

Garden State Parkway Interchange 83 Improvements

Preliminary Engineering Phase – Virtual Public Information Center

July 15- July 29, 2022

gspint83pic.com

Public Comments

1. Comment: I am the owner of 29 Swain Ave. in Toms River. I am reviewing the construction plans for the proposed Exit 83 SB on the GSP. From what I can see in the slides I am reviewing, specifically ROW Acquisitions, it seems the plan includes construction on a portion of my property. Are you able to confirm this?

Response: Thank you for reviewing the PIC presentation and for reaching out to us with your questions. As described in the presentation, the proposed exit ramp at Interchange 83 will begin at the existing toll plaza and continue on an alignment parallel to the Garden State Parkway Southbound to the vicinity of Swain Avenue. At Swain Avenue, the ramp will begin to move away from the Parkway as the roadway drops down to meet Indian Head Road at the proposed "T" intersection. As the ramp diverges from the Parkway, the width of the ramp will widen to provide three lanes at the intersection.

You have correctly interpreted the project's impacts, and the ramp will require acquisition of a corner in the back of your property (Block 410.04, Lot 16). Approximately 0.1 acres of your 0.96 acre lot will be impacted. This corner of your property is wooded, and it does not appear that there are any improvements in this area. Right-of-way acquisitions will not begin until Final Design, but this is our best estimate of the impacts at this time. All required acquisitions will follow the County's procedures for acquiring right-of-way.

2. Comment: The back of my property borders the wall at this toll plaza. What impact does this project have on me & my family ? My MOST MAJOR concern is on my MULTI-HANDICAPPED son. He has brain, heart & LUNG disabilities. He's a trach & feeding tube; is bed & wheelchair bound, unable to walk & talk. Car emissions is of a GRAVE concern.

Response: Thank you for reviewing the PIC presentation and for reaching out to us with your questions. As described in the presentation, the proposed exit ramp at Interchange 83 will begin at the existing toll plaza and continue on an alignment parallel to the Garden State Parkway Southbound to the vicinity of Swain Avenue. At Swain Avenue, the ramp will begin to move away from the Parkway as the roadway drops down to meet Indian Head Road at the proposed "T" intersection. As the ramp diverges from the Parkway, the width of the ramp will widen to provide three lanes at the intersection.

Your property is located within the limits of the three-lane ramp section as it approaches the new signalized intersection, and the proposed exit ramp will be constructed between the Garden State Parkway and your property. The existing noise wall will be eliminated and a new noise wall

is proposed along the west edge of the new ramp. The noise wall falls just inside the tree line at the back of your property. Approximately 0.048 acres of the 0.835 acre lot will be acquired for the construction of the ramp and its appurtenances, including the noise wall.

Right-of-way acquisitions will not begin until Final Design, but this is our best estimate of the impacts at this time. Please be aware that this plan may change as the project advances during final design. All required acquisitions will follow the County's procedures for acquiring right-of-way.

Noise - A noise study was performed for the project in April 2021 and one of the receptors was placed near the corner of your property. The noise levels at this location measured noise levels that approach or exceed the FHWA's Noise Abatement Criteria. Construction of the proposed exit ramp will increase noise levels at your property. A replacement noise wall will be designed to mitigate the impacts of the new ramp.

Air Quality - Federal guidelines were followed to assess the air quality impacts of the project. The project is located within a Non-Attainment/Maintenance Areas and is not considered an air quality concern, primarily due to the low truck percentages. The heavy truck percentage for the proposed improvements are expected to remain the same at 2% (AM) and 1% (PM). Since the percentage of heavy truck traffic is not expected to significantly increase due to project implementation, the project would not be considered a local air quality concern

3. Comment: We are the owners of lot 19.03 and 19.04 Block 410.01. It appears there will be a relocation of the sound wall closer to our property. Can you email me a copy of the ROW plan indicating the new location of the sound wall so we may understand the impact this will have on our properties please? Also, will you be seeking to acquire lot 19.03 or 19.04, Block 410.01 as part of the ramp and sound wall relocation phase? Thank you.

Response: Thank you for reviewing the PIC presentation and for reaching out to us with your question and request for additional information. As described in the presentation, the proposed exit ramp at Interchange 83 will begin at the existing toll plaza and continue on an alignment parallel to the Garden State Parkway Southbound to the vicinity of Swain Avenue. At Swain Avenue, the ramp will begin to move away from the Parkway as the roadway drops down to meet Indian Head Road at the proposed "T" intersection. As the ramp diverges from the Parkway, the width of the ramp will widen to provide three lanes at the intersection.

Your property is located between the existing toll plaza and Swain Avenue where the roadway will be widened, and the existing noise wall will be shifted closer to the existing property line of Lot 19.04. Approximately 0.052 acres of the 0.366 acre lot will be impacted – which includes 0.016 acres of acquisition for the relocation of the noise wall, and 0.036 acres for a Temporary construction easement. A copy of the preliminary ROW Plan is attached for your reference. This corner of your property is wooded, and it does not appear that there are any improvements in this area. However, we are aware that plans have been prepared to build on the two lots. Right-of-way acquisitions will not begin until Final Design, but this is our best estimate of the impacts at this time. Please be aware that this plan may change as the project advances during

final design. All required acquisitions will follow the County's procedures for acquiring right-of-way.