, and other factors. This project is one part of a regional effort to address these increases and seeking to shift some vehicles from local roads to a higher-capacity roadway.
PH19	South Brunswick Twp., Michael Paquette	SBPD-4	The transportation modeling analysis conducted for the EIS indicated a need for roadway capacity in the study area beyond that provided by Route 522.
PH19	South Brunswick Twp., Michael Paquette	SBPD-5	Comment noted.
PH19	South Brunswick Twp., Michael Paquette	SBPD-6	This project is expected to have a positive impact on east-west travel between US Route 1 and the NJ Turnpike. It is not intended to address safety issues on US Route 1. However, it is expected to ease some future congestion on local roads in the area which may have a positive impact on safety.
PH20	Peucker, Carolyn	CPE-1	Comment noted.
PH21	Perrine Road Residents Assoc., Betsy Sherer		These comments were also submitted in writing. Please refer to the responses to comments PRRA-1 through PRRA-10 in comment group WC052..
PH22	League of Women Voters, Edith Neimark		These comments were also submitted in writing. Please refer to the responses to comments LWV-1 through LWV-7 in comment group WC098.
PH23	South Brunswick Twp, Jack Boekhout	SBTJB-1	The USACE is preparing this EIS in accordance with its guidelines for implementing NEPA. Under NEPA, opportunities for public input occur at several milestones in the process. In the case of the Route 92 project, the first major USACE milestone was the scoping meeting held on June 8, 2000. Subsequently, USACE retained a contractor to prepare a DEIS under USACE direction. The DEIS was issued in April 2004 and in accordance with USACE guidelines, additional opportunity for public comment was provided. In addition to the notice of availability in the Federal Register, numerous copies were placed in public repositories in the study area; copies were also mailed out to individuals and agencies on the USACE mailing list. The entire DEIS was posted on the USACE website to encourage public review and comment. An afternoon and evening session public hearing was held on May 20, 2004 and additional opportunity to provide tape recorded statements was offered. The adequacy of the public input process is evidenced by the volume of comments received on the DEIS--75 speakers at the public hearing, 37 tape recorded statements and 155 comment letters, for a total of approximately 1,300 comments. These comments have been carefully reviewed by USACE and are being responded to. All of the public input will become part of the public record which the USACE will consider in rendering a permit decision.
PH23	South Brunswick Twp, Jack Boekhout	SBTJB-2A	See response to comment CD-9.

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PH23	South Brunswick Twp, Jack Boekhout	SBTJB-2B	See response to comment SCLL2-74B.
PH24	Pittrak, Paulette	PP-1	Comment noted.
PH25	Cutchim, Deborah	DC-1	For all parameters except total population, data from the 2000 Census are the most recent local data available. More recent data are not available for characteristics of the population.
PH25	Cutchim, Deborah	DC-2	Every effort has been made to use the most recent data available. Models were developed specifically for this project to estimate current and projected future traffic.
PH25	Cutchim, Deborah	DC-3	The 1995 NJDEP aerial photos, which were the most recent aerial photos available from the State at the time of DEIS writing, were used in conjunction with field visits to provide an analysis based on current conditions.
PH25	Cutchim, Deborah	DC-4	The information presented in the DEIS is a combination of new material and material presented in previous reports and other documents submitted for proposed Route 92. Updated modeling of traffic, air quality and noise was performed, and updated information on state and federal threatened and endangered species was collected. When it was determined that previously developed information was still valid, it was included in the current EIS.
PH25	Cutchim, Deborah	DC-5	It is not apparent what specific information, or even the general type of information, the comment refers to. The analysis in the EIS is based on the most recent information known to the preparers.
PH25	Cutchim, Deborah	DC-6	The purpose and need analysis was developed jointly by the New Jersey Turnpike Authority, the EIS consultant, and the US Army Corps of Engineers. The purpose and need was derived from past documents prepared by the Middlesex County Planning Board and the New Jersey Department of Transportation, and updated with recent road system information. One of the key objectives is consistency with the New Jersey Smart growth process. Improvements to existing roads and addition of new local roads create potential for inducing sprawl in the area. Hence limited access roadways without local road connections are more consistent with New Jersey smart growth policy. In addition the traffic modeling analysis identified a significant component of nonlocal traffic that would be utilizing local roadways. A key characteristic for any project, so as to be consistent with the New Jersey smart growth policy, was to protect the quality of life for local residents and small businesses who use local roads, and to avoid dislocations along local roadways.
PH25	Cutchim, Deborah	DC-7	Comment noted.
PH26	Wymer, William		These comments were also submitted in writing. Please refer to the responses to comments WW-1 through WW-6 in comment group WC063.
PH27	Bellizio, Harold	HB-1	See response to AMEC-4.
PH27	Bellizio, Harold	HB-2	Comment noted.
PH27	Bellizio, Harold	HB-3	Proposed Route 92 is designed to draw truck traffic off local roads by providing a faster way of traveling between US Route 1 and the New Jersey Turnpike. The proposed highway would be part of the New Jersey Turnpike system regardless of its numerical designation. Truck restrictions on other roads would be implemented through a cooperative effort of municipalities, Middlesex County, and state agencies. Changing road designations would have no effect.
PH27	Bellizio, Harold	HB-4	The proposed Route 92 project includes addition of ramps connecting southbound US Route 1 with westbound Ridge Road and connecting northbound US Route 1 with westbound Ridge Road. Proposed Route 92 would include bridges over Ridge Road and US Route 1. The only toll collection points proposed on Route 92 would be just west of US Route 130 and at New Jersey Turnpike Interchange 8A.
PH27	Bellizio, Harold	HB-5	NJTA states that potential uses for and/or disposition of excess property NJTA owns in the Route 92 corridor has not been determined, and dedication to local communities will be considered.

Commenter Code	Commenter	Comment #	Response																						
PH28	Camarota, Joe	JC-1	The study does not state that the construction of Route 92 would relieve all traffic on US Route 1. Table 2-13 provides a sample of potential traffic reduction on local east-west connections between US Route 1 and the NJ Turnpike. Section 4.2.7 indicates that traffic currently utilizing Route 1 for a north-south connection will be given a high-speed alternative. Indications are that Route 1 traffic will increase based on development in the area whether route 92 is constructed or not.																						
PH28	Camarota, Joe	JC-2	Comment noted.																						
PH28	Camarota, Joe	JC-3	Impacts of proposed Route 92 to undeveloped and agricultural land are discussed in DEIS sections 4.2.3.4 (Wetlands), 4.2.3.5 (Fish and Wildlife), 4.2.4 (Farmland), 4.2.9 (Aesthetics), and 4.2.13 (Land Use).																						
PH28	Camarota, Joe	JC-4	See response to comment BBN-3.																						
PH28	Camarota, Joe	JC-5	Please see the response to comment KVAC-3.																						
PH28	Camarota, Joe	JC-6	Please see response to comment TSTC3-4.																						
PH28	Camarota, Joe	JC-7	The analysis of need in the project study area considered the extensive portfolio of both approved and planned development activity. Further development of office space and other commercial space is anticipated throughout the Route 1 corridor, as well as additional warehouse development in the interchange 8A area contributed extensively to demands for increased capacity in the road system.																						
PH29	Bialler, Nancy	NB-1	Section 2.3 of the DEIS considers a wide range of transportation demand management measures including transit and less rapid transit. The analysis of the existing roadway system in the project area indicated that there are a number of major north-south roadways that could share regional traffic; however, these north-south roadways are not interconnected adequately to allow vehicles to transfer between them. Hence, creation of east-west capacity is essential to the project purpose. The limited access design is consistent with New Jersey Smart Growth policy, which discourages new accessibility to less developed areas.																						
PH29	Bialler, Nancy	NB-2	See response to FRWTP-23.																						
PH29	Bialler, Nancy	NB-3	Extending the truck lanes of the NJ Turnpike farther south would not address the need for additional east-west travel capacity in central New Jersey.																						
PH29	Bialler, Nancy	NB-4	Widening of US Route 1 was not rejected. The alternative was carried through the alternatives screening evaluation and received detailed evaluation in Section 4 of the DEIS. In the DEIS, USACE does not select a preferred alternative among the alternatives (including US Route 1 widening) evaluated in detail.																						
PH29	Bialler, Nancy	NB-5	Please see the response to comment DRCC-3.																						
PH29	Bialler, Nancy	NB-6	Please see the response to comment DC-4.																						
PH29	Bialler, Nancy	NB-7	<p>Although Route 92 would pass through rural land use areas, the intersections evaluated in the carbon monoxide (CO) "hot spot" analyses were located in congested traffic areas where background CO levels would be higher than those expected in a rural area. Therefore, to be conservative, the higher suburban background CO concentrations were used. Changing background CO concentration levels to those representative of a rural area would suggest reduced project impacts because the impact analysis is based on adding the predicted CO concentrations from the project to background suburban or rural concentrations and then comparing them to the one- and eight-hour National Ambient Air Quality Standards (NAAQS). The table below demonstrates that the Dey Road and CR535 intersection for the proposed project would have lower CO concentration impacts using the rural background CO levels.</p> <table border="1"> <thead> <tr> <th rowspan="2">Averaging Time</th> <th colspan="2">2028 Background CO Concentrations (ppm)</th> <th colspan="2">2028 Project + Background CO Concentrations (ppm)</th> <th rowspan="2">NAAQS</th> </tr> <tr> <th>Rural</th> <th>Suburban</th> <th>Rural</th> <th>Suburban</th> </tr> </thead> <tbody> <tr> <td>One-hour</td> <td>0.63</td> <td>1.9</td> <td>2.6</td> <td>3.9</td> <td>35</td> </tr> <tr> <td>Eight-hour</td> <td>0.43</td> <td>1.3</td> <td>1.8</td> <td>2.7</td> <td>9</td> </tr> </tbody> </table>	Averaging Time	2028 Background CO Concentrations (ppm)		2028 Project + Background CO Concentrations (ppm)		NAAQS	Rural	Suburban	Rural	Suburban	One-hour	0.63	1.9	2.6	3.9	35	Eight-hour	0.43	1.3	1.8	2.7	9
Averaging Time	2028 Background CO Concentrations (ppm)		2028 Project + Background CO Concentrations (ppm)		NAAQS																				
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Commenter Code	Commenter	Comment #	Response
PH29	Bialler, Nancy	NB-8	The increase in truck traffic throughout the region is one reason for the construction of a roadway to address east-west connections in the area between US Route 1 and the NJ Turnpike. The project would result in some potentially undesirable localized impacts that can be addressed through mitigation. The EIS is sensitive to the need to address such impacts through mitigation. The overall shift in traffic and the establishment of east-west high-speed connections would have a positive overall impact on regional traffic.
PH29	Bialler, Nancy	NB-9	It is true that in the vicinity of proposed Route 92, Perrine Road would no longer have the character of a rural through road.
PH29	Bialler, Nancy	NB-10	It is not the intention of the Route 92 project by itself to accommodate all future growth. The Route 92 project is one element of an overall need to address growth. The project would reduce traffic on local roads by establishing a new connection that offers an alternative to local roadways.
PH30	Murray, Joan	JMU-1	Please refer to Section 4.2.1.3 in the FEIS and the response to comment KVAC-3.
PH31	Pollack, Marcia	MPO-1	Please see the response to comment JMU-1.
PH31	Pollack, Marcia	MPO-2	Please see the response to comment JMU-1.
PH32	Plainsboro Twp, Peter Cantu		These comments were also submitted in writing. Please refer to the responses to comments PLTPC-1 through PLTPC-6 in comment group WC048.
PH33	Plainsboro Twp, Arthur Lehrhaupt		These comments were also submitted in writing. Please refer to the responses to comments PLTAL-1 and PLTAL-2 in comment group WC047.
PH34	Plainsboro Twp, Robert O. Sheehan		These comments were also submitted in writing. Please refer to the responses to comments PLTRS-1 and PLTRS-2 in comment group WC046.
PH35	Hopewell Twp, Jon Edwards	HOTJE-1	The results of the DEIS indicate that impacts on communities west of US Route 1 would not be significant or could be mitigated. The Township is applauded for its efforts to reduce overall truck traffic on local roads. Efforts such as this from local municipalities can enhance the benefits offered by the construction of Route 92.
PH35	Hopewell Twp, Jon Edwards	HOTJE-2	See response to CD-2.
PH35	Hopewell Twp, Jon Edwards	HOTJE-3	See response to NB-1 and USEPA-5.
PH35	Hopewell Twp, Jon Edwards	HOTJE-4	Please see the response to comment TSTC3-1.
PH35	Hopewell Twp, Jon Edwards	HOTJE-5	Please see the response to comment DJ-1 below.
PH35	Hopewell Twp, Jon Edwards	HOTJE-6	Please see the response to comment FRWTP-23.
PH35	Hopewell Twp, Jon Edwards	HOTJE-7	Please see the response to comment TSTC3-4.
PH35	Hopewell Twp, Jon Edwards	HOTJE-8	Extension of Route 92 beyond the Route 1 terminus is not part of the current project design, and previous studies for Route 92 rejected a connection to Route 206 due to significant potential environmental effect. Such a connection is not an element of the Route 92 project. The EIS did not identify any impacts to Hopewell Township resulting from Route 92.
PH36	Johnson, Debra	DJ-1	Traffic modeling indicates that the only significant negative traffic impact west of US Route 1 would be an increase in truck traffic on Ridge Road/Heathcote Road between Route 1 and Route 27 and on Laurel Avenue, which functions as a continuation of Heathcote Road north of Route 27. For more specific information, see Section 4.2.1.3 of the FEIS. As discussed in Section 5.3.10 of the DEIS, this impact could be mitigated by imposing truck restrictions on Ridge Road/Heathcote Road between US Route 1 and Route 27.
PH36	Johnson, Debra	DJ-2	Comment noted. Additional lanes are planned for US Route 1 in the area south of proposed Route 92 to accommodate traffic diverted to this section of US Route 1 by the construction of Route 92.

Commenter Code	Commenter	Comment #	Response
PH36	Johnson, Debra	DJ-3	The character of South Brunswick Township is already changing rapidly. The population of South Brunswick increased by 46% between 1990 and 2000, and is projected to grow another 50% by 2020. Economic activity is also growing rapidly. Population and economic activity generate traffic. Proposed Route 92 is a response to changes already occurring in South Brunswick and the region.
PH36	Johnson, Debra	DJ-4	Please see the response to comment SBPD-2
PH36	Johnson, Debra	DJ-5	The same types of vehicles that would use proposed Route 92 are currently using local roads, and they are carrying the same types of cargo they would carry on Route 92. Route 92 would draw traffic off the local roads, where runoff is generally not controlled as well as it would be on Route 92.
PH36	Johnson, Debra	DJ-6	Please see response to comment PAI-3.
PH37	Princeton Forrestal Center, Robert J. Wolfe		These comments were also submitted in writing. Please refer to the responses to comments PFCRW-1 through PFCRW-5 in comment group WC050.
PH38	Kingston Greenways Assoc., Karen Linder	KGA1-1	The analysis performed for the EIS indicates that proposed Route 92 would have little impact on open space around Kingston. Please refer to Section 4.2.1.3 of the FEIS.
PH38	Kingston Greenways Assoc., Karen Linder	KGA1-2	Proposed Route 92 would end at US Route 1, and would have little or no impact on species of concern in Kingston.
PH38	Kingston Greenways Assoc., Karen Linder	KGA1-3	Because the 2004 Stormwater Management Rules required modifications to the Route 92 stormwater management plan as originally proposed, there will be an increase in cost for the mitigation measures. The mitigation measures are described in Section 5.3.3.1 of the FEIS.
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-1	Comment noted.
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-2	It is true that in crossing the Devil's Brook corridor, proposed Route 92 would cross one of the largest unbroken pieces of undeveloped land in Middlesex County. It is also true that the Devil's Brook corridor is environmentally sensitive. To maintain the hydraulic integrity of the Devil's Brook corridor and to provide passage for wildlife, the proposed design includes a 525-foot bridge over Devil's Brook and its flood plain and a 520-foot bridge over the Amtrak rail line west of Devil's Brook. Beyond the Devil's Brook corridor, proposed Route 92 would stay within 1,000 feet of Friendship Road rather than passing through wetlands to the north and south.
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-3	The 300-foot-wide right-of-way for proposed Route 92 would occupy 210 acres of land currently in agricultural use. The highway would interfere with access to an additional 78 acres of agricultural land, most of which is between the proposed Route 92 alignment and Broadway Swamp. Rather than being "destroyed," the 78 acres cut off by Route 92 would most likely revert to their natural state.
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-4	Please see response to comment JC-3.
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-5	See response to comment CD2-4.
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-6	Please see response to comment LWV-3.
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-7	A portion of the wetland mitigation plan is included in Appendix G of the FEIS.
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-8	The fact that a site has potential for groundwater contamination does not mean a plume or other form of groundwater contamination is present. If contamination is present, construction of proposed Route 92 could expedite cleanup.
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-9	See response to comment NB-7.
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-10	See response to comment SBTAZ-11.
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-11	Under the 2004 Stormwater Management Rules, neither proposed Route 92 nor the US Route 1 Widening with Signal Removal alternative would be allowed to decrease groundwater recharge.

Commenter Code	Commenter	Comment #	Response
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-12	See response to comment KGA1-3.
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-13	See response to comment CD-9. NJDEP received a copy of the DEIS.
PH39	South Brunswick Twp, Anne M. Zeman	SBTAZ-14	NJTA will consider, where necessary, a wide range of options to reduce the impact of deicing salt in highway runoff from proposed Route 92, depending on the degree of actual impact and sensitivity of specific areas to salt in the runoff. These options include, but may not be limited to, alternative deicing materials, modified application rates and procedures, and minimizing or prohibiting the use of deicing salt in sensitive areas with warning provided to motorists of potentially hazardous driving conditions.
PH40	Dayton Village Citizens' Coalition, Robert Tucker		These comments were also submitted in writing. Please refer to the responses to comments DVCC-1 through DVCC-5 in comment group WC056.
PH41	Sierra Club, NJ Chapter, Laura Lynch		These comments were also submitted in writing. Please refer to the responses to comments SCLL1-1 through SCLL1-8 in comment group WC057.
PH42	Millstone Valley Preservation Coalition, Jan Ten Broek	MVPC3-1	With respect to the Kingston area, please see Section 4.2.1.3 of the FEIS and the response to comment KVAC-3. With respect to Griggstown, please see the response to comment KVAC-5. Griggstown is more than 4 miles north of the western terminus of proposed Route 92. No significant project impacts are expected to occur in Griggstown.
PH43	Regional Planning Partnership, Dianne R. Brake	RPP-1	Comment noted.
PH43	Regional Planning Partnership, Dianne R. Brake	RPP-2	Comment noted.
PH44	Peters, Joe		These comments were also submitted in writing. Please refer to the responses to comments JPE1-1 through JPE1-10 in comment group WC058B.
PH45	NJ Public Interest Research Group, Douglas O'Malley	NJPIRG-1	Please see the response to comment TSTC3-1.
PH45	NJ Public Interest Research Group, Douglas O'Malley	NJPIRG-2	Please see response to comment TSTC3-4.
PH45	NJ Public Interest Research Group, Douglas O'Malley	NJPIRG-3	The issue of induced development is addressed in sections 4.2.1.4 and 4.2.13.3 of the DEIS. Any improvement in the transportation system could be said to encourage development by making it easier to move around in the affected area. However, this does not mean development should be discouraged by maintaining the transportation system at a dysfunctional level. Rather, development should be managed through land use controls. Please see also response to comment TSTC3-3.
PH45	NJ Public Interest Research Group, Douglas O'Malley	NJPIRG-4	As stated in Section 4.2.7 of the DEIS, peak period data was utilized to calibrate the model based on 2000-2002 information.
PH45	NJ Public Interest Research Group, Douglas O'Malley	NJPIRG-5	The proposed Route 92 project includes widening of US Route 1 from four lanes to six lanes from Route 92 south to approximately the Plainsboro border, a distance of approximately one-half mile. This would add capacity to accommodate traffic diverted to this section of US Route 1 by Route 92.
PH45	NJ Public Interest Research Group, Douglas O'Malley	NJPIRG-6	Comment noted.
PH45	NJ Public Interest Research Group, Douglas O'Malley	NJPIRG-7	Comment noted.
PH45	NJ Public Interest Research Group, Douglas O'Malley	NJPIRG-8	Comment noted.
PH45	NJ Public Interest Research Group, Douglas O'Malley	NJPIRG-9	In the signalized intersection tables, the volumes on US Route 1 approaching the signal do not include turning vehicles that exit Route 1 prior to the signal.

Commenter Code	Commenter	Comment #	Response
PH45	NJ Public Interest Research Group, Douglas O'Malley	NJPIRG-10	Projected vehicle miles traveled are somewhat lower for Route 92 than for the No Action alternative because with Route 92, many east-west trips will be more direct than under existing conditions.
PH46	Delaware & Raritan Canal Coalition, Robert von Zumbusch	DRCC-1	Comment noted.
PH46	Delaware & Raritan Canal Coalition, Robert von Zumbusch	DRCC-2	Please see response to comment SBTJB-1.
PH46	Delaware & Raritan Canal Coalition, Robert von Zumbusch	DRCC-3	The traffic modeling analysis conducted for the DEIS indicates that the recently improved four-lane Route 522 will be needed to support local traffic patterns in South Brunswick. The traffic model included four-lane Route 522 as part of the existing road system. However, growth already approved or anticipated by the region's municipalities will create the demand for additional capacity beyond the existing four-lane Route 522. For this reason expansion of Route 522, including widening to six lanes, was evaluated as an alternative.
PH46	Delaware & Raritan Canal Coalition, Robert von Zumbusch	DRCC-4	The commenter supports having multiple roads connecting north-south routes. One of the key needs defined for this area is increased road capacity along east-west corridors, especially where they can link existing north-south routes. While existing north-south roadways have some capacity available, the ability of vehicles to move between north-south roadways is severely constrained by the lack of east-west roadway capacity.
PH46	Delaware & Raritan Canal Coalition, Robert von Zumbusch	DRCC-5	See response to comment NJPIRG-5.
PH46	Delaware & Raritan Canal Coalition, Robert von Zumbusch	DRCC-6	See response to AMEC-4.
PH46	Delaware & Raritan Canal Coalition, Robert von Zumbusch	DRCC-7	Please see response to comment PAI-3.
PH46	Delaware & Raritan Canal Coalition, Robert von Zumbusch	DRCC-8	See response to CD-2.
PH46	Delaware & Raritan Canal Coalition, Robert von Zumbusch	DRCC-9	Comment noted. Route 92 would not affect efforts to obtain natural heritage area designations nearby.
PH47	Tri-State Transportation Campaign, Damien Newton	TSTC4-1	See response to comment NJPIRG-5.
PH47	Tri-State Transportation Campaign, Damien Newton	TSTC4-2	Comment noted.
PH47	Tri-State Transportation Campaign, Damien Newton	TSTC4-3	Increases in east-west truck flow between the NJ Turnpike and US Route 1 are inevitable. Traffic modeling indicates that in the future, trucks will increasingly utilize and further congest local roadways for travel between these two points. The diversion of truck trips away from these roadways represents one positive impact of the construction of Route 92.
PH47	Tri-State Transportation Campaign, Damien Newton	TSTC4-4	Please see the response to comment TSTC3-1.
PH47	Tri-State Transportation Campaign, Damien Newton	TSTC4-5	Please see response to comment SBTJB-1.
PH-48	Sensible Transportation Options Partnership, Lincoln Hollister		These comments were also submitted in writing. Please refer to the responses to comments STOP-1 through STOP-5 in comment group WC060.

Commenter Code	Commenter	Comment #	Response
PH49	Millstone Valley Preservation Coalition, Elizabeth Ann Palius	MVPC1-1	See response to comment DW-10.
PH49	Millstone Valley Preservation Coalition, Elizabeth Ann Palius	MVPC1-2	Please see response to comment TSTC3-4.
PH49	Millstone Valley Preservation Coalition, Elizabeth Ann Palius	MVPC1-3	Please see the responses to comments CGSC-7 and SBMWA2-7.
PH49	Millstone Valley Preservation Coalition, Elizabeth Ann Palius	MVPC1-4	One of the road system needs identified through the traffic modeling analysis is for increased east-west road capacity linking the existing north-south corridors. Proposed Route 92 would allow regional vehicular traffic to offload from Route 1 by providing access to the New Jersey Turnpike. Proposed Route 92 would also provide access from the interchange 8A area to Route 1 without using local roads. The Perrine Road interchange is designed to allow traffic to access several major office park facilities without having to travel on Route 1.
PH49	Millstone Valley Preservation Coalition, Elizabeth Ann Palius	MVPC1-5	The project is intended to improve traffic flow between the NJ Turnpike and US Route 1. Traffic, with or without the Route 92 project, is expected to increase in this area, which will further congest local roads. The project is intended to reduce congestion.
PH49	Millstone Valley Preservation Coalition, Elizabeth Ann Palius	MVPC1-6	With respect to Kingston, please see Section 4.2.1.3 of the FEIS and the response to comment KVAC-3. With respect to other communities in the Millstone valley, please see the responses to comments KVAC-5 and CD-2. The Millstone River Valley Scenic Byway follows the Millstone River from Route 514 in Millstone to Route 27 in Kingston. The byway includes River Road/Route 533 on the west side of the river and Laurel Avenue/Canal Road/Route 603 on the east side. At its closest point to proposed Route 92, its southern terminus in the center of Kingston, the byway would be approximately 1 mile from proposed Route 92. Route 92 would not be visible from the byway and would not increase total traffic on the roads of the byway. Although no increase in overall traffic is predicted for Route 603, truck traffic is projected to increase. After the increase, approximately 1% of traffic on Route 603 south of Route 518 would be trucks (defined as vehicles with more than two axles or more than four wheels). Mitigation proposed for truck traffic on Ridge Road/Heathcote Road should also reduce truck traffic on Laurel Avenue (see Section 5.3.10 of the FEIS).
PH49	Millstone Valley Preservation Coalition, Elizabeth Ann Palius	MVPC1-7	Please see response to comment PAI-3.
PH50	Chrinko, Frank		These comments were also submitted in writing. Please refer to the responses to comments FCH-1 through FCH-6 in comment group WC061.
PH51	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL1-1	The Township of South Brunswick Master Plan was consulted, including the Circulation Element, and is addressed in Section 4.2.13.2 of the DEIS.
PH51	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL1-2	<p>Vibration impacts to residences near proposed Route 92 would be minor. According to <i>Federal Transit Authority (FTA), Traffic Noise and Vibration Impact Assessment, Final Report, April 1995</i>, background vibration velocity levels in residential areas is usually 50 velocity decibels (VdB) or lower, well below the threshold of perception for humans, which is around 65 VdB. Although, the perceptibility threshold is about 65 VdB, human response to vibration is not usually significant unless the vibration exceeds 70 VdB. Buses and trucks rarely create vibration that exceeds 70 VdB unless there is a bump in the road. A vibration velocity level of 100 VdB or greater can cause minor cosmetic damage to fragile buildings. This vibration level is typically associated with blasting from construction projects. Construction of proposed Route 92 would not involve any blasting. The projected reduction of truck traffic along local roads after completion of proposed Route 92 would reduce vibration impacts to residences adjacent to those roadways (i.e., 50 feet from the edge of the roadway or closer).</p> <p>Section 4.2.8 of the DEIS evaluates potential noise impacts to homes along the route of proposed Route 92. Route 92 would not cause substantial increases in noise at any point distant from its route. In general, traffic modeling indicates that truck traffic near homes would be reduced. Where noise increases would occur, the increases would typically be less than 5 dBA (barely perceptible). At a few locations, the increases would be up to 7 dBA (compared to No Action); these increases would be perceptible</p>

Commenter Code	Commenter	Comment #	Response
			but not substantial, according to FHWA and NJDOT guidance.
PH51	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL1-3	A diesel engine burns more efficiently when the truck travels at a constant, relatively high speed. Under these conditions, particulates in the exhaust are relatively small in size and are deposited over a relatively large area. Proposed Route 92 would draw trucks off local roads, where they change speeds more often and operate less efficiently, onto a limited access highway where they can maintain speed and operate more efficiently. The relatively fine particulate emissions from trucks on proposed Route 92 would tend to deposit farther from the road than the relatively large particles emitted by trucks on local roads. This would reduce the impact of Route 92 on crops near the highway. Diesel engines, such as used in heavy trucks and construction equipment do contribute a substantial portion of the nitrogen oxides (NO _x), particulate matter (PM), and to a lesser extent hydrocarbon (HC) emissions from mobile sources. In January 2001 and in June 2004, EPA finalized the Highway Diesel and Nonroad Diesel Rules, respectively, which will implement more stringent standards for new diesel engines and fuels. The rules mandate the use of lower sulfur fuels in diesel engines beginning in 2006 for highway diesel fuel. These fuels will enable the use of after-treatment technologies for new diesel engines, which can reduce harmful emissions of NO _x , PM and HC by 90 percent or more. After-treatment technologies for highway trucks will be phased in beginning in 2007.
PH51	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL1-4	Effects to wetlands and wildlife are addressed in the DEIS. Table 4-11 identifies the permanent impacts as well as temporary or construction impacts to wetlands. Those temporary impact areas would be restored to preconstruction conditions after construction is completed.
PH51	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL1-5	NJTA will be responsible for maintenance and repair of any roadways or intersections damaged during construction of Route 92, based on an assessment of pre- and post-construction conditions. Damage may be repaired by NJTA contractors or by local communities using funds provided by NJTA.
PH51	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL1-6	Bond funds for proposed Route 92 are being held in reserve. NJTA will redeem the bonds using toll revenues from the entire turnpike system and the Garden State Parkway.
PH51	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL1-7	The impact of the tolls has been calculated as part of the model that has been utilized for this project. Please see the response to comment SBPD-2.
PH51	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL1-8	The Hightstown bypass was included as a component of the existing road network in the project area. The final version of the Hightstown bypass project has deleted a component that would improve east-west travel to Route 1. Deletion of this component of the Hightstown bypass project creates additional need for east-west road capacity, beyond that analyzed in the DEIS. The need for road capacity in addition to Route 522 is discussed in the response to SBTTV-3.
PH51	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL1-9	It is unlikely that significant development has occurred in anticipation of proposed Route 92, which would not provide access to any property that is not already accessible by road. Please see also responses to comments NJPIRG-3 and TSTC3-3.
PH52	Carringer, Nancy		These comments were also submitted in writing. Please refer to the responses to comments NC-1 through NC-5 in comment group WC062.
PH53	Schwartz, Joe	JSC-1	The quality-of-life for the existing residents of southeastern Middlesex County is strongly affected by the local road system. Not only does the local road system serve as a connector between residents in a neighborhood, it also functions as the first element of the journey to work, and provides access to community services and retail shopping. Under New Jersey Smart growth policies, protecting the quality of community life is important. Overloading and congesting the local road system with regional commuter traffic and commercial truck traffic, reduces quality of life for residents. The alternatives analysis prepared for the DEIS examined more than 15 approaches to meeting road capacity requirements in the study area, including transit, intersection improvements, improvements to the existing local and regional road network, and new roads.
PH53	Schwartz, Joe	JSC-2	Please see response to comment TSTC3-4.
PH53	Schwartz, Joe	JSC-3	State authorities may override local zoning where it is considered necessary to meet a regional need. Proposed Route 92 is designed to comply with laws protecting wetlands and other aspects of the environment.
PH54	Halmo, Mark		These comments were also submitted in writing. Please refer to the responses to comments MH-1 through MH-3 in comment group WC064.

Commenter Code	Commenter	Comment #	Response
PH55	Braverman, Michael	MB-1	The EIS states that approximately 25% of the southern arrowhead plants in the Devil's Brook study area would be impacted by proposed Route 92. The Devil's Brook southern arrowhead study area comprises approximately 12 acres of wetlands at the intersection of Devil's Brook and proposed Route 92. The estimate of 25% impact is based on detailed mapping of existing southern arrowhead plants and the proposed highway. Impacts would be mitigated by transplanting southern arrowhead and by collecting seeds from existing plants for use in propagating new plants in a greenhouse for later planting in appropriate locations. The proportion of seeds taken would not be sufficient to threaten the existing southern arrowhead colonies. Use of local seeds, rather than importation of seeds, would be preferred.
PH55	Braverman, Michael	MB-2	Southern arrowhead, a state-listed endangered species, is the only plant listed in Section 3.3.5.1 of the DEIS for which potential habitat is found within the proposed right-of-way for Route 92. Surveys for southern arrowhead were conducted in 1996 and 1999 and in August 2004, after publication of the DEIS. None of the other plants listed in Section 3.3.5.1 of the DEIS were found during the southern arrowhead surveys.
PH55	Braverman, Michael	MB-3	Comus amomum is not a misspelling; as indicated in the DEIS, it is the scientific term for silky dogwood, not for pale dogwood (<i>Cornus amomum</i>). <i>Poa palensis</i> has been corrected to <i>Poa pratensis</i> in the FEIS.
PH55	Braverman, Michael	MB-4	See response to comment NJPIRG-5.
PH55	Braverman, Michael	MB-5	Proposed Route 92 would impact approximately 288 acres of agricultural land. The USEPA Suggested Alignment would impact approximately 303 acres of agricultural land.
PH55	Braverman, Michael	MB-6	Page ES-14 of the DEIS quotes language in the Plainsboro Master Plan supporting proposed Route 92. The DEIS contains no statements concerning the attitudes of Plainsboro residents toward proposed Route 92. Officials representing Plainsboro Township are on record in support of proposed Route 92 (see comment groups WC046 through WC048, WC085 and WC133). Regarding South Brunswick, page ES-14 of the DEIS states that proposed interchange areas are zoned for commercial and industrial development, while other areas through which proposed Route 92 would pass are zoned for low-density residential development. No statement is made concerning the compatibility of local zoning with highway development. The opposition of South Brunswick Township to proposed Route 92 is described in sections 3.13.2.2 and 4.2.13.2 of the DEIS.
PH56	Pugh, Zoya	ZP-1	The need for improved east-west roadway capacity was evaluated by creating a regional traffic model. Both existing demand for travel and projected future demand for travel arising from approved and anticipated development were incorporated into the analysis. Demand for road capacity is associated with the business activities of hundreds of employers in the project area, and thousands of residents.
PH56	Pugh, Zoya	ZP-2	Proposed Route 92 would improve east-west travel between the NJ Turnpike and US Route 1. Vehicular traffic is expected to increase in this area with or without Route 92.
PH56	Pugh, Zoya	ZP-3	The model utilized for this project accounts for tolls and the possible diversion of traffic that tolls can cause. Please see the response to comment SBPD-2.
PH56	Pugh, Zoya	ZP-4	Please see response to comment SBTEL2-2.
PH56	Pugh, Zoya	ZP-5	See response to comment CGSC-6.
PH56	Pugh, Zoya	ZP-6	<p>The project would permanently fill 12.03 acres of wetland, and shade an additional 1.16 acres of wetland, as shown in Table 4-11 of the DEIS. Table 4-11 also identifies an additional 2.92 acres of temporary, or construction period alterations to wetlands. These areas temporarily altered during construction would be restored in place; therefore, permanent impacts to wetland would be limited to approximately 13.2 acres. The remainder of the land to be converted to highway corridor is upland not wetland. The supervision, regulation and costs of wetlands work, including mitigation, would be developed during the final design and permitting phases of the project.</p> <p>As the commenter points out, human development can alter the natural environment and affect upland and wetland ecosystems; even dirt roads can fragment mature forests. The proposed Route 92 corridor passes through land already altered by human activity, including (1) developed areas at the east and west termini of the corridor, (2) agricultural fields and related activities throughout much of the project corridor, (3) Friendship Road, an existing paved roadway which the proposed alignment parallels</p>

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			for about half the distance between US Route 130 and US Route 1, and (4) existing railroad tracks toward the western end of the alignment. Selecting an alignment through already disturbed land minimizes adverse effects to larger intact natural environments found to the north and south of the proposed alignment.
PH56	Pugh, Zoya	ZP-7	No evidence has been found or offered that proposed Route 92 would threaten any species of plant or animal.
PH57	Lennon, Gene	GL-1	The legislation identified by the commenter seeks to refine the performance of USACE's civil works function, whereby USACE constructs improvements to infrastructure as directed and largely funded by Congress. The legislation does not speak to USACE's regulatory function, whereby USACE determines whether construction by others should be permitted under applicable federal law including the Clean Water Act. Proposed Route 92 is sponsored by NJTA, a state agency, and is not funded by Congress; NJTA seeks a Clean Water Act permit needed to build the proposed highway. Therefore, USACE's function with regard to Route 92 is regulatory.
PH58	Southgate, David		These comments were also submitted in writing. Please refer to the responses to comments DSO-1 through DSO-7 in comment group WC066.
PH59	Pantaleo, Tari	TP1-1	The Plainsboro Preserve totals more than 600 acres. The 12.5 acres north of proposed Route 92 would represent approximately 2 percent of the preserve.
PH59	Pantaleo, Tari	TP1-2	The Plainsboro Preserve is currently affected by noise from the Amtrak Northeast Corridor rail line, which abuts the west side of the Preserve and a roadway, which abuts the east side of the preserve. According to the New Jersey Transit schedule, 102 passenger NJT trains per weekday use this rail line; an additional 32 Amtrak trains are estimated to also use this rail line for a total of 134 passenger trains per day, or approximately 6 trains per hour, on average (more during peak hours). In addition, freight trains use the rail line. The noise receptor location R-9, which is located near the Preserve and is considered representative of the Preserve site, had a background noise level of 49.7 dBA. The addition of Route 92 traffic noise to the background noise would increase the peak-hour noise level to 55 dBA. The predicted noise increase from Route 92 traffic would be 5.3 dBA. Projected noise levels immediately adjacent to proposed Route 92 in the Plainsboro Preserve are anticipated to increase by 7-9 dBA. According to FHWA guidance (See EIS Table 3-12), a 5-dBA increase or greater is considered a perceptible change. Therefore, the overall potential noise impacts to the Plainsboro Preserve are anticipated to be perceptible during peak-hour traffic conditions and minor (less than 5 dBA) during non peak-hour conditions.
PH59	Pantaleo, Tari	TP1-3	Increases in traffic are expected along roadways in coming years with or without Route 92. The project is intended to offer an alternative to local roads and divert some traffic onto this alternative.
PH60	Wiser, Duke	DW-1	The statement of work was described by the lead agency, USACE, in a memorandum of understanding between the USACE and NJTA.
PH60	Wiser, Duke	DW-2	The contract for preparation of the EIS is a public record that can be obtained by following procedures for access to public documents.
PH60	Wiser, Duke	DW-3	In selecting a contractor to prepare the EIS, only firms with no prior involvement with the Route 92 project were considered in order to provide an independent analysis with maximum objectivity and minimum bias. This was done to prevent conflict of interest. The selection of CDM and the transportation subcontractor, Urbitran Associates, reflected that policy. Neither firm had previously worked on the proposed Route 92 project. Furthermore, preparation of the EIS is under the direction of the US Army Corps of Engineers and all EIS work products must receive the Corps' approval, not NJTA approval. CDM's prior work with NJTA was on contracts unrelated to proposed Route 92 and was performed by different staff members than working on this EIS.
PH60	Wiser, Duke	DW-4	The EIS is based on the available data, whatever the underlying statistical characteristics of the data may be.

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PH60	Wiser, Duke	DW-5	Table 2-6 in the DEIS (alternatives analysis) presents the numerical criteria leading to impact and effectiveness scores for each of the alternatives. A number of the individual alternatives were considered in combination, specifically the composite local roadway improvements in subsection 2.4.6, and a combination of transportation management measures with new roadways. Combining multiple new roadways was ineffective because it magnified the impacts, while the capacity they created was redundant. Combining multiple expansions of existing roadways magnified the potential of contributing to sprawl.
PH60	Wiser, Duke	DW-6	Please see response to comment SBTJB-1.
PH60	Wiser, Duke	DW-7	Please see the response to comment DJ-1.
PH60	Wiser, Duke	DW-8	The Millstone River Valley Scenic Byway follows the Millstone River from Route 514 in Millstone to Route 27 in Kingston. The byway includes Route 533 on the west side of the river and Route 603 on the east side. Impacts to the byway are addressed in Section 4.2.1.3 of the FEIS and in the response to comment MVPC1-6.
PH60	Wiser, Duke	DW-9	The commenter is presumably referring to the inclusion of the highway maps with Microsoft copyrights in Sections 1 and 3. Microsoft allows distribution of up to 1,000 copies of its maps for noncommercial purposes without specific permission if all legal notices on the map are also reproduced.
PH60	Wiser, Duke	DW-10	A wide range of transportation demand management (TDM) measures were analyzed in the DEIS, including carpooling, alternative work hours, parking management, HOV lanes, park-and-ride facilities, public transit, bicycle facilities, and Transportation Management Association involvement. Many of these strategies are currently in use in the study area; current and projected traffic conditions reflect implementation of these strategies, which are encouraged to continue and expand in their use. Others such as bus rapid transit (BRT) are currently being studied (see response to comment FRTWP-23). Analyses conducted for the DEIS indicate that concerted implementation of these TDM strategies would provide some traffic congestion relief and can offset highway-induced trips, thereby helping to control congestion levels. Based on existing and projected congestion levels, TDM measures alone do not eliminate the need for improved east-west travel capacity nor do they reduce truck traffic. Part of the reason for this is the fact that TDM measures best reduce congestion in heavily populated areas near major employment centers, conditions that are not present in the study area. The suburban nature of both residential and business development in the study area makes "non-car-centric" options such as mass transit difficult to implement, and typically results in low transit ridership, which does not reduce auto-dependent travel needs. Rather than rejecting TDM measures, however, the DEIS recognizes their benefits and correctly views them as complementary strategies to be supported and implemented in conjunction with other means to accomplish the project purpose.
PH60	Wiser, Duke	DW-11	The commenter addresses USACE's performance of its civil works function, whereby USACE constructs improvements to infrastructure as directed and largely funded by Congress. The comment does not speak to USACE's regulatory function, whereby USACE determines whether construction by others should be permitted under applicable federal law including the Clean Water Act. Proposed Route 92 is sponsored by NJTA, a state agency, and is not funded by Congress; NJTA seeks a Clean Water Act permit needed to build the proposed highway. Therefore, USACE's function with regard to Route 92 is regulatory.
PH61	Cap, Francis	FCA-1	The proposed Route 92 project has been modified from its original conception. These modifications have been introduced to reduce the environmental impacts of the proposed project. The project's length has been shortened, its alignment has been revised to minimize effects on environmental resources, bridges have been added to reduce filling of wetlands, and impact mitigation has been added to offset the environmental effects that could not be avoided. The project history is presented in section 2.6.1 of the EIS.
PH61	Cap, Francis	FCA-2	Analysis of Route 522 as an alternative is discussed in the responses to comment SBTIV-3 and DRCC-3.
PH61	Cap, Francis	FCA-3	The analysis of the Route 522 alternative did include review of a new turnpike interchange north of interchange 8A. The feasibility of constructing such an interchange is considered to be low due to the environmental impacts and highway engineering constraints associated with locating such an interchange so close to an existing interchange.

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PH61	Cap, Francis	FCA-4	Six alternatives were examined in the DEIS involving improvements to local east-west roads similar to those constructed on Route 522.
PH61	Cap, Francis	FCA-5	Please see response to comment SEED-4.
PH61	Cap, Francis	FCA-6	Please see response to comment SBTJB-1.
PH61	Cap, Francis	FCA-7	Comment noted.
PH62	Lugin, Ed	EL-1	The needs analysis conducted for the DEIS (in section 1.4) indicates need for improved east-west road system capacity in the project area.
PH62	Lugin, Ed	EL-2	Proposed Route 92 would provide a connection between three major north-south highway corridors in central New Jersey: US Route 1 at the western terminus, US Route 130, and the New Jersey Turnpike at the eastern terminus.
PH62	Lugin, Ed	EL-3	Proposed Route 92 would be a limited access highway, while Route 522 is a local service roadway.
PH62	Lugin, Ed	EL-4	The commenter notes that the construction of the Route 522 improvements gives evidence of the need for improved east-west road capacity in the project area. The commenter further notes that if Route 522 were connected to the New Jersey Turnpike, congestion at existing intersections, especially the intersection with Route 1, would significantly worsen. This observation agrees with the findings of the traffic modeling conducted for the DEIS.
PH63	Peel, Mark	MPE-1	The improvements in travel time resulting from proposed Route 92 have been further evaluated and are presented in white paper #1. The sum of the improvements in travel time for all traffic in the study area is significant, both in terms of the value of workers time, and in reduced air pollution.
PH63	Peel, Mark	MPE-2	The goal of the project is to provide a higher-speed alternative to local east-west roadways. Regional traffic solutions involve many strategies, consistent with the New Jersey Smart Growth program. Traffic, both on US Route 1 and on the east-west connections is expected to increase despite all efforts, including Route 92. This project is part of an overall effort to address growing congestion.
PH63	Peel, Mark	MPE-3	See response to DW-10.
PH64	Renk, Dorothy & Ronald		These comments were also submitted in writing. Please refer to the responses to comments DR-1 through DR-6 in comment group WC067.
PH65	Kingston Volunteer Fire Company, David Luck	KVFC-1	Traffic analysis performed for the DEIS indicates that east of US Route 1, peak-hour traffic would be lighter on most roads with Route 92 than without it. West of US Route 1, changes would be minor, with slightly lighter traffic on some roads and slightly heavier traffic on others. On US Route 1 itself, construction of Route 92 would increase peak-hour traffic south of the western terminus of Route 92. As part of the Route 92 project, US Route 1 would be widened to six lanes from just north of Ridge Road to the Plainsboro border, offsetting the increase in traffic. Therefore, proposed Route 92 should improve peak-hour emergency response times east of US Route 1, have little overall impact on response times west of US Route 1 and on US Route 1 itself. Because Route 92 would be a new road with few interchanges, most construction activity would take place away from existing roads, and traffic impacts on existing roads during construction would be relatively minor. Efforts would be required to minimize disruption of emergency services during construction of the interchanges.
PH65	Kingston Volunteer Fire Company, David Luck	KVFC-2	The description of the service area of the Kingston Volunteer Fire Company has been corrected in the FEIS.
PH65	Kingston Volunteer Fire Company, David Luck	KVFC-3	The opposition of the Kingston Volunteer Fire Department to speed humps on Heathcote Road/Ridge Road will be given serious consideration. Traffic calming measures that would not disrupt emergency services would be recommended. Other potential measures include textured pavement and roadway narrowings in places where the roadway is not already narrow. With respect to truck traffic, the Circulation Element of the Township of South Brunswick Master Plan anticipates restriction of truck traffic from Ridge Road west of US Route 1 after certain intersection improvements are complete, including improvement of the intersection of US Route 1 and Route 522. Truck restrictions are also presented as a mitigation measure for traffic on Ridge Road in Section 5.3.10 of the DEIS. Trucks other than emergency vehicles and trucks making local pickups or deliveries would be excluded.

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PH65	Kingston Volunteer Fire Company, David Luck	KVFC-4	More than 15 alternatives were examined in the DEIS to assess the degree to which they met the need for expanded road capacity in the project area, and for their environmental impacts. The results of the comparison of alternatives was presented in section 2.7 of the DEIS.
PH65	Kingston Volunteer Fire Company, David Luck	KVFC-5	Efforts would be made to minimize disruption of emergency services during construction of the interchange between proposed Route 92 and US Route 1. Please see also the response to comment KVFC-1.
PH67	Tuller, Sol	ST-1	Please refer to Section 4.2.1.3 of the FEIS and the responses to comments KVAC-3, KVAC-5, and CD-2.
PH67	Tuller, Sol	ST-2	Comment noted.
PH68	Buchanan, William J.	WJB-1	In response to the 2004 Stormwater Management Rules, the stormwater management system for proposed Route 92 has been redesigned to collect runoff from the section of the highway that crosses the Devil's Brook floodplain in the Plainsboro Preserve and convey it to six manufactured treatment units installed within the highway structure. Use of treatment units within the highway structure rather than outside the structure avoids additional impact to wetlands. The treatment units are projected to remove approximately 73% of total suspended solids from the stormwater runoff from this section of proposed Route 92. Discharges of stormwater in the Devil's Brook watershed as a whole are projected to meet the New Jersey requirement of 80% removal of total suspended solids.
PH68	Buchanan, William J.	WJB-2	Proposed Route 92 would not affect future water supply. The stormwater rules require that Route 92 not reduce groundwater recharge. Consultation with the Bureau of Water Allocation is not necessary.
PH68	Buchanan, William J.	WJB-3	See response to comment ZP-3.
PH69	Goldsmith, Alan	AG-1	The analysis of need for increased travel capacity in the project study area is based on analysis of future requirements in year 2028. Current trends in land development and roadway and intersection performance indicates a trend of steady degradation in road system performance.
PH69	Goldsmith, Alan	AG-2	Route 92 is intended to maintain mobility in central New Jersey, rather than to serve any private interest.
PH70	Kingston Historical Society, Corrington Hwong	CHW-1	A comprehensive historic resources survey and impact analysis was conducted as described in Section 4.2.5 of the DEIS. The survey was reviewed by the State Historic Preservation Office, which concurred with the conclusion that no historic resources would be affected by Route 92. Project construction would end slightly west of US Route 1 and would not extend into Kingston. An increase in truck traffic is predicted on Ridge Road/Heathcote Road between US Route 1 and Route 27 in the center of Kingston, and on Laurel Avenue, which functions as a continuation of Heathcote Road beyond Kingston center. As mitigation, the EIS recommends truck restrictions and traffic calming measures on Ridge Road/Heathcote Road between US Route 1 and Route 27 to reduce the potential for impact on historic structures on Heathcote Road.
PH71	Reichenstein, Steve	SR-1	The DEIS considered 16 alternatives for improved east-west travel in the project study area. The revisions made to the Route 92 proposal over the years have resulted in significant reductions in its environmental impacts. For example, proposed wetland filling has been reduced by approximately 75%.
PH72	Pollack, Jeremy	JPO1-1	The traffic model developed for the DEIS estimates that more than 2,000 drivers would each save more than 20 minutes during the morning peak hour each day; and that an additional 7,700 peak-hour drivers would each save more than 10 minutes each morning. During the afternoon peak hour, approximately 2,400 drivers are projected to each save more than 10 minutes. In all, projected peak-hour travel time savings are about 8,000 vehicle-hours per day.
PH72	Pollack, Jeremy	JPO1-2	Economists working on the Route 1 smart growth strategy have indicated that the interchange 8A area will play an increasingly important role in the distribution of goods, and in regional commerce. The need for additional road system capacity in the project area is a function of the strong housing and business development trends that exist in central New Jersey.
PH73	Beesley, Tony	TB-1	As shown in Table 4-3a in the EIS, traffic modeling indicates that the volume of traffic on Mapleton Road in 2028 would be lower with proposed Route 92 than without it, in both the morning and afternoon peak hours and during an average weekday.

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PH73	Beesley, Tony	TB-2	Please see the response to comment MVPC3-1.
PH73	Beesley, Tony	TB-3	See response to comment DW-10.
PH74	Kingston Greenways Assoc., Karen Linder	KGA2-1	A portion of the wetland mitigation plan is included in Appendix G of the FEIS. Please see also the responses to comments CGSC-7 and SBMWA2-7.
PH74	Kingston Greenways Assoc., Karen Linder	KGA2-2	Comment noted.
PH75	Georges, Steven	SG-1	The DEIS indicates that expanding park and ride facilities is a worthwhile alternative in the context of expanding public transit and ridesharing services in the study area. Enhancement of these TDM measures is recommended as a complement to other traffic congestion relief measures.
PH75	Georges, Steven	SG-2	Please see response to comment SBTJB-1.