

## **Responses to Tape-Recorded Comments**



Commenter Code	Commenter	Comment #	Response
TR01	Underwood, Jack	JU-1	Please see response to comment AG-1
TR01	Underwood, Jack	JU-2	Please see the response to comment SBTTV-3 and DRCC-3.
TR02	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.
TR03	NJ Alliance for Action, Clifford Heath	NJAA-1	This commenter's observations regarding the need for proposed Route 92 are consistent with the traffic modeling analysis conducted for the DEIS
TR04	Vilkomerson, David	DV-1	Proposed Route 92 would not inundate the Kingston area with traffic. Traffic analysis performed for the DEIS indicates that Route 92 would reduce traffic in the Kingston area as a whole, as shown in Table 4-3a in the FEIS and discussed in Section 4.2.1.3 of the FEIS. The only significant negative traffic impact projected for Kingston would be an increase in truck traffic on Heathcote Road/Ridge Road between US Route 1 and Route 27 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 implementation of truck restrictions and traffic calming measures on Heathcote Road/Ridge Road west of US Route 1.
TR05	Fraser, Dorothy	DF-1	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.
TR05	Fraser, Dorothy	DF-2	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.
TR06	Princeton University, Pamela J. Hersh		These comments were also submitted in writing. Please refer to the responses to comments PRUPH-1 through PRUPH-4 in comment group WC002.
TR07	Kremer, Joseph	JKR-1	USACE receives many permit applications for projects. Some of these permit applications are withdrawn during the permit review process when it becomes evident to the applicant that the particular project is not viable due to flaws that may preclude issuance of a permit. USACE does not design or build projects for permit applicants.
TR07	Kremer, Joseph	JKR-2	Please see the responses to comments CGSC-7 and SBMWA2-7.
TR07	Kremer, Joseph	JKR-3	See response to comment AMEC-2.
TR07	Kremer, Joseph	JKR-4	Tolls are the reason NJTA is able to operate without tax money. Tolls are equitable because they are paid by people who use the highway and because they increase with intensity of use (e.g., heavier vehicles pay higher tolls). At this point, toll collection requires toll booths. EZPass technology makes it possible to reduce, but not eliminate, the role of toll booths.
TR07	Kremer, Joseph	JKR-5	Comment noted.
TR08	Kath, Margaret	MKA-1	Please see the responses to comments CGSC-7 and SBMWA2-7.
TR09	South Brunswick Twp, Gretchen Overhiser; Ron Overhiser	GRO-1	The project is intended to offer a "shortcut" to US Route 1 that would relieve some local roads of current and projected congestion. The towns to the west of US Route 1 are not expected to experience a significant impact as a result of this project.
TR09	South Brunswick Twp, Gretchen Overhiser; Ron Overhiser	GRO-2	Proposed Route 92 would have no impact on efforts to establish a green belt or greenway around the Village of Kingston. Proposed Route 92 would end at US Route 1.
TR09	South Brunswick Twp, Gretchen Overhiser; Ron Overhiser	GRO-3	See response to comment CD-9.
TR10	Kath, Sean	SK-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, offering reduced travel times and reduced traffic on local roads.

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TR10	Kath, Sean	SK-2	Because proposed Route 92 would connect the Route 1 corridor with the Route 130 corridor and the New Jersey Turnpike, it will allow access to Route 1 from these adjacent north-south corridors, as well as offload traffic from Route 1 to these adjacent north-south corridors, without using the local road network.
TR10	Kath, Sean	SK-3	Proposed Route 92 would not run through the middle of the Plainsboro Preserve, but through its northern end. The Plainsboro Preserve is not pristine, having been disturbed by quarrying and agricultural activities.
TR11	South Brunswick Twp, Diane Leonard	SBTDL-1	Comment noted.
TR12	Allen, Bruce	BA-1	Please see the response to comment AG-1.
TR12	Allen, Bruce	BA-2	Comment noted.
TR12	Allen, Bruce	BA-3	The proposed Route 92 project does not include widening of any road west of US Route 1.
TR13	George, Lloyd	LG-1	The traffic model that was prepared for the DEIS is based on the current road network in the region, and is also based on current development patterns, approved development projects, and anticipated development in each of the municipalities in the project area, as described in section 4.2.7 of the DEIS.
TR13	George, Lloyd	LG-2	Please see response to comment TSTC3-4.
TR14	Mapelli, Claudio & Savanna		These comments were also submitted in writing. Please refer to the responses to comments CM-1 through CM-5 in comment group WC003.
TR15	Keenan, Jerry	JKE-1	This commenter expresses concern about the safety of children if Route 522 were to be used as a substitute for proposed Route 92 or if it were to be expanded. This comment is consistent with the analysis presented in the DEIS regarding the Route 522 alternative.
TR16	Tate, George Henry Jr.	GHT-1	Comment noted.
TR16	Tate, George Henry Jr.	GHT-2	Comment noted.
TR17	Local 825 Operating Engineers, John Bulmer	LO825-1	Comment noted.
TR18	Kowalski, Joseph		These comments are identical to those in comment group WC006. Please see the responses to comments MKS-1 through MKS-7 in comment group WC006.
TR19	Hopewell Twp, Vanessa Sandom	HOTVS-1	In the wetland area between Friendship Road and the Amtrak lines, proposed Route 92 would extend approximately 20 to 30 feet above the surface of the wetlands.
TR19	Hopewell Twp, Vanessa Sandom	HOTVS-2	Please see the response to comment NJDEP-5.
TR19	Hopewell Twp, Vanessa Sandom	HOTVS-3	See response to comment CD-9.
TR19	Hopewell Twp, Vanessa Sandom	HOTVS-4	See response to comment CD-9. The intent of the ground water recharge portion of the 2004 stormwater rules is to impact the ground water as little as possible - both in terms of quantity and quality. The new rules indicate that the amount of recharge should either be equal to the pre-construction rate or the site must infiltrate the difference in pre- and post-construction 2-year storm water runoff volumes. The proposed Route 92 would comply with the 2004 stormwater rules.
TR20	Ling Hah, Ming	MLH-1	Comment noted.
TR21	Sneedse, Kathleen	KS1-1	Comment noted.
TR22	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	WWCTA-1	Transportation demand management, and transportation management strategies were evaluated as part of the DEIS. The extensively suburban nature of both residential and business development in the project 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.
TR22	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	WWCTA-2	The project is intended to provide an alternative east-west connection for cars and trucks that currently utilize local roadways that connect US Route 1 and the NJ Turnpike. It is acknowledged that traffic concerns must also be addressed through a combination of smart growth, roadway techniques, and alternative modes.

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TR22	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	WWCTA-3	Please see the response to comment DR-4.
TR22	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	WWCTA-4	See response to comment CD2-4.
TR22	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	WWCTA-5	Proposed Route 92 would not create significant danger to any communities. With respect to Green Acres land, please see the response to comment SCJT-3.
TR22	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	WWCTA-6	Please see response to comment TSTC3-3.
TR22	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	WWCTA-7	Please see the responses to comments SBTTV-3 and DRCC-3.
TR22	West Windsor Citizens for Transportation Alternatives, Sandra Shapiro	WWCTA-8	See response to AMEC-4.
TR23	Millner, Leonard J.	LJM-1	Comment noted.
TR23	Millner, Leonard J.	LJM-2	Comment noted.
TR23	Millner, Leonard J.	LJM-3	Comment noted.
TR23	Millner, Leonard J.	LJM-4	Comment noted.
TR24	Printon , Kathleen	KP-1	Truck traffic is expected to increase along local roads in the area with or without the construction of Route 92. Route 522 is not suited to address the needs that the proposed roadway is intended to address, as evidenced by the continuing and increasing congestion on the other local east-west roadways.
TR24	Printon , Kathleen	KP-2	Please see the responses to comments SBTTV-3 and DRCC-3.
TR25	Poworoznek, Regina Falbow	RFP-1	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.
TR26	Paszamant, Carol	CPA-1	Please see response to comment TSTC3-4.
TR26	Paszamant, Carol	CPA-2	Please see response to comment TSTC3-3.
TR27	Russo, Filomena	FR-1	Please see response to comment SBTJB-1.
TR28	Rodgers, Mark	MRO-1	New federal requirements are expected to cause substantial reduction in vehicular emissions with or without proposed Route 92. The traffic analysis in Section 4.2.7 of the EIS indicates that future traffic conditions would be better with proposed Route 92 than without it. Proposed Route 92 would shift traffic from local roads, which are maintained by Middlesex County and its municipalities, to Route 92, which would be maintained by NJTA. Because Route 92 would be a limited-access highway, it is likely that its accident rate would be relatively low. Police services on Route 92 would be provided by the New Jersey State Police. It is therefore unlikely that proposed Route 92 would increase the overall demand for emergency services in the municipalities through which it would pass, or that it would cause an increase in taxes in any municipality.
TR28	Rodgers, Mark	MRO-2	Comment noted.
TR28	Rodgers, Mark	MRO-3	Preventing truck and commercial traffic from using local roads, as suggested by this commenter, will create a significant economic impact on goods distribution in the region, as well as increasing air pollution impacts by creating longer trips for trucks.
TR29	Poworoznek, Richard	RP-1	Please see the response to comment KVAC-3.

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TR29	Poworoznek, Richard	RP-2	Toll pricing has been taken into account in the traffic model utilized to predict traffic levels for this project. Please see the response to comment RFP-1.
TR29	Poworoznek, Richard	RP-3	See response to LWV-6.
TR29	Poworoznek, Richard	RP-4	Please see response to comment NJPIRG-3.
TR29	Poworoznek, Richard	RP-5	Comment noted.
TR29	Poworoznek, Richard	RP-6	Please see response to comment SEED-4.
TR29	Poworoznek, Richard	RP-7	Comment noted.
TR29	Poworoznek, Richard	RP-8	Please see response to comment TSTC3-4.
TR30	Flemer, William	WF-1	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 only 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. 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 have no significant traffic impact in Kingston, and would have no significant impact on other environmental parameters in the Kingston area. Please see also the response to comment KVFC2-8.
TR31	Edelman, Susan	SE-1	The purpose and need for increased east-west road capacity is described in section 1 of the DEIS. The projected continuation of the residential and business development trends in the region constitute a large portion of the demand for increased east-west travel capacity.
TR32	Luongo, Geri	GLU1-1	Please see the responses to comments SBTTV-3 and DRCC-3.
TR32	Luongo, Geri	GLU1-2	Proposed Route 92 does not in itself represent growth so much as it is an attempt to mitigate traffic problems caused by other growth that has already occurred or is in the process of occurring.
TR32	Luongo, Geri	GLU1-3	The project is intended to offer an alternative to east-west travel on local roads between US Route 1 and the NJ Turnpike. The effect on traffic west of Route 27 is expected to be minimal.
TR32	Luongo, Geri	GLU1-4	See answer to GLU1-3
TR33	Post-Zwicker, Tracey	TPZ-1	Comment noted.
TR34	Geraghty, Robert	RG-1	Please see the responses to comments SBTTV-3 and DRCC-3.
TR35	PRIDE, Madelon Stewart	PRIDE-1	Traffic on US Route 1 is expected to increase with or without the construction of Route 92. The project is intended to provide an alternative for vehicles traveling between US Route 1 and the NJ Turnpike.
TR35	PRIDE, Madelon Stewart	PRIDE-2	Please see response to comment PAI-3.
TR35	PRIDE, Madelon Stewart	PRIDE-3	Please see the responses to comments DRCC-4, NB-1, and USEPA-7.
TR35	PRIDE, Madelon Stewart	PRIDE-4	The volume of cars and trucks on US Route 1 is expected to increase with or without Route 92.
TR36	Anonymous Plainsboro resident	UNK1-1	Toll pricing was taken into account as part of the model utilized for this project. Please see the response to comment RFP-1.
TR36	Anonymous Plainsboro resident	UNK1-2	Please see the response to comment AG-1.
TR37	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL2-1	Please see response to comments SBTEL1-9, NJPIRG-3 and TSTC3-3.

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TR37	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL2-2	As stated in Section 4.2.3.4 of the DEIS, approximately 2.9 acres of wetlands would be disturbed during construction of proposed Route 92, in addition to the 13.2 acres that would be permanently filled or shaded. The 2.9 acres would be restored upon completion of construction, and it is anticipated that they would recover to their pre-construction condition. Impacts to wetlands outside the immediate construction area would be avoided by building temporary construction roads within the right-of-way, parallel to the road being constructed. As described in the excerpt from the wetland mitigation plan in Appendix G of the FEIS, 57 acres of new wetlands would be created as part of the proposed Route 92 project.
TR37	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL2-3	Please see the responses to comments CGSC-7 and SBMWA2-7.
TR37	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL2-4	See response to comment CD-9. There would be runoff and debris mitigation measures in place during the construction of the proposed Route 92 highway. Construction site controls are expected to limit contaminated runoff as well as peak rates of runoff. Contractors would be required to use vehicles in good condition and vehicles in good condition should not affect the aquifer.
TR37	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL2-5	Please see response to comment SBTEL1-1.
TR37	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL2-6	The South Brunswick traffic Master plan was a point of reference in this DEIS for all the alternatives that were evaluated and located in South Brunswick Township. Intersection improvements were evaluated in DEIS subsection 2.4.1.
TR37	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL2-7	Toll pricing was taken into account as part of the model utilized for this project. Please see the response to comment RFP-1. In addition, Route 92 would offer a faster alternative to traffic now exiting at Turnpike Interchange 9 to access US Route 1 in the study area. An accepted model (Penns Neck) was utilized to generate the numbers for the projections as part of the study.
TR37	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL2-8	See response to AMEC-4.
TR37	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL2-9	Please see the responses to comments SBTTV-3 and DRCC-3.
TR37	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL2-10	Please see response to comment TSTC3-4.
TR37	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL2-11	Comment noted.
TR37	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL2-12	With or without the project vehicular pollutant emissions are expected to decrease substantially from 2001 (existing conditions) to 2028. This is primarily due to expected advancements in automobile and truck emissions controls and cleaner burning fuels. Therefore, impacts to local agricultural farms will be reduced relative to existing conditions. Regional air quality would improve a little more with Route 92 than without it.
TR37	South Brunswick Twp, Edmund A. Luciano, Jr.	SBTEL2-13	Although the land in South Brunswick is largely flat, most homes in South Brunswick are as tall as proposed Route 92, and most trees are taller. Therefore, proposed Route 92 would not extend above the prevailing height of structures and vegetation. Elevated highways in densely developed areas such as Elizabeth tend to be taller because they must pass over other structures, including other elevated roadways. Please see response to comment SBSAC-2.