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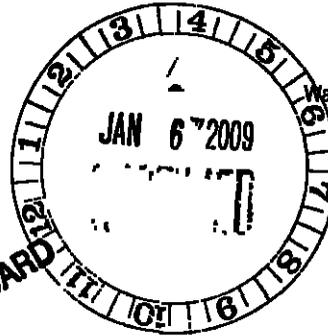
January 6, 2009

BY HAND DELIVERY

Ann K Quinlan
Secretary
Surface Transportation Board
295 E Street, SW
Washington, DC 20423-0001

FILED
JAN - 6 2009

**SURFACE
TRANSPORTATION BOARD**



Re Docket No AB 167 (Sub-No 1189X)
Consolidated Rail Corporation—Abandonment
Exemption -- in Hudson County, New Jersey

Docket No AB 55 (Sub-No 686X)
CSX Transportation, Inc - Discontinuance
Exemption—in Hudson County, New Jersey

Docket No AB 290 (Sub-No 306X)
Norfolk Southern Railway Company—
Discontinuance Exemption—in Hudson
County, New Jersey

224298
224299
224300

ENTERED
Office of Proceedings
JAN - 7 2009
Part of
Public Record

Dear Secretary Quinlan

Enclosed for filing with the Board are the original and ten copies of combined Notices of Exemption responding to the above-described abandonment (Consolidated Rail Corporation) and discontinuance of service (CSX Transportation, Inc and Norfolk Southern Railway Company), which are submitted pursuant to 49 C F R §1152.50, together with a single check in the amount of \$11,100 to cover the filing fee (\$3,700 for each of these three Notices of Exemption) Three copies on compact disks are included as well See 49 C.F.R. §1104.3(b)(1)

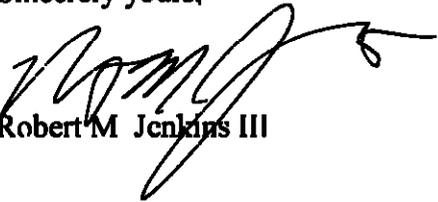
Conrail previously filed in this proceeding, on March 6, 2008, an Environmental and Historical Report, along with copies of letters to governmental agencies and officials and responses from those agencies, in accordance with 49 C F R §§1105.7, 1105.8, and 1152.50(d)(1) Conrail is further filing with this combined Notices of Exemption a Supplemental Environmental and Historical Report, along with copies of agency correspondence Conrail has received since March 6, 2008

In addition, Conrail is filing the original and ten copies of "Comments of Consolidated Rail Corporation on Issues Raised by Pre-filing Correspondence," and "Motion to Stay Effective Date of Petition for Exemption and to Waive Pre-Filing Notification Requirements "

Anne K. Quinlan
January 6, 2009
Page 2

Please date-stamp the enclosed extra copies of the pleadings and return them to our representative

Sincerely yours,

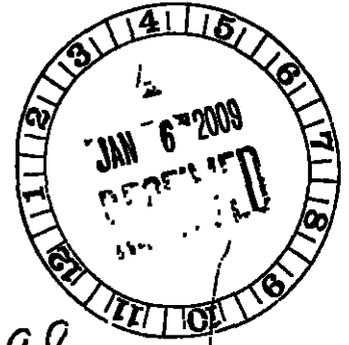
A handwritten signature in black ink, appearing to read "RMJ", with a long horizontal flourish extending to the right.

Robert M. Jenkins III

RMJ/bs

Enclosures

ENTERED
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Public Record



BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423

STB NO. AB 167 (SUB-NO. 1189X)

224298

CONSOLIDATED RAIL CORPORATION - ABANDONMENT EXEMPTION - IN
HUDSON COUNTY, NEW JERSEY

STB NO. AB 55 (SUB-NO. 686X)

224299

CSX TRANSPORTATION, INC. - DISCONTINUANCE EXEMPTION - IN HUDSON
COUNTY, NEW JERSEY

STB NO AB 290 (SUB-NO. 306X)

224300

NORFOLK SOUTHERN RAILWAY COMPANY - DISCONTINUANCE
EXEMPTION - IN HUDSON COUNTY, NEW JERSEY

VERIFIED NOTICES OF EXEMPTION

FILED

JAN - 6 2009

SURFACE
TRANSPORTATION BOARD

FEE RECEIVED

JAN - 6 2009

SURFACE
TRANSPORTATION BOARD

1 Consolidated Rail Corporation ("Conrail") hereby files its Verified Notice of Exemption pursuant to 49 C F R 1152.50 to abandon property, described below, that the Board has determined is part of a line of railroad subject to the Board's abandonment authority CSX Transportation, Inc ("CSXT") and Norfolk Southern Railway Company ("NS") hereby file their Verified Notices of Exemption pursuant to 49 C F R 1152.50 to discontinue service over the same property. A map showing the location of the property and more specifically describing the portion to be abandoned is attached hereto as Exhibit A.

Name - Harsimus Branch

Location City of Jersey City, Hudson County, New Jersey

Description of Track Rail right-of-way running from CP Waldo (Milepost 0 00) in the City of Jersey City to a point east of Washington Street (Milepost 1 36), which traverses United States Postal Service Zip Codes 07302, 07306, and 07310 (According to the Board, the Milepost at CP Waldo is 2 54 and the Milepost at a point near Marin Boulevard is 1.30. The Board has not assigned a Milepost number to the point east of Washington Street See *City of Jersey City, Et Al —Pet for Dec Order*, STB Fin Dkt No 34818 (served Aug 8, 2007), slip op at 1.)

Length of Track 1 36 miles±

2 Applicants certify that (a) no local or overhead traffic has moved over the property for at least two years, (b) any overhead traffic that has or could move over the property can be rerouted, and (c) no formal complaint filed by a user of rail service on the property (or a state or local government entity acting on behalf of such user) regarding cessation of service over the property either is pending before the Board or any United States District Court or has been decided in favor of a complainant within the last two years

3 The proposed consummation date of the abandonment is July 6, 2009

4 The exact names of the applicants are Consolidated Rail Corporation, CSX Transportation, Inc , and Norfolk Southern Railway Company (“Applicants”)

5. Applicants are common carriers by railroad subject to Subtitle IV, Part A, of Title 49, United States Code, and are not a part of any other railroad system.

6 The relief Applicants seek is abandonment of and discontinuance of service over the above-described property that the Board has determined is part of a line of railroad

7 Applicants' representatives to whom correspondence relating to this matter should be addressed are John K. Enright, Associate General Counsel, Consolidated Rail Corporation, 1717 Arch Street, 32nd Floor, Philadelphia, PA 19103, Telephone (215) 209-5012, and Robert M Jenkins III, Mayer Brown LLP, 1909 K Street, NW, Washington, DC 20006, Telephone (202) 263-3261

8 Possible public uses that have been suggested for the property include public park use, public trail use, and light rail use The property east of Milepost 0 18 has previously been sold to various private and public development entities See *City of Jersey City, Et Al—Petition for Declaratory Order*, STB Fin Dkt No 34818 (served August 9, 2007), slip op at 4-5

9 Applicants acknowledge that the Board must require provisions for protection of the interests of employees as a condition of any abandonment and that it may not in the exercise of its exemption authority relieve a rail carrier from an obligation to protect the interests of employees See 49 U S C 10903(b)(2) and 10502(g), as amended Applicants believe that the appropriate level of labor protection to be imposed is that contained in the conditions set forth in Oregon Short Line Railroad Company – Abandonment – Goshen, 360 I C C 91 (1979)

10 On March 6, 2008, Applicants filed with the Board an Environmental and Historic Report in conformance with 49 C F R 1105.7 and 1105.8 Attached as Exhibit B is a Supplemental Environmental and Historic Report providing additional environmental and historic preservation information with respect to possible indirect impacts arising from reuse of the property. (Conrail does not concede that such indirect impacts would be caused by the proposed undertaking within the meaning of either the National Environmental Policy Act or the National Historic Preservation Act)

11 Counsel for Conrail has filed a motion, attached hereto as Exhibit C, to stay the effective date of these Notices of Exemption for 180 days and to waive the pre-filing notification requirements of 49 C F.R §§ 1105 7 and 1105 8, for the reasons set forth in the motion Counsel for Conrail certifies that Conrail has sent the letters required by 49 C F R 1152 50(d)(1) to the agencies and entities specified (copies of which are attached hereto as Exhibit D), that Conrail has served copies of these Notices of Exemption, including the Supplemental Environmental and Historic Report, on all of the agencies and entities specified in 49 C F R 1105 7(b) and 1105 8(c), and that Conrail has served the Notices of Exemption, including the Supplemental Environmental and Historic Report, on the parties on the service list in these proceedings Counsel for Conrail also certifies that the requirements of 49 C F R 1105 12 have been fulfilled by the publishing of a notice on January 2 in the *Star-Ledger*, a newspaper of general circulation in Hudson County, New Jersey A copy of the text of this notice is attached hereto as Exhibit E

John K. Enright
Associate General Counsel
CONSOLIDATED RAIL CORPORATION
1717 Arch Street, 32nd Floor
Philadelphia, PA 19103
(215) 209-5012



Robert M. Jenkins III
Kathryn Kusske Floyd
MAYER BROWN LLP
1909 K Street, NW
Washington, DC 20006
(202) 263-3261

DATE January 6, 2009

VERIFICATION

COMMONWEALTH OF PENNSYLVANIA

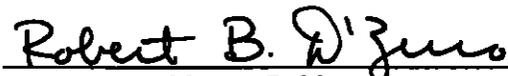
COUNTY OF PHILADELPHIA

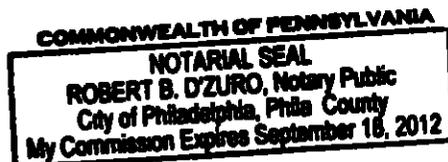
Jonathan M Broder, being duly sworn, makes oath and says that he is Vice President – General Counsel and Corporate Secretary of Consolidated Rail Corporation, that he has been authorized by proper corporate action of Consolidated Rail Corporation to verify and file with the Surface Transportation Board the foregoing Notices of Exemption, that he has general knowledge of the facts and matters relied upon in such Notices, and that all representations set forth therein are true and correct to the best of his knowledge, information and belief


Jonathan M Broder

Sworn To and subscribed Before Me This

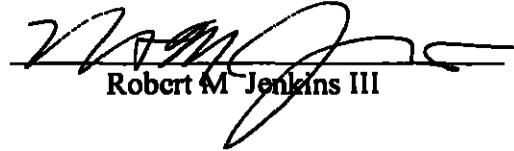
5th Day of January, 2009


Notary Public



CERTIFICATE OF SERVICE

I hereby certify that on January 6, 2009, I caused a copy of the foregoing "Verified Notices of Exemption" to be served by first class mail (except where otherwise indicated) on those appearing on the attached Service List


Robert M Jenkins III

SERVICE LIST

**Charles H Montagne (By Overnight Mail)
426 NW 162nd Street
Seattle, Washington 98177**

**Stephen D Marks, Director
Hudson County Planning Division
Justice Brennan Court House
583 Newark Avenue
Jersey City, NJ 07306**

**Bradley M Campbell, Commissioner
State Historic Preservation Office
NJ Department of Environmental Protection
401 East State Street
P O Box 404
Trenton, NJ 08625-0404**

**Mayor Jerramiah T Healy
City Hall
280 Grove Street
Jersey City, NJ 07302**

**Michael D Selender
Vice President
Jersey City Landmarks Conservancy
P O Box 68
Jersey City, NJ 07303-0068**

**Ron Emrich
Executive Director
Preservation New Jersey
30 S Warren Street
Trenton, NJ 08608**

**Valerio Luccio
Civic JC
P O Box 248
Jersey City, NJ 07303-0248**

**Eric Fleming
President
Harsimus Cove Association
P O Box 101
Jersey City, NJ 07302**

Jennifer Greely
President
Hamilton Park Neighborhood Association
22 West Hamilton Place
Jersey City, NJ 07302

Jill Edelman
President
Powerhouse Arts District Neighborhood Assoc
140 Bay Street, Unit 6J
Jersey City, NJ 07302

Robert Crow
President
The Village Neighborhood Association
365 Second Street
Jersey City, NJ 07302

Dan Webber
Vice-President
Van Vorst Park Association
289 Varck Street
Jersey City, NJ 07302

Gretchen Scheiman
President
Historic Paulus Hook Association
121 Grand Street
Jersey City, NJ 07302

Robert Vivien
President
Newport Neighborhood Association
40 Newport Parkway #604
Jersey City, NJ 07310

Dolores P Newman
NJ Committee for the East Coast Greenway
P O Box 10505
New Brunswick, NJ 08906

Gregory A. Remaud
Conservation Director
NY/NJ Baykeeper
52 West Front Street
Keyport, NJ 07735

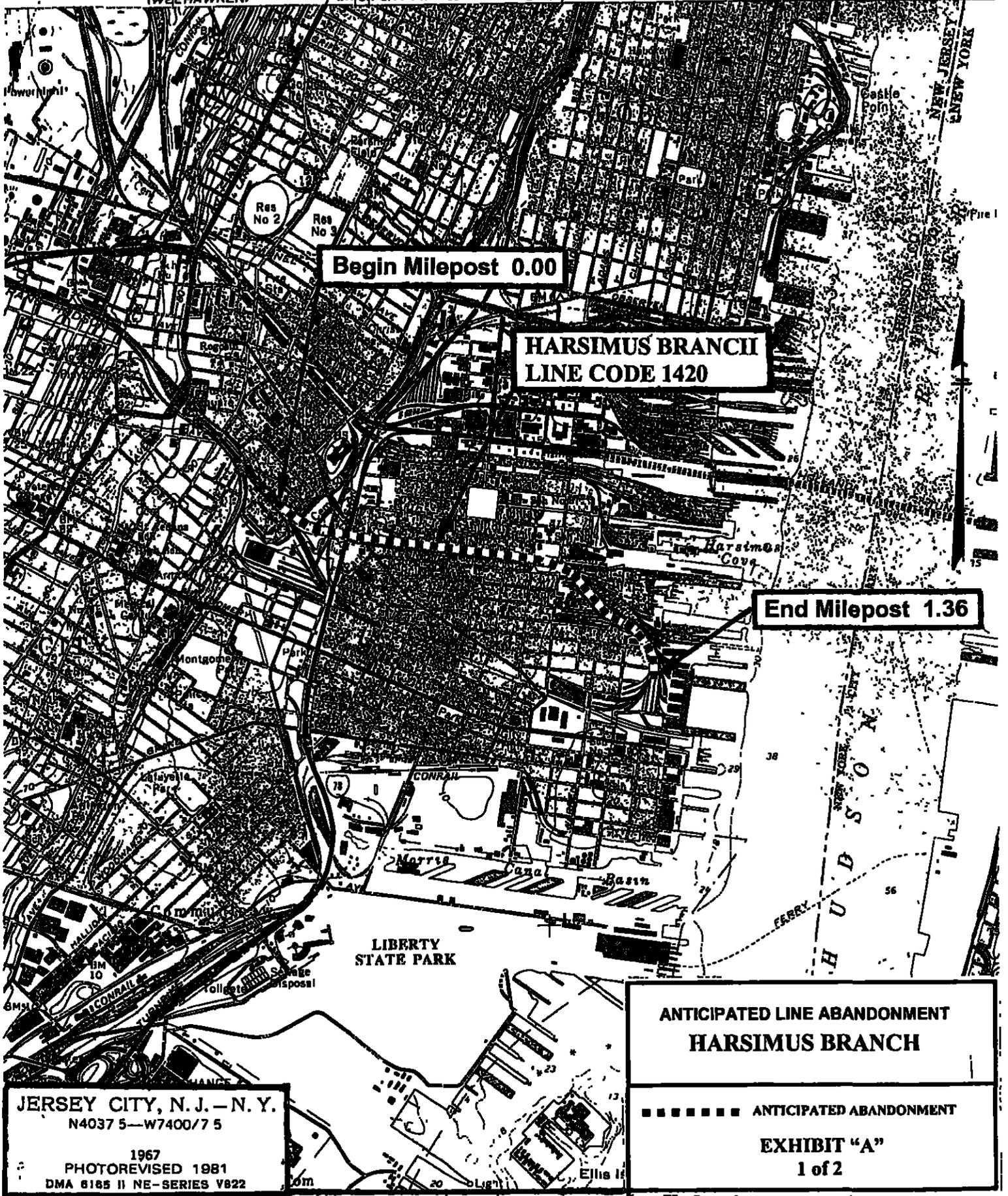
Sam Pesin
President
Friends of Liberty State Park
75-135 Liberty Avenue
Jersey City, NJ 07306

Daniel D Saunders
Deputy State Historic Preservation Officer
State Historic Preservation Office
NJ Department of Environmental Protection
P O Box 404
Trenton, NJ 08625-0404

**Fritz Kahn
1920 N Street, NW
8th Floor
Washington, DC 20036-1601**

**Daniel H Frohwirth
Jersey City Landmarks Conservancy
30 Montgomery Street
Suite 820
Jersey City, NJ 07302**

EXHIBIT A



Begin Milepost 0.00

HARSIMUS BRANCH
LINE CODE 1420

End Milepost 1.36

ANTICIPATED LINE ABANDONMENT
HARSIMUS BRANCH

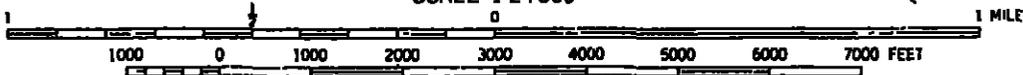
■■■■■■ ANTICIPATED ABANDONMENT

EXHIBIT "A"
1 of 2

JERSEY CITY, N. J. - N. Y.
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Jersey City, New Jersey

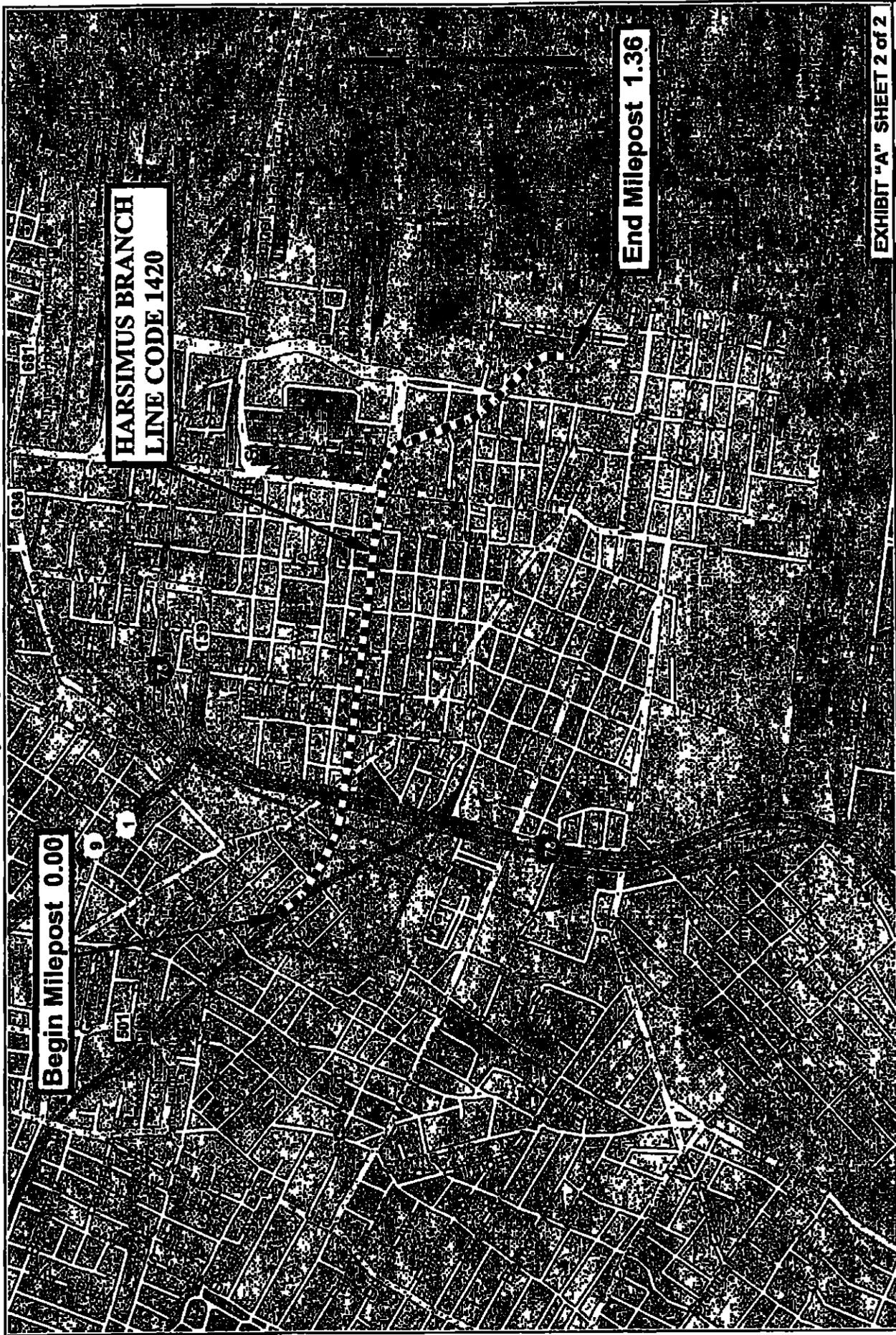


EXHIBIT B

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423**

STB NO. AB 167 (SUB-NO. 1189X)

**CONSOLIDATED RAIL CORPORATION – ABANDONMENT EXEMPTION – IN
HUDSON COUNTY, NEW JERSEY**

STB NO. AB 55 (SUB-NO. 686X)

**CSX TRANSPORTATION, INC. – DISCONTINUANCE EXEMPTION – IN HUDSON
COUNTY, NEW JERSEY**

STB NO AB 290 (SUB-NO. 306X)

**NORFOLK SOUTHERN RAILWAY COMPANY – DISCONTINUANCE
EXEMPTION – IN HUDSON COUNTY, NEW JERSEY**

NOTICES OF EXEMPTION

SUPPLEMENTAL ENVIRONMENTAL AND HISTORIC REPORT

Consolidated Rail Corporation (“Conrail”) submits this Supplemental Environmental and Historic Report in accordance with 49 C F R §§ 1105.7 and 1105.8.¹ Conrail previously submitted an Environmental and Historic Report in these proceedings on March 6, 2008. The March 6 Report focused on the direct effects of the abandonment itself. There are none, because the line the Board has determined is a line of railroad (“Harsimus Branch”) has been out of service for many years and all of the track and track structure has been removed.

¹ Conrail, CSX Transportation, Inc. (“CSXT”), and Norfolk Southern Railway Company (“NS”) have filed combined Verified Notices of Exemption for abandonment (Conrail) and discontinuance of service (CSXT and NS).

As required by 49 C F R. § 1105 7(c), Applicants consulted with all appropriate agencies in preparing the March 6 Report, and both that consultation and the March 6 Report itself generated comments from several parties about potential indirect effects of the abandonment² In particular, some parties contended that the Environmental and Historic Report should address the indirect environmental and historic effects of potential reuse of part of the Harsimus Branch known as the Sixth Street Embankment. Also, questions were raised about whether the Hudson Street Industrial Track should have been included in the proceeding at all

Applicants delayed filing their Notices of Exemption in order to address the concerns that had been raised Applicants first determined that there was no need to seek abandonment of the Hudson Street Industrial Track in this proceeding No party raised any issue concerning that track, which has been replaced by subsequent development, and which was always treated as spur track by Conrail

Applicants next determined that there is serious doubt about how the Sixth Street Embankment may be reused As set forth in more detail in the Area of Potential Effects ("APE") Report attached hereto as Appendix A, a number of potential uses have been proposed for the property, and active negotiations continue about the various possibilities Two possibilities, however, appear more likely than others One is that the Sixth Street Embankment will be acquired by the City and converted to a public park The other is that the current owners of the various properties making up the Embankment will be permitted to develop those properties for

² Conrail received most of those comments after it had filed the March 6 Report Pursuant to 49 C F R § 1105.7(d), all of the correspondence that Conrail received from agencies that were contacted in preparing the March 6 Report that were not attached to the March 6 Report are attached hereto as Appendix C, along with Conrail's responses Many of the comments filed by other parties directly with the Board raised legal issues, which Conrail addresses in "Comments of Consolidated Rail Corporation on Issues Raised by Pre-Filing Correspondence," accompanying the Verified Notices of Exemption

residential housing. Conrail does not believe or concede that either of those reuse possibilities is reasonably foreseeable within the meaning of either the National Environmental Policy Act ("NEPA") or the National Historic Preservation Act ("NHPA"). Moreover, in light of the need for the current owners to obtain approval from the Jersey City Historic Preservation Commission for any demolition of the Embankments necessary for the construction of residential housing, and the need for the City to authorize condemnation and appropriate the necessary funds for the development of a park, Conrail does not believe or concede that the abandonment undertaking proposed here could properly be held the proximate cause, within the meaning of NEPA or the NHPA, of any impacts resulting from the City's park proposal or the current owners' residential housing proposal. Applicants determined nevertheless to address those proposals in the APE Report and in this Supplemental Environmental and Historic Report.

ENVIRONMENTAL

1. **Proposed Action and Alternatives.** As described in the March 6 Report, the proposed action is abandonment and discontinuance of part of a line of railroad known as the Harsimus Branch, running from Milepost 0 00 to Milepost 1 36 in the City of Jersey City, Hudson County, New Jersey. The STB in Decisions served August 9 and December 19, 2007, in Finance Docket No. 34818 (2007 Decisions), determined that the part of the Harsimus Branch running from Milepost 0 00 to Milepost 0 88 constituted a line of railroad requiring abandonment authority from the STB.³ The STB was not asked to determine, and did not

³ There was some confusion in the record in Finance Docket No. 34818 concerning the appropriate milepost numbers for the Harsimus Branch. Conrail has used milepost numbers that correspond by length and direction to the station and bridge numbers on the valuation maps (V-1.01, ST-1 and ST-2) for the Harsimus Branch. Originally, the Harsimus Branch ran from Milepost 0 00 at CP Waldo to Milepost 1 48 on the Hudson River. Before Conrail acquired the line, however, a large parcel next to the Hudson River had already been sold off for development. Thus, Conrail is seeking here to abandon only the property from Milepost 0 00 to

determine, that the remainder of the Harsimus Branch required abandonment authority, however, to avoid any debate about that issue, Conrail is seeking abandonment of all of Harsimus Branch property that Conrail was deemed that could be claimed to be a line of railroad

There is no realistic alternative to abandonment. The right-of-way has not been used for rail service for many years, all of the track and track structure has long been removed, and there are no shippers currently or potentially interested in rail service.

This history of the Harsimus Branch and the current status of the realty underlying the right-of-way is set forth in the STB's 2007 Decisions and the attached APE Report. All traces of the track east of Milepost 0 88 (Marin Boulevard, a/k/a Henderson Street) have been eliminated by extensive development of the properties for retail, residential, and commercial projects. Thus, abandonment of the right-of-way will have no impact, environmental or otherwise, east of Milepost 0 88. Similarly, abandonment of the right-of-way will have no impact on the property that is still owned by Conrail, between Milepost 0 00 and Milepost 0 18, because Conrail has no current plans for that property. Abandonment of the right-of-way between Milepost 0 18 and 0 88 will have no direct impact on the property, but it will allow the property to be developed by the City of Jersey City, if the City follows through with its announced plans to condemn the property for park or trail use and complies with state and local historic preservation requirements. Alternatively, if the City does not condemn the property, it may be developed for residential housing by its current owners, assuming they are able to obtain the necessary development permits and approval from the Jersey City Historical Preservation Commission.

1 36 that Conrail was deemed. According to the Board, the Milepost at CP Waldo is 2 54 and the Milepost at a point near Marin Boulevard (which Conrail has designated as Milepost 0 88) is 1 30. The Board has not assigned a Milepost number to the point east of Washington Street that Conrail has designated as Milepost 1 36. See *City of Jersey City, Et Al —Pet for Dec Order*, STB Fin Dkt. No 34818 (served Aug 8, 2007), slip op at 1.

2. Transportation System. As discussed in the March 6 Report, the abandonment of the unused right-of-way will have no impact on regional or local transportation systems or patterns. From the standpoint of possible indirect impact, if the City acquires the Embankment property for a park, there will be temporary dislocation of local traffic in connection with the construction of stairways, ramps, railings, bridges, and walkways for the park. If the City does not acquire the property for a park, and the current owners obtain the necessary permits and approvals to develop the property for residential housing, there will be temporary disruption of local traffic in connection with the preparation of the site and the construction of the housing. Any such temporary disruption would be subject to local traffic ordinances and construction permitting requirements. The construction of additional housing could marginally increase the amount of homeowners' automobile traffic in the area, but the number of additional residences is small in relation to the overall number of residences in the area, and the normal local planning and zoning process takes account of traffic impacts.

The City and others contend that demolition of the Embankments could adversely affect transportation because the property would not be available for possible light rail use. But, for the reasons discussed in the APE Report, it is not reasonably foreseeable that the property would be used for public transit. Neither the City nor any transit agency has identified any funding or taken any concrete steps to implement such a plan.

3. Land Use. The zoning for most of the parcels of land between Milepost 0.18 and 0.88 is consistent with either park use by the City or the type of residential housing planned for those parcels by their owners. One parcel (Block 446, Lot 18A, abutting the New Jersey Turnpike) must be rezoned for the type of housing/commercial building planned there, in the event the City does not condemn the property for park use. In addition, because the Sixth Street

Embankment has been designated an historic landmark, the current owners must obtain the approval of the City of Jersey City Historic Preservation Commission before they can demolish the embankment structures to prepare the site for residential construction

The Harsimus Branch is entirely contained within an urban area. By letter dated February 26, 2008, the Natural Resources Conservation Service of the U S Department of Agriculture confirmed that there is no prime farmland in the vicinity of the Harsimus Branch and, accordingly, the proposed undertaking will have no effect on any prime agricultural land

Regarding the Coastal Zone Management Act, by letter dated March 4, 2008, the Office of Permit Coordination and Environmental Review of the New Jersey Department of Environmental Protection requested further information concerning the abandonment, particularly regarding how it would affect the Hudson River Waterfront Walkway and perpendicular access to the Walkway. Conrail responded by letter dated March 26, 2008, observing that the abandonment itself would not involve any type of activity and would have no effect on the Hudson River Waterfront Walkway or perpendicular access to the Walkway. Conrail also does not believe that either possible park use or possible residential housing use of the Embankment property will have any effect on land or water uses within the meaning of the Coastal Zone Management Act. Nevertheless, Conrail is re-notifying the New Jersey Department of Environmental Regulation to inquire whether it has any additional comments in light of this Supplemental Environmental and Historical Report.

Regarding alternative public uses, the City has indicated its interest in acquiring the Embankment property for a park. As noted in the March 6 Report, the City and others have also suggested that the property could be used as a corridor for light rail use or as part of the proposed "East Coast Greenway." As discussed in the APE report, the current owners have made

proposals to the City for combining such public uses with private development, contingent upon the City's cooperation regarding changes in zoning and permitting required for the private development. None of those proposals as yet has been accepted by the City.

4. **Energy.** As discussed in the March 6 Report, abandonment of the right-of-way would have no energy impacts, because the Harsimus Branch has long been out of service. From the standpoint of possible indirect impact, as discussed above, if the City were to construct a park or the current owners were to construct residential housing on the parcels between Milepost 0 18 and 0 88, there may be temporary disruptions of local traffic during some phases of construction, and some additional fuel use will be attributable to trucks and other equipment used during construction. No long-term indirect energy effects are foreseeable.

5. **Air.** As discussed in the March 6 Report, abandonment of the right-of-way would have neither negative nor positive impacts on air quality, because the Harsimus Branch has long been out of service.

From the standpoint of possible indirect impact, the City has suggested that construction of residential housing could have a temporary indirect impact on air quality, due to dust from construction activities. Any such impact, however, would be temporary. Moreover, it would be required to be mitigated pursuant to a Health and Safety Plan (N J A C 7 26E-1 9) under the oversight of the New Jersey Department of Environmental Protection ("NJDEP").

The type of dust involved here is not out of the ordinary for construction projects in Jersey City. As the City itself has pointed out, in November 1998, Dresdner Robin, an environmental consultant for the Jersey City Redevelopment Agency (the "JCRA"), prepared a report concerning the environmental condition of the Embankment Properties. A copy of the body of that report is attached hereto as Appendix B. It was prepared after all rail activity had

ceased on the Harsimus Branch and all track and track structure had been removed. At that time, the JCRA had plans to demolish the Embankments and to construct housing on the property as part of a redevelopment project.

As noted in its report, Dresdner Robin collected samples from soil borings in each embankment as part of a geotechnical and environmental investigation to determine the cost of demolition of the embankments and the options for reuse or disposal of the soil used to fill the embankments. Dresdner Robin states in the report that no volatile organic compounds, pesticides or PCBs were detected in the soil and that the semi-volatile organic compounds that were detected in excess of NJDEP cleanup standards are classified as nonhazardous waste. Dresdner concluded that the fill material could be recycled or disposed of at a landfill. Dresdner further concluded that the material could also be used at other city project sites as subsurface fill material with appropriate engineering controls and maintenance. This type of "historic fill" is present in many properties in Jersey City and elsewhere in Hudson County, and handling the material has become a routine component of Hudson County real estate development.

NJDEP permits historic fill to be excavated and disposed of, or to be left in place with appropriate engineering and institutional controls, in accordance with NJDEP's Technical Requirements for Site Remediation, N.J.A.C. 7-26E. As with the excavation of any contaminated material, the work is performed by licensed professionals under the oversight of NJDEP and in accordance with a Health and Safety Plan. A Health and Safety Plan (N.J.A.C. 7-26E-1.9) governs the proper handling and safety procedures, including dust control and, where deemed appropriate by NJDEP, air monitoring to ensure that acceptable air quality is maintained during the course of work. Disposal of the material is also overseen by NJDEP pursuant to New Jersey's solid waste law and its technical regulations.

6. Noise. As discussed in the March 6 Report, abandonment of the Harsimus Branch would have no direct noise or vibration effects. From the standpoint of possible indirect impact, there may be an increase in noise and vibration arising from construction activity if the City were to construct a park or the current owners of the Embankment parcels were to construct residential housing. Such effects would be temporary. Furthermore, the effects would be subject to the same controls under local ordinances as any other urban construction activity.

7. Safety. As discussed in the March 6 Report, there would be no public health and safety impacts resulting from abandonment of the Harsimus Branch. From the standpoint of possible indirect impact, if the Embankment properties were partially or completely demolished, there could be temporary impacts, as discussed above, from dust from historic fill being excavated and transported from the site. A Health and Safety Plan, including dust control, would govern the proper handling and safety procedures, with oversight by NJDEP.

8. Biological Resources. As discussed in the March 6 Report, there would be no impact on endangered species, critical habitat, wildlife sanctuary or refuge, or national or state park resulting from abandonment of the Harsimus Branch. By letter dated March 6, 2008, the U.S. Fish and Wildlife Service ("FSW") referred Conrail to an FSW website to determine whether any federally listed species were in the area. Conrail responded by letter dated March 11, 2008, that the Indiana bat ("Potential") and Peregrine Falcon ("Extant") were species identified on the FSW website as within the limits of the abandonment. Conrail received a call from the FSW on April 10, 2008, informing Conrail that the Indiana bat was being removed from the federal list and that the FSW did not see the need to comment further on Conrail's abandonment undertaking.

Conrail does not believe that either possible park use or possible residential housing use of the Embankment property will have any effect on federally listed species. Nevertheless, Conrail is re-notifying the FSW to determine whether the FSW has any additional comments in light of this Supplemental Environmental and Historical Report.

9. Water. As discussed in the March 6 Report, there is no inconsistency between Conrail's abandonment of the Harsimus Branch and any applicable water quality standards, and no requirement for water-related permits. Conrail is also unaware of any indirect impact on water quality or any water-related permit requirements that would result from reuse of the Embankment properties for a park or residential housing. Any construction activity between Milepost 0.18 and 0.88 would be over half a mile from the Hudson River, and there are no wetlands involved. Nevertheless, Applicants are re-notifying NJDEP, the U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency to determine whether they have any views in this regard. Conrail has already had correspondence with the U.S. Environmental Protection Agency about the lack of direct effects from the abandonment. In the event of a park or residential housing construction, as with any construction project involving soil excavation, provision would need to be made for silt control. The Health and Safety Plan for any such project would include such mitigation, with oversight by NJDEP.

10. Mitigation. As discussed in the March 6 Report, there are no direct environmental effects resulting from the abandonment of the Harsimus Branch. Any possible indirect effects resulting from the demolition and construction involved in building a park or residential housing would be temporary. Furthermore, state and local environmental, construction, and traffic permitting requirements and plans would ameliorate any such effects.

HISTORIC

Conrail received a significant number of comments on its March 6 Report concerning historic preservation issues. Attached to this Supplemental Environmental and Historic Report as Appendix A is an APE Report prepared for Conrail by Richard Grubb & Associates, Inc., a New Jersey consulting firm that specializes in cultural resources investigations involving railroad undertakings. The Principal Investigators assigned to the project exceed the National Park Service's *Professional Qualifications Standards* for Historians, Architectural Historians, and Archaeologists. The APE Report provides considerable supplemental detail regarding every category of historic preservation information required by 49 C.F.R. § 1105.8(d)(1)-(8) and covered by the March 6 Report. It also responds to most of the historic preservation concerns expressed in the comments Conrail received.⁴

Respectfully submitted,

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Dated January 6, 2009

⁴ Conrail responds to the legal issues raised by some commenters in its "Comments of Consolidated Rail Corporation on Issues Raised by Pre-Filing Correspondence," accompanying the Notices of Exemption.

COLOR PAGES INCLUDED

APPENDIX A

**AREA OF POTENTIAL EFFECTS REPORT
AND PROPOSED METHODOLOGY FOR
SECTION 106 CONSULTATION
CONRAIL HARSIMUS BRANCH ABANDONMENT
(STB DOCKET NO. AB 167 (SUB NO. 1189X))
CITY OF JERSEY CITY
HUDSON COUNTY, NEW JERSEY**

SEPTEMBER 2008

**RICHARD GRUBB & ASSOCIATES, INC.
Cultural Resource Consultants**

**Area of Potential Effects Report
and Proposed Methodology for
Section 106 Consultation
Conrail Harsimus Branch Abandonment
(STB Docket No. AB 167 (Sub No. 1189X))
City of Jersey City, Hudson County
New Jersey**

September 2008

Principal Investigators

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INTRODUCTION

Consolidated Rail Corporation (Conrail), CSX Transportation, Inc (CSXT), and Norfolk Southern Railway Company (NS) are requesting approval from the Surface Transportation Board (STB) to abandon and discontinue freight service on a railroad right-of-way known as the Harsimus Branch, Milepost 0 00+- to Milepost 1 36+-, in the City of Jersey City, Hudson County, New Jersey (Figure 1). The abandonment itself will have no direct impact on historic properties in the right-of-way or in the surrounding area. However, possible actions by third parties after the abandonment is approved may be regarded as reasonably foreseeable and potentially causing indirect changes to historic properties. This report has been prepared to delineate the Area of Potential Effects (APE) for a cultural resources investigation in compliance with Section 106 of the National Historic Preservation Act of 1966. The report also outlines a proposed methodology for conducting the investigation, recommends consulting and interested parties, and suggests a public participation plan to initiate Section 106 consultation among Conrail, the STB, the New Jersey Historic Preservation Office (HPO), and other consulting parties.

THE HARSIMUS BRANCH

In a decision issued August 9, 2007, in Docket No. 34818, the STB held that part of the Harsimus Branch running between Waldo Avenue and Marin Boulevard constituted a line of railroad requiring abandonment authorization. As described in the STB's decision, the Harsimus Branch ran from a main-line connection at Waldo Avenue into Harsimus Cove Yard on the Hudson River. (There was some debate in the decision about the applicable milepost numbers. For convenience, we use here milepost numbers for the right-of-way drawn from the historic Valuation Maps.) The City of Jersey City and others sought a declaratory order from the Board only for the part of the Harsimus Branch running between Waldo Avenue and Marin Boulevard, but the City claimed that the entire Harsimus Branch was a line of railroad requiring abandonment authorization. Accordingly, Conrail is seeking abandonment authority for all of the Harsimus Branch right-of-way that it ever owned.

The Harsimus Branch right-of-way extends through a highly developed, urban landscape characterized by passenger and freight rail lines, modern highway viaducts, contemporary single-story commercial and industrial buildings, warehouses, a cemetery, parking lots, public parks, athletic fields, attached and detached town homes, civic and religious buildings, and multi-story residential and business structures ranging in age from the mid-nineteenth century to the present day. The western end of the right-of-way begins at Milepost 0 00 inside the Bergen Cut, a 40-foot deep channel cut through a ridge of trap rock on the western side of Jersey City. The track (no longer

extant) originally descended along a gentle gradient to the edge of Bergen Hill where an under-grade viaduct (dismantled) and a series of stone-lined embankments carried the elevated line over the lower flats and streets down to the Jersey City waterfront

The Harsimus Branch has been out of service since 1992. Bridges that once formed the viaduct and connecting links between the stone embankments were removed beginning in 1994. Only the viaduct abutments, piers, and embankment segments, located on the middle and western part of the right-of-way, remain standing. All other railroad-related resources such as bridges, culverts, stations, interlocking towers, signals, bulkheads, and other structures no longer survive.

Most of the property underlying the right-of-way has been sold for development. Conrail owns the fee interest only in the western part of the right-of-way, from Milepost 0.00 to 0.18. The fee interest in the middle part of the right-of-way between Milepost 0.18 and 0.88 is divided into eight parcels owned by eight limited liability companies (LLCs) controlled by SLH Properties (SLH). The fee interest in the easternmost part of the right-of-way between Milepost 0.88 and 1.36 is owned by several different entities. That part of the right-of-way has been completely transformed by modern urban renewal and development of retail, residential, and hotel properties. No trace of the right-of-way remains.

As a result of the STB's August 2007 decision, development of the eight parcels in the middle of the Harsimus Branch right-of-way cannot proceed until the STB authorizes abandonment of the right-of-way. Once abandonment is authorized, the Mayor of the City of Jersey City has announced his intention to seek acquisition of those parcels for public use under 49 U.S.C. 10905, under N.J.S.A. 48:12-125.1, or by eminent domain. In September 2004, the City adopted an ordinance authorizing acquisition of those parcels for park and trail use. If funding becomes available and the necessary transit agencies are interested, the Mayor has also expressed an interest in using part of the right of way for light transit.

SLH has submitted a number of proposals to the City that would permit the eight parcels to be developed and used for park, trail, and transit purposes, while maintaining the embankments largely intact. These alternatives are not based on current zoning requirements and require the agreement of the City and other agencies in order to be implemented. To date, however, the City has not accepted any of these proposals. Absent the City's agreement to one of these alternative proposals, or the City's acquisition of the properties by eminent domain or purchase, SLH has pursued development approvals that would allow economic development of the properties consistent with local land use requirements. The embankments and bridge piers on those eight parcels would be

demolished. On the westernmost parcel (Block 446, Lot 18A) abutting the New Jersey Turnpike, a four-story mixed-use building (upper three floors residential, ground floor commercial) would be constructed, consistent with zoning standards. Contextually sensitive three-story town homes would be built on six of the parcels (Block 247, Lot 50A, Block 280, Lots 50A & B-1, Block 317 5, Lot 50A, Block 354 1, Lot 50A, Block 389 1, Lot 50, Block 415, Lot 50). On the easternmost parcel (Block 212, Lot M) adjoining a baseball field and Bed, Bath, and Beyond retail store, a ten-story apartment building would be constructed. SLH has received a number of development approvals, however SLH has not received all of the permits that would be required to proceed with its plans once abandonment is authorized.

Given the significant uncertainties surrounding development of the eight middle parcels, it might well be concluded that no particular change in historical properties is reasonably foreseeable as an indirect consequence of the STB's approval of Conrail's abandonment of its right-of-way. Two potential indirect outcomes, however, are arguably sufficiently foreseeable to be considered in connection with the abandonment undertaking: (1) the City's plans to acquire and develop the parcels for park and trail use and (2) SLH's plans to develop the parcels for residential use. Accordingly, the limits of the APE for the Harsimus Branch investigation is being drawn to accommodate the possible indirect effects stemming from these two potential outcomes. No reasonably foreseeable change will occur to the first part of the right-of-way that is still owned by Conrail, because Conrail has no specific plans for disposition or development of that property, and the City has not claimed that it plans to acquire the property by condemnation or otherwise. Similarly, no reasonably foreseeable change will occur to the easternmost part of the right-of-way that has already been developed. Nevertheless, to ensure a broad scope for Section 106 purposes, the entirety of the right-of-way is proposed to be included in the APE.

AREA OF POTENTIAL EFFECTS

The APE is defined in 36 CFR 800.16(d) as follows:

The geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of the undertaking and may be different for different kinds of effects caused by the undertaking.

Included within the APE are those locations where an undertaking may result in disturbance of the ground, from which elements of the undertaking may be visible from public areas, and where the activity may result in changes in traffic patterns, land use, or public access. The APE for archaeology and architecture are different as a result of this definition.

APE-Archaeology

The APE-Archaeology includes the area that could be physically impacted by an undertaking. Specifically, the APE-Archaeology includes the potential limits of disturbance within the entire length and width of the right-of-way proposed for abandonment (Figure 2).

APE-Architecture

The APE-Architecture includes the entire area of the APE-Archaeology and the area in which the project may directly or indirectly cause changes in the character or use of historic properties (Figure 3). As a general matter, the APE-Architecture encompasses land adjacent to and in the immediate vicinity of the Harsimus Branch right-of-way. However, the potential visibility of a possible 110-foot apartment building, as permitted by local zoning, on the easternmost embankment parcel requires a broader APE in the vicinity of that building. Three techniques have been employed to delineate the APE-Architecture: electronic viewshed mapping, computer-generated building simulations, and field reconnaissance.

The western end of the APE-Architecture encompasses the parcel between Milepost 0.00 and 0.18 that is still owned by Conrail. It begins at the bottom of the 40-foot deep Bergen Cut, which is currently utilized by the Port Authority Trans Hudson (PATH) transit system. Resources located on the north rim of the Bergen Cut, immediately above the Harsimus Branch, are less than 50 years of age; resources located on the south rim are approximately 75 feet away from the Branch and are largely less than 50 years of age. Because above-ground resources on both rims of the Bergen Cut are located high above the Harsimus Branch, are largely less than 50 years of age, and are beyond the reach of direct or indirect effects from the proposed undertaking, the APE-Architecture has been confined to the area enclosed by the walls of the Bergen Cut. The remainder of the western end of the APE-Architecture follows the contours of the properties that are immediately adjacent to the right-of-way between Milepost 0.00 and 0.18 (see Figure 3).

The eastern end of the Harsimus Branch beyond Milepost 0.88 (Marin Boulevard) no longer exists, and the area has been largely developed with modern commercial and residential buildings. Because it adjoins the eligible Warehouse Historic District, the eastern end of the APE-Architecture takes in

a portion of the eligible Warehouse Historic District, as well as existing property boundaries immediately surrounding the location of the old right-of-way (see Figure 3)

As discussed above, one potential indirect effect of the undertaking that might be evaluated as reasonably foreseeable is that the City would acquire the eight parcels in the middle of the right-of-way for park and trail use. The Mayor's suggestion that the parcels might ultimately be developed for mass transit as well is too speculative to warrant consideration here, since no concrete steps have been undertaken in furtherance of that concept. If the City were to decide not to acquire those parcels, another indirect effect of the undertaking that might be viewed as reasonably foreseeable is that such parcels would be privately developed by SLH consistent with local zoning requirements.

The City's announced plans for park and trail use are expected to have limited physical impact on the embankments and limited visual effect on surrounding properties. Those plans include the construction of pedestrian bridges between the embankments, ramps and stairs leading up to the embankments, and fencing, plantings, and walkways on top of the embankments.

SLH's plans to demolish the embankments and remaining bridge piers on the eight parcels and replace them with residential housing would have a physical impact on the embankments and a limited visual effect on surrounding properties. The housing that would be built on most of the parcels would consist of contextually sensitive three-story townhouses along Sixth Street and one four-story brick mixed-use commercial and apartment building on the westernmost parcel fronting on Newark Avenue. Thus, the APE-Architecture for most of the middle section would encompass a one-half block deep buffer along Fifth and Sixth Streets and a slightly wider buffer around the proposed four-story building near Newark Avenue.

Zoning regulations for the easternmost block (Block 212) permit construction of a 110-foot high building, which would be visible over a broader area, accordingly, the APE-Architecture is expanded around that block to take into account possible visual effects within a one-half mile buffer zone. Computer generated modeling was primarily used to determine the extent of the visibility of a 110-foot high building (approximately ten stories). A conservative average height of three stories (33 feet) was used to simulate the rest of the buildings in the half-mile buffer zone. Digital elevation models were layered over aerial photographs. The areas in which buildings would obstruct views of the proposed ten-story building from all public spaces (streets, parks, surface parking lots) were filled with a dark blue crosshatch. The electronic viewshed map for the ten-story building appears in Figure 4. This computer-generated viewshed map was checked using computer-generated simulations of actual building heights created through Google Earth. The simulation allows for a

virtual model of the proposed building to be inserted into the database of existing building heights in Google Earth, then viewed from any point within the half-mile buffer zone. When compared against the viewshed map, the viewshed map was found to be accurate in regard to the elimination of sightlines due to the heights of interceding buildings. Figure 5 depicts a computer-generated “bird’s eye view” of the proposed building within the larger cityscape.

Both computer models were also checked in the field and found to accurately reflect conditions on the ground. Because the modeling and field checking indicate that a portion of the ten-story building may be visible from parts of Hamilton Park in the wintertime (when trees have lost their leaves), the APE-Architecture includes a discontinuous section embracing the whole of this public area. Photographs of the APE-Architecture are shown on Plates 1 through 103 and identified with numeric locators on Figures 7 through 7E in Appendix B.

PROPOSED CULTURAL RESOURCES INVESTIGATION METHODOLOGY

Conrail proposes to conduct a Cultural Resources Investigation through its contractor, Richard Grubb & Associates (RGA), in order to provide the STB with information needed for the agency to comply with Section 106 of the National Historic Preservation Act. RGA’s investigation will conform with all requirements of the HPO for such studies. The purpose of the Cultural Resources Investigation is to determine if significant historic and/or archaeological resources are contained within the APE and to assess National Register eligibility and effects of the abandonment. The investigation is anticipated to have three components: (1) background and historical research, (2) an architectural survey, and (3) an archeological survey. RGA will conduct a Phase IA archeological survey and intensive-level architectural survey to identify all buildings, structures, and objects of local, state or national significance that appear to meet at least one of the National Register Criteria. All resources more than 50 years of age will be documented on the appropriate HPO survey forms. The Principal Investigators for this project exceed the National Park Service’s *Professional Qualifications Standards* for both Historians, Architectural Historians, and Archaeologists.

1. Background and Historical Research

The background and historical research will be performed at an early stage of the Cultural Resources Investigation. A search of existing literature and map sources will provide a comprehensive overview of the prehistoric and historic development of the local area and region. There is no shortage of information concerning the history of Jersey City and the Harsimus Branch. Specifically, the investigation will examine previous cultural resource reports conducted in the vicinity of the APE, as well as National Register Nominations, Historic American Buildings Surveys, Historic American

Engineering Records, HPO files, New Jersey State Museum site files, and local or county inventories of historic/cultural resources. Primary sources to be consulted include historic photographs, maps, atlases, plat plans, Sanborn fire insurance maps, city directories, and numerous available railroad records. Examples of such records include, but are not limited to the New Jersey Secretary of State's Transportation Corporation Records, the 1910-1911 New Jersey Revaluation Field Notebooks, the 1916-1925 Interstate Commerce Commission Valuation Records, the New Jersey Public Utility Tax Bureau's Railroad Company Annual Reports and Plan Files, the Penn-Central Corporation's Predecessor Company Records, the Stevens Family Papers, and a multitude of newspapers, periodicals, and secondary works pertaining to railroads and the history of railroading in New Jersey.

Known Resources

Twelve properties in the APF-Architecture are presently eligible for or listed in the New Jersey and/or National Register of Historic Places (Figure 6). They include:

- Pennsylvania Railroad (New York to Philadelphia) Historic District (Multiple SHPO Opinions, eastern boundary undefined)
- New Jersey Railroad Bergen Cut Historic District (SHPO Opinion 5/21/1999, eastern boundary undefined)
- Public School No. 5, 182-196 Merseles St (SHPO Opinion 2/28/1991)
- Pennsylvania Railroad Harsimus Branch Embankment (SR 12/29/1999, DOE 3/16/2000, COE 6/9/1999)
- St. Anthony's Polish Roman Catholic Church and School Complex (SHPO Opinion 4/13/1994)
- St. Anthony of Padua Roman Catholic Church (SR 12/24/2003, NR 3/22/2004)
- Hamilton Park Historic District (SR 4/27/1978, NR 1/25/1979)
- Harsimus Cove Historic District (SR 10/15/1987, NR 12/9/1987)
- 88-92 Erie Street, Albniel Dye & Chemical Co. (SHPO Opinion 7/2/1980, DOE 8/27/1980)
- Warehouse Historic District (SHPO Opinion 2/28/1991)
- Hudson & Manhattan Railroad Powerhouse (COE 10/7/1999, NR 11/23/2001)
- Great Atlantic & Pacific Tea Company Warehouse (SR 6/2/1978, NR 6/2/1978, NHL ID No. 1504)

Summary descriptions of the important characteristics and historical significance of these properties are set forth in Appendix A

2 Architectural Survey

The SR-listed Pennsylvania Railroad Harsimus Branch Embankment encompasses the six elevated parcels in the middle of the Harsimus Branch between Brunswick Street and Marin Boulevard (Milepost 0 36 to 0 88) RGA will conduct an architectural survey of the parts of the Harsimus Branch right-of-way located outside of the boundaries of the Embankment structure The survey will evaluate National Register eligibility of the Harsimus Branch both individually and as a possible contributing resource to known historic districts, including the New Jersey Railroad Bergen Cut Historic District, and the Pennsylvania Railroad (New York to Philadelphia) Historic District

The individually eligible Public School No 5, the listed St Anthony of Padua Roman Catholic Church, the individually eligible St Anthony's School Complex, the individually eligible building at 88-92 Erie Street (Albaniel Dye & Chemical Co building), and portions of the listed Hamilton Park Historic District and the listed Harsimus Cove Historic District all fall within the APE-Architecture They are good examples of well-established, well-documented, and well-preserved historic properties As such, the public school, the church, the church school, the dye and chemical building, and those district buildings that fall within the APE-Architecture will not be resurveyed as part of this undertaking, but the potential effects of the City's park/trail plans and SLH's housing development plans on these buildings will be assessed Also, because possible project impacts include the demolition of the stone embankments within the Harsimus Branch right-of-way and construction of residential housing between or near the Hamilton Park Historic District and the Harsimus Cove Historic District, this investigation will evaluate the eligibility of the Harsimus Branch right-of-way as a possible contributing resource to both districts and assess project effects on both districts. Three additional previously identified historic properties lie within the APE-Architecture at its easternmost end the eligible Warehouse Historic District, the listed Hudson & Manhattan Railroad Powerhouse, and the listed Great Atlantic & Pacific Tea Company Warehouse Project effects on these properties, if any, will be assessed

The APE-Architecture includes a number of un-surveyed resources more than 50 years of age They include commercial, retail, and industrial buildings, parks and monuments, numerous residential buildings, and railroad resources dating primarily from the late nineteenth- and mid-twentieth-centuries Of particular note are an active freight line at the western end of the APE-Architecture historically associated with the New Jersey Junction Railroad (part of the New York Central system) and the National Docks & New Jersey Junction Connecting Railway Company (part of the Lehigh

Valley system), the Jersey City Cemetery on the corner of Waldo Avenue and Newark Avenue, the Mary Benson Memorial (1907) and the V F W Monument (circa 1945) at Mary Benson Park, the Holy Rosary Roman Catholic Church and Parish House (1903) on Sixth Street, its affiliated school buildings (1938 & 1953) on Brunswick Street, the Fifth Ward Savings Bank (1925) on Manila Avenue (formerly Grove Street), the St Anthony's School (1917) on Eighth Street, and several blocks of brick flats (circa 1890) on Manila Avenue (formerly Grove Street) and Marin Boulevard. These and other resources more than 50 years of age will be documented on appropriate HPO Survey Forms and evaluated for individual eligibility and as possible contributing resources to larger historic districts.

The New Jersey Turnpike, which crosses over the project area, is more than 50 years of age, but the HPO formally found it not eligible for listing in the New Jersey or National Registers in 2006.

3 Archaeology Survey

Due to the physical and historical complexities of this urban setting, RGA will conduct a Phase IA archaeological survey at this time. If the potential for significant archaeological resources are identified during the Phase IA survey, a Phase IB survey may be recommended.

The Phase IA archaeological survey will include a review of archaeological site files and previous cultural resources survey reports, and it will assess the potential for significant prehistoric and historic resources. The potential for prehistoric resources is expected to be low due to disturbances associated with previous land use in the project area. An assessment of potential for historic resources will be derived from a thorough review of atlases and maps and a site visit to observe existing conditions. An assessment will be made of impacts to archaeological resources that may potentially contribute to the Pennsylvania Railroad Harsimus Branch Embankment or any historic district in the vicinity. It is believed that the eastern end of the Embankment was constructed around timber trestle work that supported the original train operations over that portion of the Harsimus Branch. Accordingly historic archaeological potential is considered moderate to high.

For the archaeological survey, RGA will conduct a thorough pedestrian survey of the APE-Archaeology to assess the potential for significant archaeological resources and document disturbances that have impacted areas of archaeological sensitivity. Field observations will be recorded via field notes and digital photography. Known archaeological site locations, if any, and historic maps will be closely reviewed prior to the pedestrian survey. If the potential exists for significant cultural resources, further investigation, or Phase IB-level archaeological testing, will be required by the HPO to determine the presence or absence and preliminary extent of cultural

deposits, and whether those deposits may be considered potentially eligible for the National Register of Historic Places

PROPOSED PUBLIC PARTICIPATION PLAN

Soliciting the views of the public and those groups/individuals with interests in historic preservation is a valued part of the Section 106 process and helps in the identification and evaluation of historic properties that might be affected by the proposed undertaking. Conrail's plans to abandon the Harsimus Branch have already attracted a great deal of public comment. This information will be collected and reviewed during the Cultural Resources Investigation. Copies of the draft Cultural Resources Report will be circulated to all Consulting Parties and local preservation groups/individuals with an identified interest in historic preservation for their review and comment. Responses to the report will be attached to the final documentation.

It is anticipated that community involvement through public forums or other venues will be coordinated by the STB, in consultation with the HPO and Conrail. Notification of time, place, and content of the meeting(s) will be sent to property owners, officials, and interested parties. Documentation of the notifications and responses to the public meetings will become part of the final Cultural Resources Report.

Recommended Consulting Parties

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Recommended Interested Parties

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APPENDIX A—SUMMARY DESCRIPTIONS OF KNOWN HISTORIC PROPERTIES

Pennsylvania Railroad (New York to Philadelphia) Historic District

The Pennsylvania Railroad (PRR) [New York to Philadelphia] Historic District (PRRHD) is eligible under Criterion A for its association in the areas of transportation, engineering and commerce and under Criterion C for engineering features, including cuts, embankments, over-grade and under-grade bridges, culverts, stations, interlocking towers, and overhead catenary system. The district comprises several segments constructed at different times by different corporate entities with varying recommended periods of significance. The segment between Newark and Jersey City was originally built by the New Jersey Railroad (NJRR) between 1832 and 1838, folded into the United New Jersey Railroad and Canal Company (UNJRRCC) in 1867, and leased to the PRR in 1871. On June 29, 2007, the HPO formally determined that the period of significance for the entire PRR (New York to Philadelphia) Historic District extends from 1863 to 1957. It also noted that the period of significance will increase annually, maintaining the 50-year cut-off date, until the historic district is no longer significant under Criteria A and C. The HPO letter did not differentiate between the Jersey City-to-Newark segment and other sections of the eligible rail corridor. The eastern boundary of the eligible rail corridor has not been formally identified.

New Jersey Railroad Bergen Cut Historic District

Six previously identified resources comprise the New Jersey Railroad Bergen Cut Historic District: the contributing Bergen Cut, the contributing elevated right-of-way between the Hackensack River and the area west of Tonelle Avenue, the contributing PATH Bridge over Wallis Avenue, the key contributing Wittpenn (NJ Route 7) Bridge over the Hackensack River, the key contributing Pennsylvania Railroad Harsimus Branch (now Conrail/CSX) Bridge over the Hackensack River, and the key contributing Pennsylvania Railroad (now PATH) Bridge over the Hackensack River. Built under the auspices of the NJRR and completed in 1838, the Bergen Cut was a significant engineering accomplishment for its time and provided the first and only practical rail route through the Bergen Hill until the completion of the Erie Tunnel in 1861. (The Bergen Cut should not be confused with the “Bergen Arches,” also known as “Erie Cut,” which was not constructed by the Erie Railroad in Jersey City until after the turn of the Twentieth Century.) The District is eligible for listing in the New Jersey and National Registers under Criteria A and C. Its period of significance begins in 1832, when the NJRR was incorporated, and ends in 1937. The district boundaries as currently defined extend from the westernmost limits of the approach spans of the key contributing Hackensack River lift bridges to the easternmost limits of the Bergen Cut, which has not been formally located. The approximate boundaries nearest to the APE are delineated on Figure 6.

Public School No. 5, 182-196 Merseles St

Constructed in 1915 following designs prepared by Jersey City architect John Rowland, the four-story brick and stone building is an intact and representative example of the monumental late-Classical Revival-style institutional buildings erected throughout the city during the early twentieth century. The SHPO Opinion of Eligibility does not identify the eligibility criteria or a period of significance. Based on the supporting documentation, Public School No. 5 is architecturally significant and meets Criterion C. The building has been additionally recommended eligible under Criterion C as part of a thematic historic district based on the work of John Rowland. Rowland was the architect for the Jersey City Board of Education from 1900 to 1945. The SHPO Opinion is silent on the issue of a thematic district. The resource boundary is delineated on Figure 6.

Pennsylvania Railroad Harsimus Branch Embankment

Constructed in the period 1901-1905, the Pennsylvania Railroad Harsimus Branch Embankment comprises six stone and earthen segments of the former elevated freight line and yard tracks first conceived by the UNJRRCC in the 1860s and completed by the PRR in the mid-1870s after its lease of the UNJRRCC. The elevated portions originally passed over timber trestlework. Later, iron deck trusses and finally deck plate girders were substituted for the trestle at its western end. Portions of the eastern end of the trestle were filled in and may have been encased within the retaining walls, that form the stone embankments that are present today. The embankment is listed on the New Jersey Register of Historic Places under Criterion A for its associations with transportation, community planning and development, and politics/government, and under Criterion B for its associations with James J. Ferris, superintending engineer. Its established period of significance extends from 1867 to 1949. The embankment structure consists of the surviving elevated portions of the Harsimus Branch extending along Sixth Street between Marin Boulevard and Brunswick Street. The boundaries of the structure are delineated on Figure 6.

St. Anthony's Polish Roman Catholic Church and School Complex

St. Anthony's Polish Roman Catholic Church (1890-94) and combined Parochial School and Convent (1899) are discontinuous contributing resources of the St. Anthony's Polish Roman Catholic Church and School Complex. The complex is eligible under Criterion C as an example of Victorian Gothic architecture. The resource boundaries are limited to the two lots currently occupied by the buildings and are delineated on Figure 6. The original HPO Opinion of Eligibility does not identify a period of significance for either resource (see below).

St Anthony of Padua Roman Catholic Church

The St Anthony of Padua Roman Catholic Church (see above), the oldest Polish church and parish in New Jersey, is individually listed on the New Jersey and National Registers under Criterion A for its associations with European Ethnic Heritage and the Polish community of Jersey City. The church is also listed under Criterion C in the areas of architecture and art as an example of both the Victorian Gothic and Byzantine-styles and for its surviving collection of ethnic art, stained glass windows, and mosaics. The period of significance extends from the building's construction in 1892 to the last major period of alterations in 1940. The property's boundary includes the lot on which it stands and is delineated on Figure 6. The Church is also a key contributing resource to the St Anthony's Polish Roman Catholic Church and School Complex (see above).

Hamilton Park Historic District

The Hamilton Park Historic District gains its distinction from its intact collection of row houses and its mid-nineteenth century residential square. Some 518 buildings made up the original district when it was nominated to the New Jersey and National Registers in 1977, they consist largely of residential properties. A small number are mixed-use, commercial, and institutional in nature. The district features a wide range of architectural styles, including the Greek Revival, Gothic Revival, Romanesque Revival, and Renaissance Revival. Most are constructed in brick, a few are faced with brownstone. Many include decorative masonry details and iron work. The district is significant in the areas of architecture, landscape architecture, and religion. Although the original National Register Nomination does not identify the specific criteria under which the district was listed, it emphasizes the preservation and structural qualities of the resources and is therefore assumed to be eligible under Criterion C for embodying the distinctive characteristics of a type, period, and/or method of construction, and a significant and distinguishable entity. Based on dates referenced in the Nomination Form, the period of significance is assumed to extend from circa 1835 to circa 1875, when the majority of the buildings were constructed. In 1982 the Hamilton Park Historic District was extended northward with the inclusion of seven new buildings and four vacant lots. The boundaries of both the original district and the extension are delineated on Figure 6.

Harsimus Cove Historic District

The Harsimus Cove Historic District is an example of a middle- and working-class urban residential neighborhood created during the second half of the nineteenth century. Some 431 buildings make up the district and consist primarily of well-preserved Italianate-style brick town houses of three stories. A few wood frame buildings remain, and several churches and civic structures make up the rest of the district. Other represented styles include the Greek Revival, Gothic Revival, Romanesque Revival, Renaissance Revival, and Beaux Arts. The Harsimus Cove Historic District is significant

under Criterion A in the areas of Industry, Politics/Government, and Social Humanism, and under Criterion C in the area of architecture for its distinct and intact collection of buildings. The National Register Nomination identified the district's period of significance as extending from the mid-nineteenth century (circa 1850) to approximately 1926. The district boundaries are delineated on Figure 6.

88-92 Erie Street, Albaniel Dye & Chemical Co

Built around 1906 by the firm of Herman Kreither & Hubbard to house the Albaniel Dye & Chemical Co., the five-story Romanesque-style structure includes brick bearing walls and elaborate terra cotta decorative elements. It represents the only industrial building in what is otherwise a residential area. The property is eligible under Criterion C for architecture and is a key contributing resource to the Harsimus Cove Historic District. The resource boundaries comprise the building lot and are delineated on Figure 6. A formal period of significance has not been established for this historic property.

Warehouse Historic District

The Warehouse Historic District is an historically significant and virtually intact manufacturing and distribution center with ties to the development of Jersey City and the Port of New York. Its proximity to Harsimus Yard helped fuel the district's development, which is also linked to many early industries in Jersey City. Buildings are located along narrow streets and include examples of industrial architecture, including many of reinforced concrete and structural steel. The District is eligible for inclusion in the New Jersey and National Registers under Criteria A and C. District boundaries vary, depending on the map consulted. For the purposes of this investigation, the boundary has been drawn to encompass the largest mapped area and is delineated on Figure 6.

Hudson & Manhattan Railroad Powerhouse

Listed on the National Register of Historic Places under Criteria A, B, and C for its significance in architecture, engineering, and transportation history, and for its associations with William Gibbs McAdoo, the Hudson & Manhattan Railroad Powerhouse is a large-scale example of industrial Romanesque Revival architecture. The coal-fired powerhouse was a technological wonder of its day and the centerpiece for the first electrically powered trans-Hudson rapid transit rail system nicknamed the "Hudson Tubes." The Powerhouse is also a key contributing resource to the Warehouse Historic District. Its period of significance extends from 1906 to 1929, and its boundaries are delineated on Figure 6.

Great Atlantic & Pacific Tea Company Warehouse

Between 1900 and 1929, the nine-story, reinforced concrete structure formed part of a larger manufacturing and distribution center for the Great Atlantic & Pacific Tea Company (A&P). This historically important retail chain had its origins in the area and grew to become the nation's largest by the mid-twentieth century. The building retains a high level of integrity and is significant in the areas of commerce and architecture. It is also a key contributing resource to the Warehouse Historic District and a National Historic Landmark. Property boundaries are delineated on Figure 6.

APPENDIX B: FIGURES AND PLATES

THIS MAP WAS DEVELOPED USING NEW JERSEY DEPARTMENT OF ENVIRONMENTAL PROTECTION GEOGRAPHIC INFORMATION SYSTEM DIGITAL DATA, BUT THIS SECONDARY PRODUCT HAS NOT BEEN VERIFIED BY NJDEP AND IS NOT STATE AUTHORIZED.



One-Half Mile Buffer



110' Bldg. at Block 212, Lot M



Public Space Areas where Target Building is Not Visible

0.25 0 0.25 Miles



Figure 4:
Computer generated viewshed map within one-half mile buffer around proposed 10-story building

Prepared for Richard Grubb and Associates, Inc

Building Location (NAD 83)
Lat
Long

VIEWSHED
Based on 110' Target Building

Block 212, Lot M
Jersey City, New Jersey

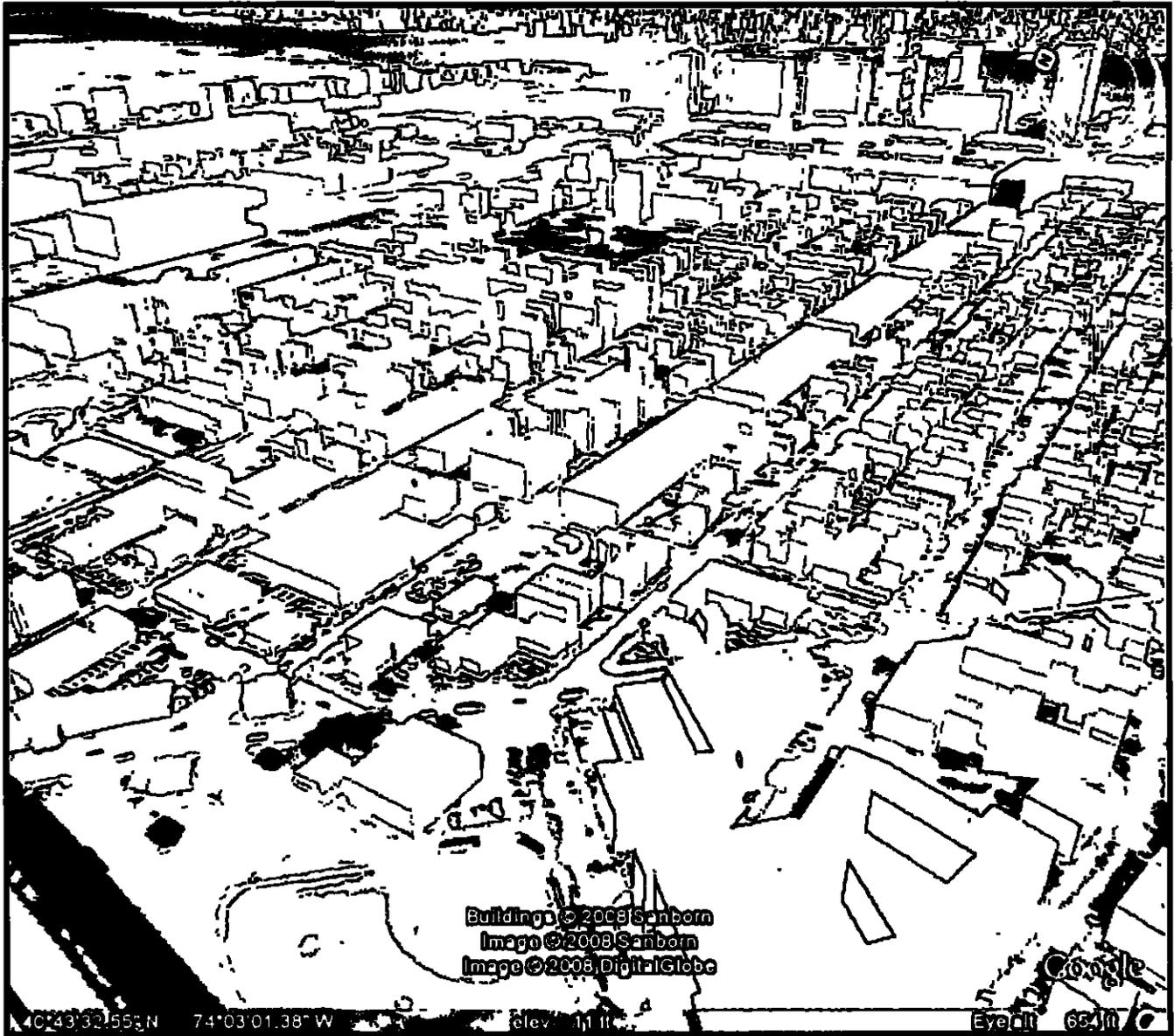


Figure 5:
 Computer simulated birdseye view of Jersey City depicting possible 110-foot building (red) within the context of the larger cityscape. The computer program allows the building to be viewed from any point in Jersey City (From Google Earth)



Scaled to Actual
 Building Heights

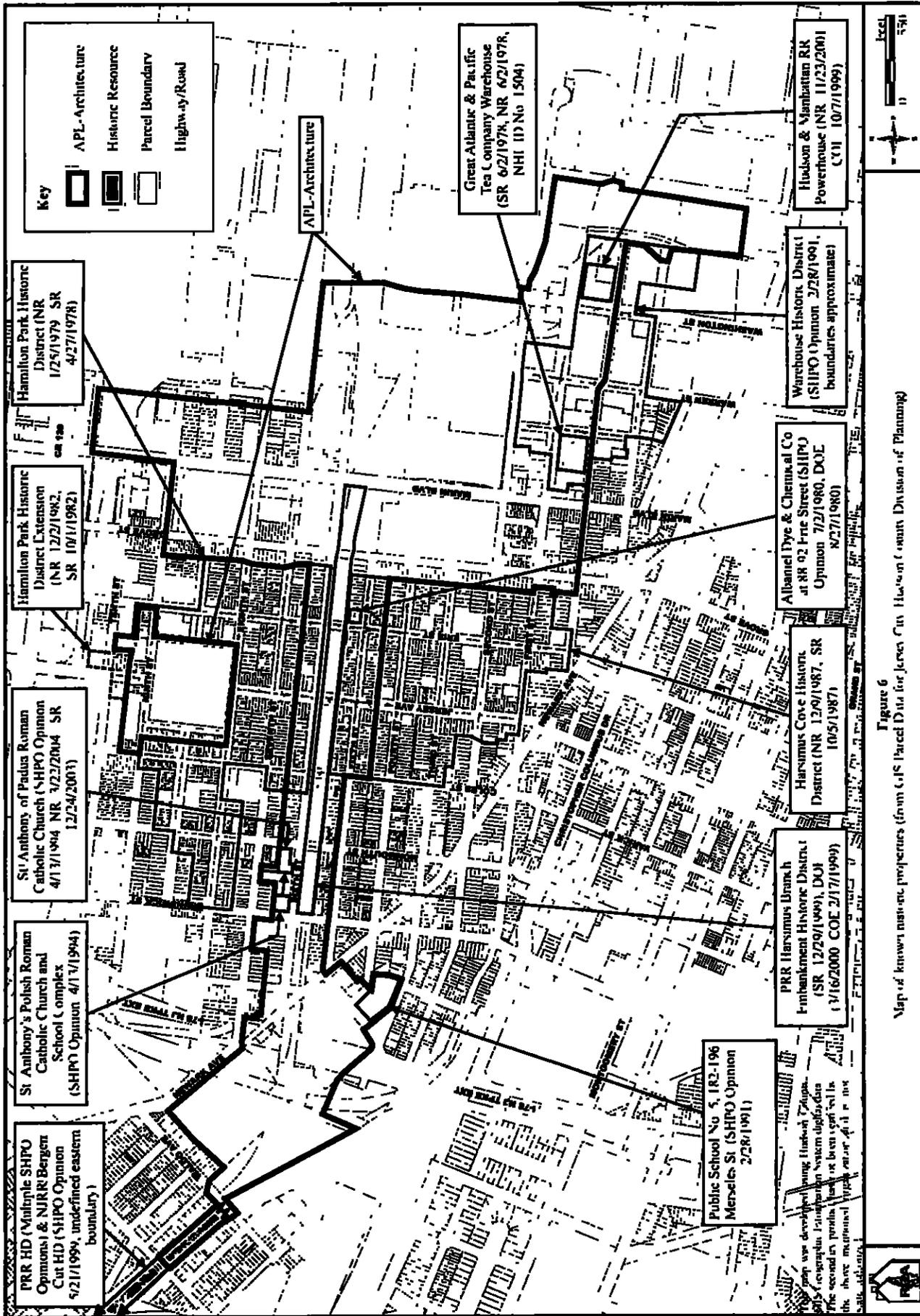
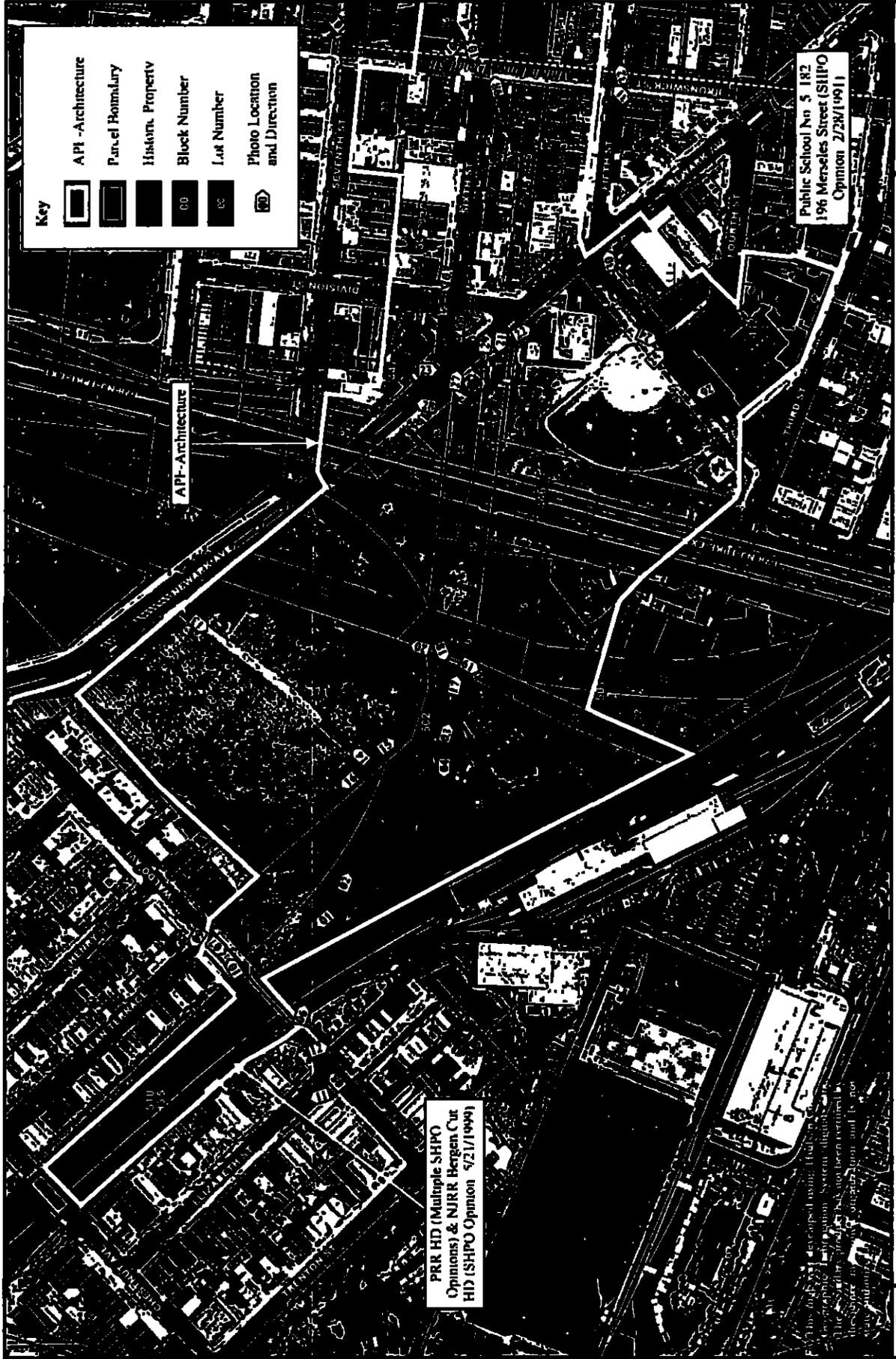




Figure 7
 Photo Location 1 Key Map
 (from USGS New Jersey Digital Ortho-Quadrant Aerial Photography 2002 File Numbers N649, 10 11 13 14 and 15)





Key

- API - Architecture
- Parcel Boundary
- Historic Property
- Block Number
- Lot Number
- Photo Location and Direction

API - Architecture

Public School No. 5 IR2
196 Merselles Street (SHPO
Opinion 2/28/1991)

PRR HD (Multiple SHPO
Opinions) & NJRR Bergen Co
HD (SHPO Opinion 5/21/1999)

Detail 7A

Photo Locations and Directions Plots 1-30, 98, 100, 103

from USGS New Jersey Digital Ortho-Quarter-Quad Aerial Photographs, 2002. The Numbers K-G-P, 10, 11, 13, 14, and 15



This map was developed using the following information:
Geographic Information System digital data
The State of New Jersey has not been certified
This State is not a signatory to the
any authority.



Hamilton Park
Historic District
(SR 4/27/1976,
NR 1/25/1979)

St Anthony's Polish Roman
Catholic Church and School
Complex (SHPO Opinion
4/11/1994)

St. Anthony of Padua Roman Catholic
Church (SHPO Opinion 4/13/1994,
SR 12/24/2003, NR 3/22/2004)

APL-Architecture

Harsimus Cove
Historic District
(SR 10/5/1987,
NR 12/9/1987)

PRR Harsimus Branch
Embankment Historic District
(SR 12/29/1999, DOPF
3/16/2000, COE 2/17/1999)

Key

-  APL-Architecture
-  Parcel Boundary
-  Historic Property
-  Block Number
-  Lot Number
-  Photo Location and Direction



Detail 7B
Photos Locations and Directions (Plates 13, 46/86, 89/96, 99)
(from U.S.G.S. New Jersey Digital Ortho Quarter Quad Aerial Photographs, 2002. File Numbers KodP 10, 11, 13, 14 and 15)

Key

-  APE-Architecture
-  Parcel Boundary
-  Historic Property
-  Block Number
-  Lot Number
-  Photo Location and Direction



Hamilton Park Historic District Extension
 (SR 10/1/1982, NR 4/27/1978)

Hamilton Park Historic District
 (SR 4/27/1978, NR 1/25/1979)

Albani Dye & Chemical Co., 88-92 Erie Street (SHPO Opinion: 7/2/1980, DOL 8/2/1980)

Harvamus Brankin Embankment Historic District
 (SR 10/5/1987, NR 12/9/1987)

PRR Harvamus Brankin Embankment Historic District
 (SR 12/29/1999, DOL 3/1/2000, COE 2/17/1999)



Detail 7C

Photo Location and Direction Plates 31-58, 73-85, 90-95
 (from U.S.G.S. New Jersey Digital Quater Aerial Photography, 2002. File Numbers K019, 10, 11, 13, 14, and 15)



This map was prepared by the Historic Preservation Commission of the City of Newark, New Jersey. The map is a reproduction of the original map and is not a substitute for the original map. The map is a reproduction of the original map and is not a substitute for the original map.



Hamilton Park
Historic District
(SR 4/27/1978,
NR 1/25/1979)

APE-Architecture

PRR Harsimus Branch
Embankment Historic District
(SR 10/5/1987, DOE
3/16/2000, COE 2/17/1999)

Harsimus Cove
Historic District
(SR 10/5/1987,
NR 12/9/1987)

Great Atlantic &
Pacific Tea Co
Warehouse (SR
6/2/1978, NR
6/2/1978, NHL ID
No 1504)

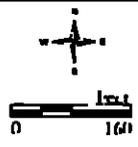
Warehouse Historic
District (SHPO
Opinion 2/28/1991)

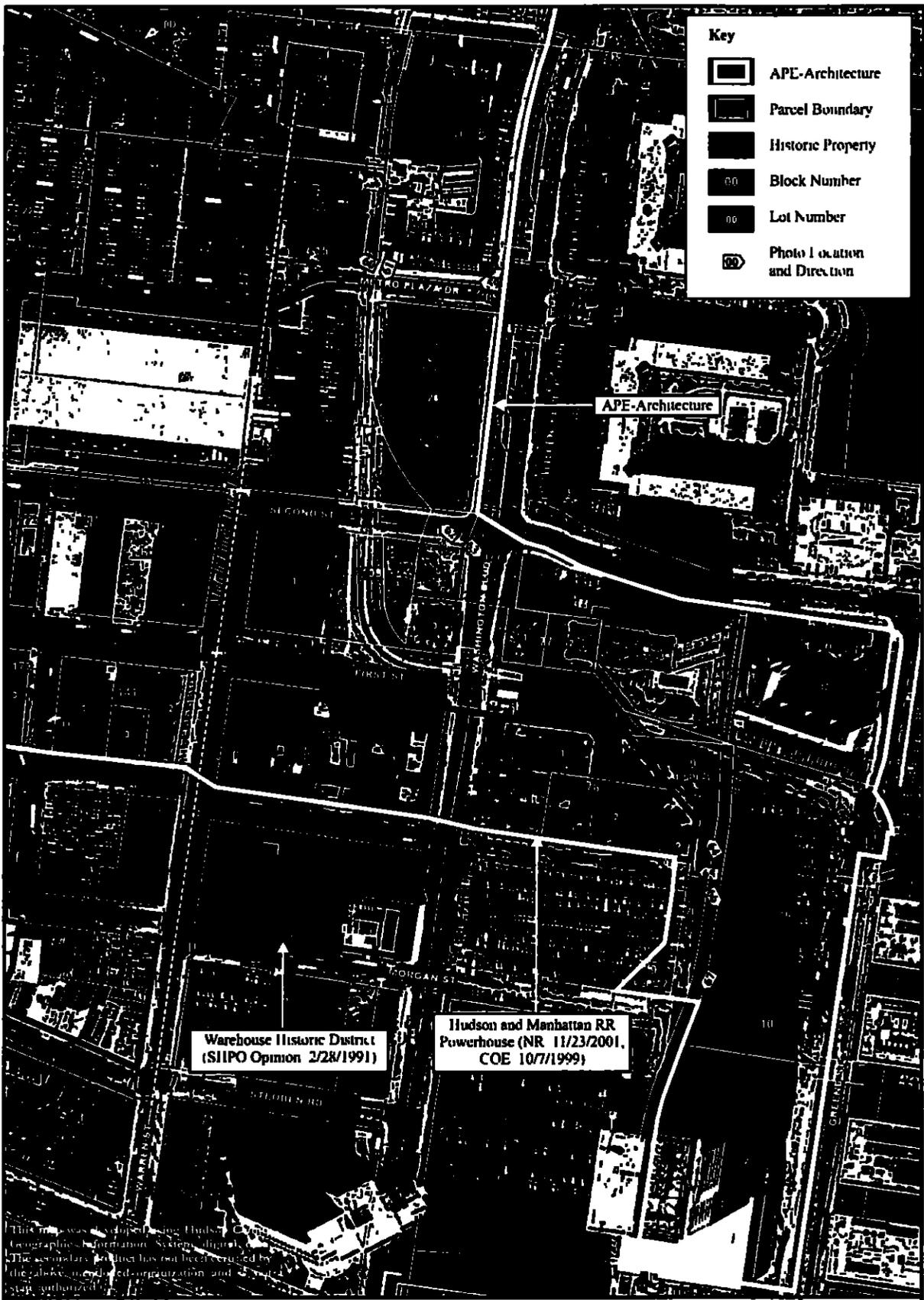
Key	
	APE-Architecture
	Parcel Boundary
	Historic Property
	Block Number
	Lot Number
	Photo Location and Direction

This map was developed using the secondary product of the Geographic Information System digital data. The secondary product has not been certified by the above mentioned organization and is not scale authorized.



Detail 7D
Photo Locations and Directions (Plates 7-50, 68-72)
(from U.S.G.S. New Jersey Digital Ortho Quarter Quad Aerial Photographs, 2002 File Numbers K6d9,
10, 11, 13, 14, and 15)





Key

-  APE-Architecture
-  Parcel Boundary
-  Historic Property
-  Block Number
-  Lot Number
-  Photo Location and Direction

Warehouse Historic District
(SIIPO Opinion 2/28/1991)

Hudson and Manhattan RR
Powerhouse (NR 11/23/2001,
COE 10/7/1999)

APE-Architecture

This map was developed using Hudson County Geographic Information System digital data. The secondary product has not been certified by the relevant modeling organization and is not authorized.



Detail 7B
Photo Locations and Directions - Plates 5, 6, 7,
from U.S.G.S. New Jersey Digital Ortho-Quad Aerial Photograph, 2002. File Numbers K049,
10, 11, 13, 14, and 15)





Plate:

1

Photo View:

West

Photographer:

Philip A

Hayden

Date:

May 20, 2008

Overview, Harsimus Branch right-of-way in vicinity of milepost 0.00, near its former connection with PRR main line. Circa 1945 Waldo Avenue footbridge appears overhead. Note exposed rock wall of Bergen Cur at left.



Plate:

2

Photo View:

East

Photographer:

Philip A

Hayden

Date:

May 20, 2008

Overview, Harsimus Branch right-of-way near the eastern end of the Bergen Cur. The Jersey City Cemetery is located to the left, the PATH tracks are located to the right.



Plate:

3

Photo View:

East

Photographer:

Philip A

Hayden

Date

May 20, 2008

Overview, Harsimus Branch right-of-way near eastern edge of Bergen Hill. Note New Jersey Turnpike Extension viaduct behind trees at right. The single rail in center foreground is a remnant of the Penn-Central connecting tract.



Plate:

4

Photo View:

Southwest

Photographer:

Philip A

Hayden

Date:

May 20, 2008

Overview, Harsimus Branch right-of-way with modern PATH equipment cabinets visible behind trees at left and new housing on the south rim of the Bergen Cut, visible in center background.



Plate:

5

Photo View:

Northwest

Photographer:

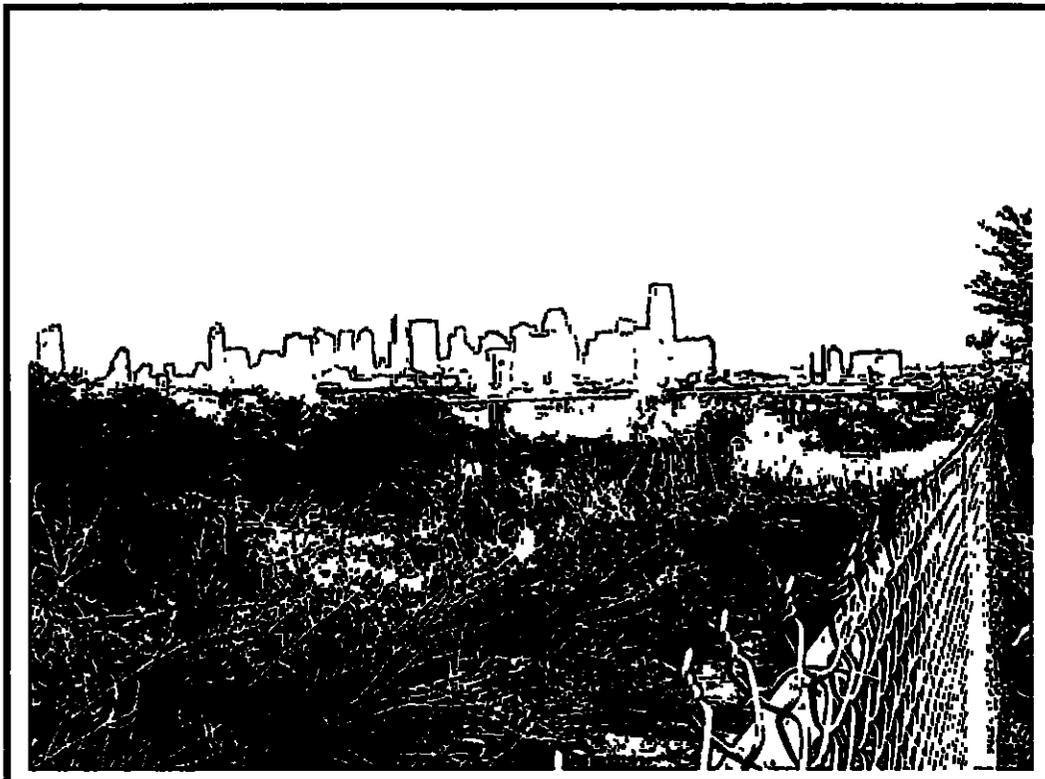
Philip A

Hayden

Date:

May 20, 2008

Overview, north wall and rim of the Bergen Cut near Milepost 000, depicting the approximate location of the former connection of the Harsimus Branch with the PRR main line. Note remains of overhead electrified catenary system.



Plate

6

Photo View:

East

Photographer:

Philip A

Hayden

Date:

May 20, 2008

Overview, eastern end of Bergen Cut from the south rim with the Jersey City and Manhattan skylines visible in distance. The Bergen Cut drops down 40 feet at left.



Plate.

7

Photo View.
South

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview, north approach to circa 1945 Waldo Avenue footbridge over the Bergen Cut
Buildings at right are circa 1960 residential units



Plate:

8

Photo View:
North

Photographer.
Philip A
Hayden

Date:
May 20, 2008

Overview, south approach to circa 1945 Waldo Avenue footbridge over the Bergen Cut



Plate:

9

Photo View:
Southwest

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview, circa 1960s residential housing at the corner of Waldo Avenue and Alan Terrace. The rear yards of these buildings abut the north rim of the Bergen Cut.



Plate:
10

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview, circa 1960s residential housing on Waldo Avenue near the north rim of the Bergen Cut.

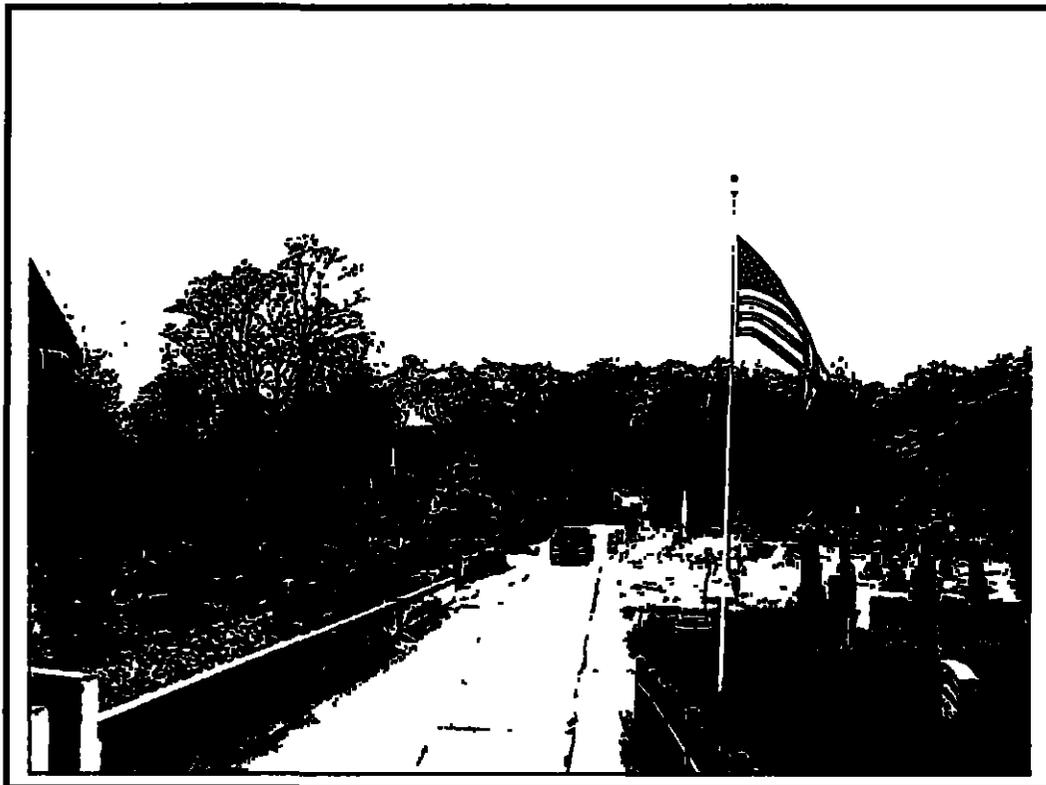


Plate:
13

Photo View.
South

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview, Jersey City Cemetery from Newark Avenue Gate. The tree line in the distance marks the edge of the Harsimus Branch right-of-way.



Plate:
14

Photo View.
North

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview, Jersey City Cemetery from the south boundary line near the Harsimus Branch right-of way, looking toward the Newark Avenue gatehouse (built 1916) (center, background)

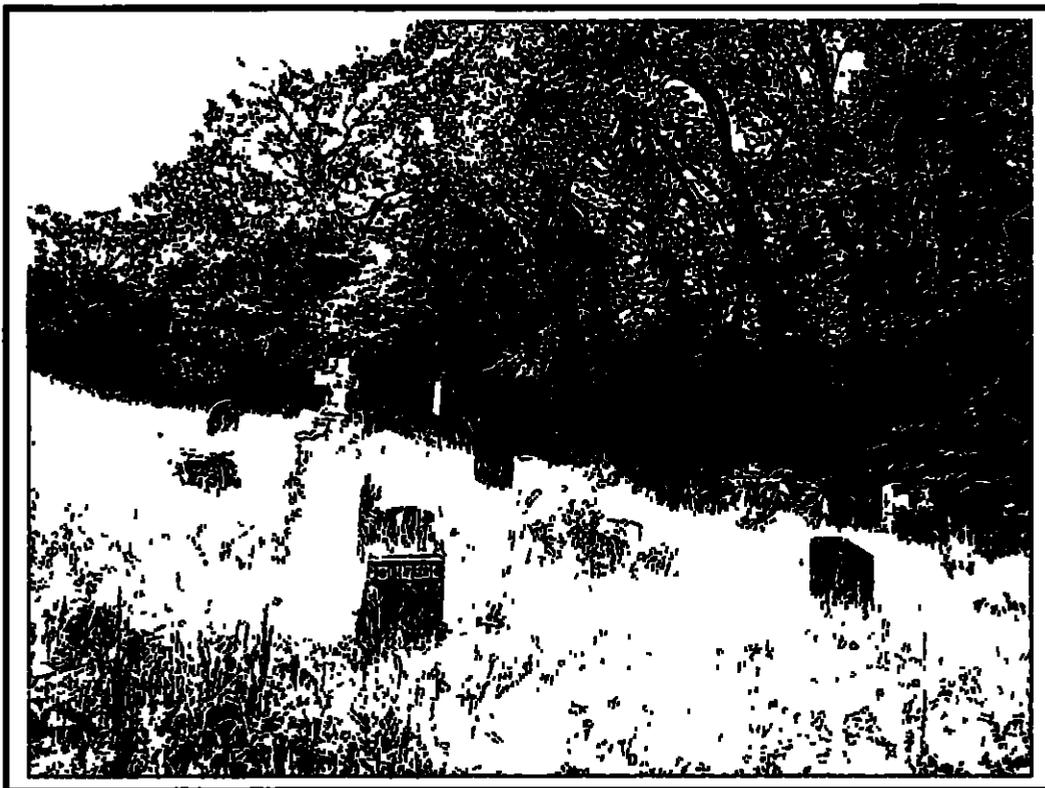


Plate
15

Photo View:
Southeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview, Jersey City Cemetery with tree line marking the edge of the Harsimus Branch right-of-way. Established in 1831, the Jersey City Cemetery contains stones dating between the last decades of the nineteenth century to the present day.



Plate:
16

Photo View:
West

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview, Jersey City Cemetery. The Harsimus Branch right-of-way is located behind the trees at left. The buildings visible in the upper right are the rear elevations of early twentieth-century flats fronting Walden Avenue.

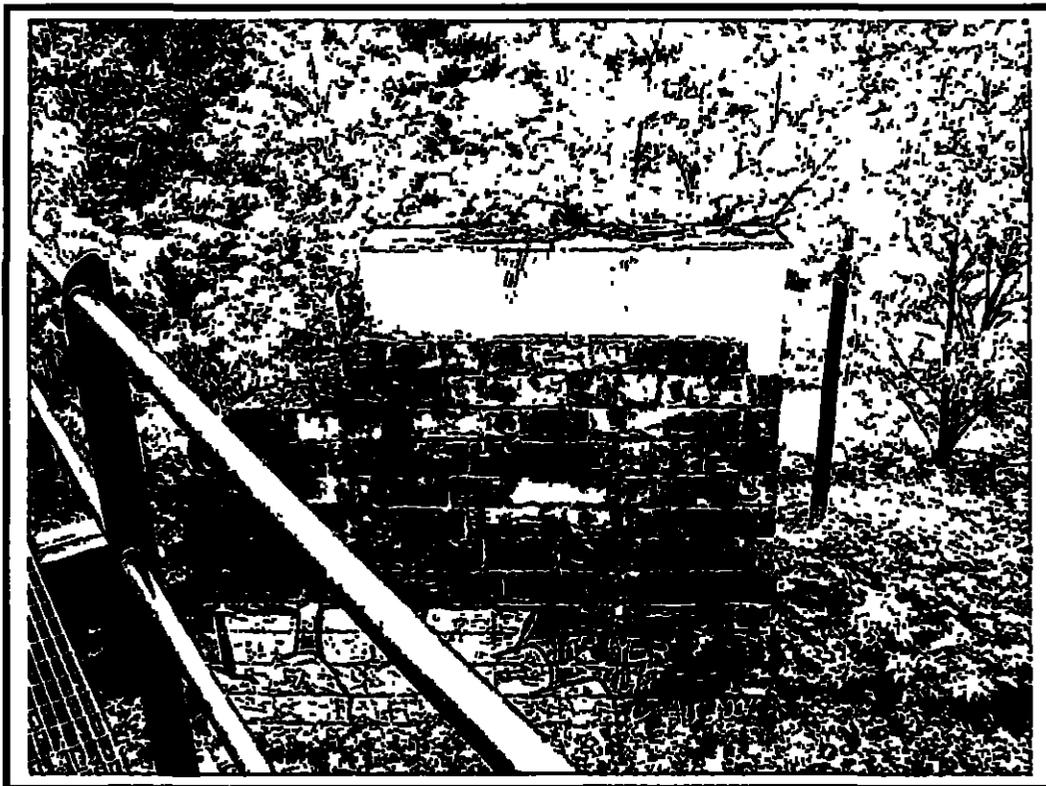


Plate:
17

Photo View:
East

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View of first Harsimus Branch pier from the eastern edge of the Bergen Hill. The pier marks the beginning of the elevated western viaduct, which carried the Branch toward the Jersey City waterfront. The circa 1968 Penn-Central connecting viaduct appears in left foreground.

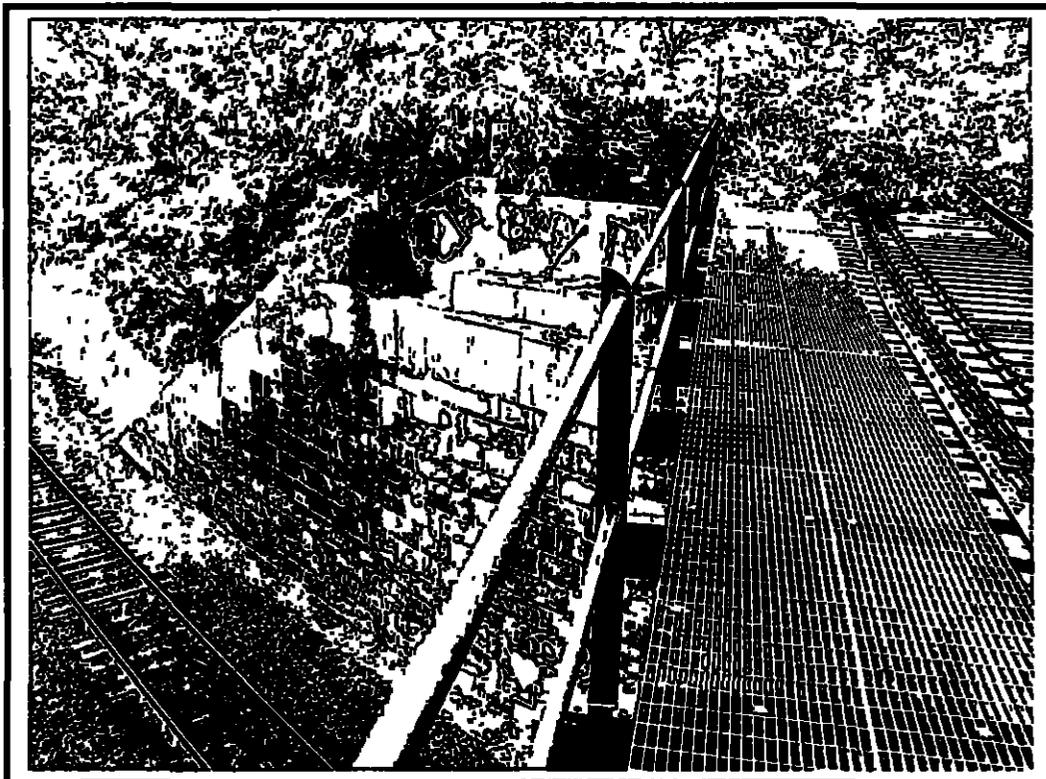


Plate
18

Photo View:
Southwest

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View of Harsimus Branch viaduct abutment at the edge of Bergen Hill. The circa 1968 Penn-Central viaduct appears at right. An active Conrail freight line—historically part of National Junction—passes below.



Plate:
19

Photo View:
South

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview of railroad resources in the vicinity of the Harsimus Branch right-of-way, near the western end of the APE. The active Conrail freight line passes through National Junction and Waldo Tunnel, beneath the former PRR main line, the Hudson & Manhattan Railroad (PATH) tracks, and Waldo Yard.



Plate:
20

Photo View:
North

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview from the Harsimus Branch right-of-way looking down on the active Conrail freight line. The Penn-Central connecting viaduct appears in lower right corner, the modern Newark Avenue bridge crosses the track in the distance.

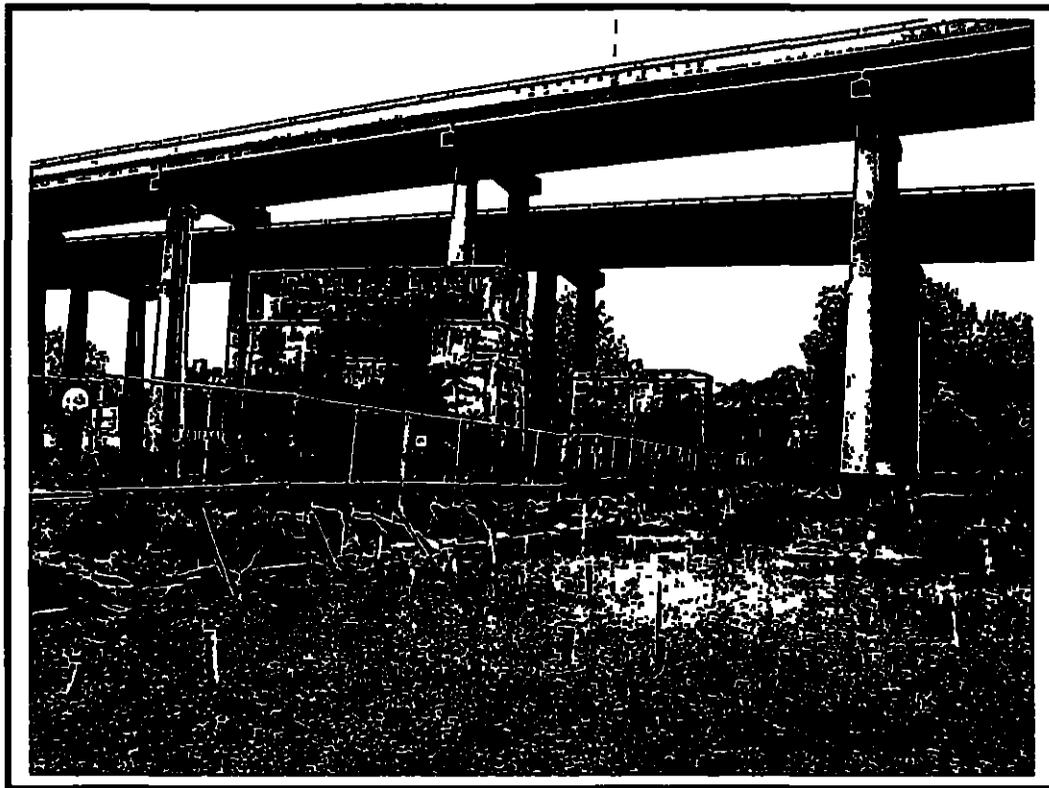


Plate:
21

Photo View:
Southwest

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview, Harsimus Branch right-of-way depicting a portion of Block 446, Lot 18A with stone and concrete piers. The piers supported the former viaduct, which has been dismantled. One proposal calls for constructing a 4-story building on this lot.



Plate:
22

Photo View:
South

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Section of Mary Benson Park, depicting 1907 Mary Benson memorial (left) and circa 1945 VFW monument (right). The 1965 Jersey City Fire Department building appears in the background.



Plate
23

Photo View
South

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, viaduct piers of Harsimus Branch right-of-way (Block 446), depicting eligible Public School No 5 in background (left) Note the New Jersey Turnpike Extension at right

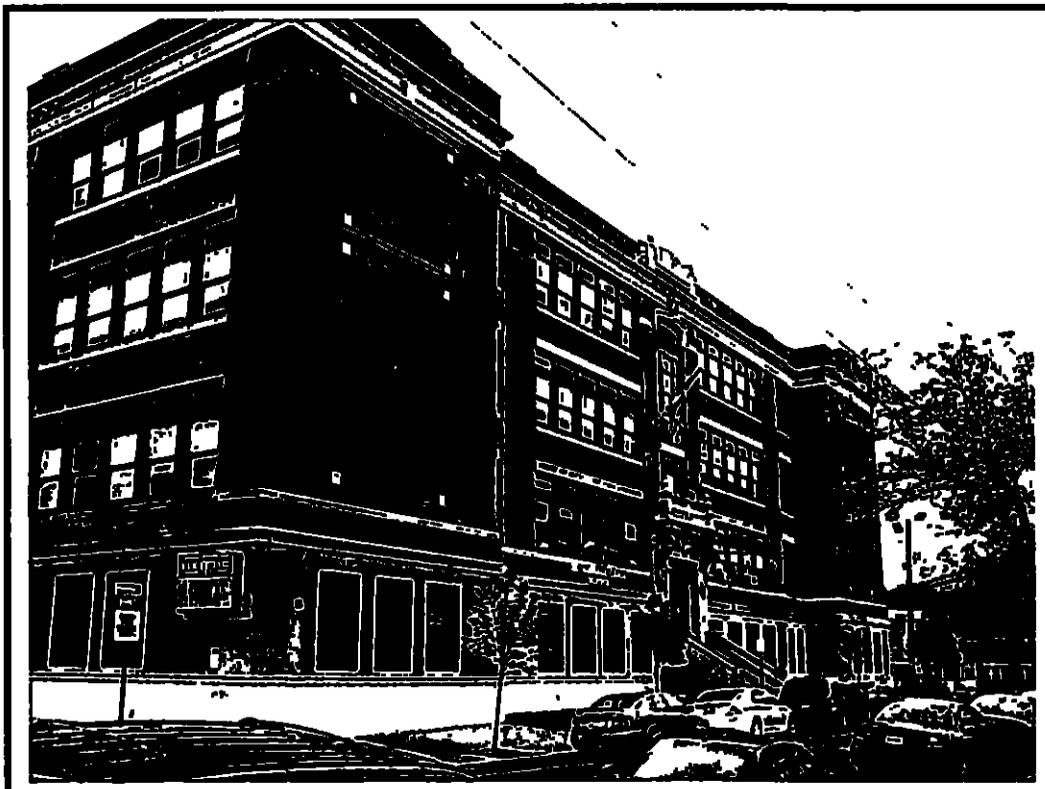


Plate:
24

Photo View:
South

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Detail, eligible Public School No 5 (A K A Dr Michael Conti School) The façade fronts on Mary Benson Park



Plate
25

Photo View:
East

Photographer:
Philip A
Hayden

Date
July 14, 2008

Detail, rear wing of the eligible Public School No 5 (A K A Dr Michael Conti School), from the corner of Merseles Street and Fourth Street



Plate
26

Photo View:
North

Photographer.
Philip A
Hayden

Date
July 14, 2008

Overview of Marv Benson Park from the front steps of the eligible Public School No 5 (A K A Dr Michael Conti School) depicting the viaduct piers on the Harsimus Branch on Block 446 in background Note New Jersey Turnpike Extension in distance



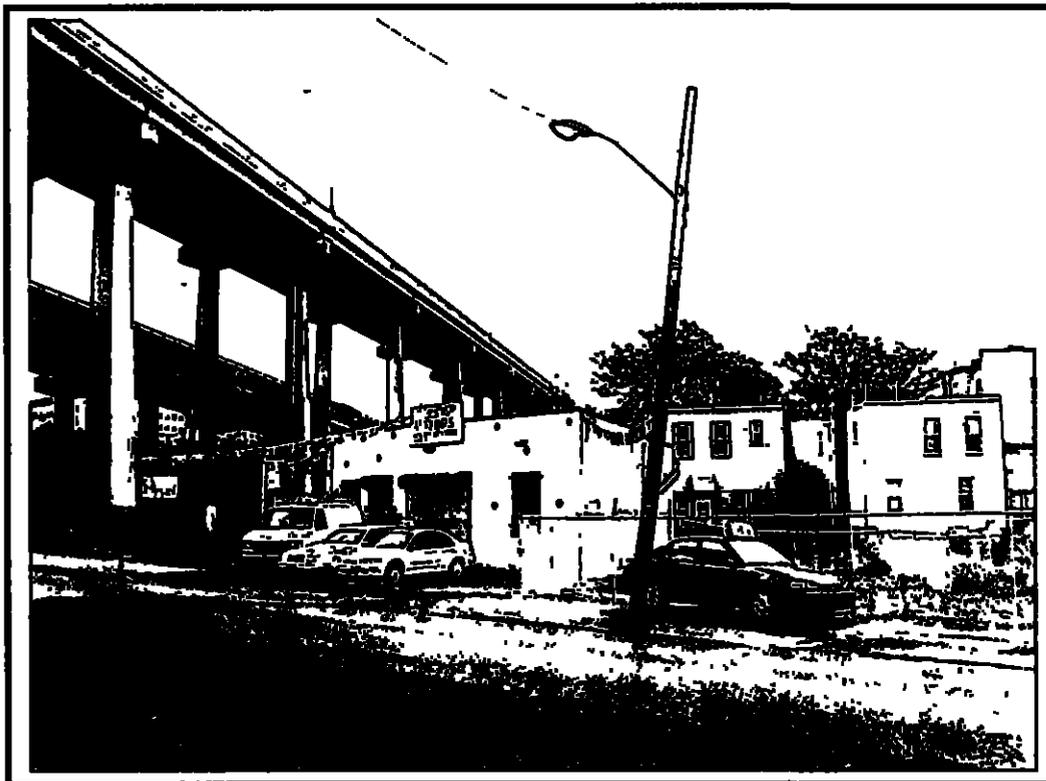
Overview of intersection of Newark Avenue (foreground) and Sixth Street. Note vacant lot at far left and stone viaduct pier and center, right.

Plate
27

Photo View
East

Photographer
Philip A
Hayden

Date:
May 28, 2008



Commercial properties and vacant land on the north side of Newark Avenue, adjacent to the New Jersey Turnpike Extension.

Plate:
28

Photo View
North

Photographer:
Philip A
Hayden

Date:
May 20, 2008



Overview, intersection of Newark Avenue and Division Street, depicting a stone and concrete viaduct pier and the west boundary of Block 415, Lot 50. The commercial businesses appear to be less than 50 years of age.

Plate.
29

Photo View:
East

Photographer:
Philip A
Hayden

Date.
May 20, 2008



Overview, intersection of Newark Avenue and Fifth Street. The block contains a mix of early- to mid twentieth-century commercial and residential structures and modern, contextually sensitive town houses (foreground).

Plate:
30

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008



Plate:
31

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview, intersection of Fifth Street and Brunswick Street with western edge of the SR-listed Harshmus Street Embankment Historic District at center left



Plate:
32

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview of Fifth Street from the intersection of Brunswick Street. Buildings include a mix of late nineteenth- to mid twentieth-century commercial and residential structures.



Detail of typical residential properties on Fifth Street, between Brunswick Street and Monmouth Street, depicting an alley way with the top of the SR-listed Harsimus Branch embankment visible in the center background. With few exceptions, the stone embankment structures are not visible from the public way along Fifth Street.

Plate:
33

Photo View:
North

Photographer:
Philip A
Hayden

Date:
May 20, 2008



Overview, Intersection of Fifth Street and Monmouth Street with SR-listed Harsimus Branch Embankment visible at right and the spire of the SR and NR listed St. Anthony of Padua Roman Catholic Church visible in background at far right.

Plate:
34

Photo View:
Northwest

Photographer:
Philip A
Hayden

Date:
May 20, 2008



Plate:
35

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View down Monmouth Street from the intersection of Fifth Street, depicting the SR-listed Harsimus Branch Embankment at center left. All former railroad bridges have been removed.



Plate:
36

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View down Fifth Street from the intersection of Monmouth Street, looking toward Coles Street. Buildings in this block consist of a mix of contemporary structures (far left) and late nineteenth-century residences (center).



Plate
37

Photo View:
Northwest

Photographer:
Philip A
Hayden

Date:
March 22, 2005

Overview, intersection of Fifth Street and Coles Street, depicting the SR-listed Harsimus Branch Embankment at center right. The west boundary of the SR and NR-listed Harsimus Cove Historic District runs down the center of Coles Street.



Plate:
38

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview, intersection of Fifth Street and Coles Street, depicting residential properties forming the western boundary of the SR and NR-listed Harsimus Cove Historic District. Note the SR-listed Harsimus Branch Embankment at left.

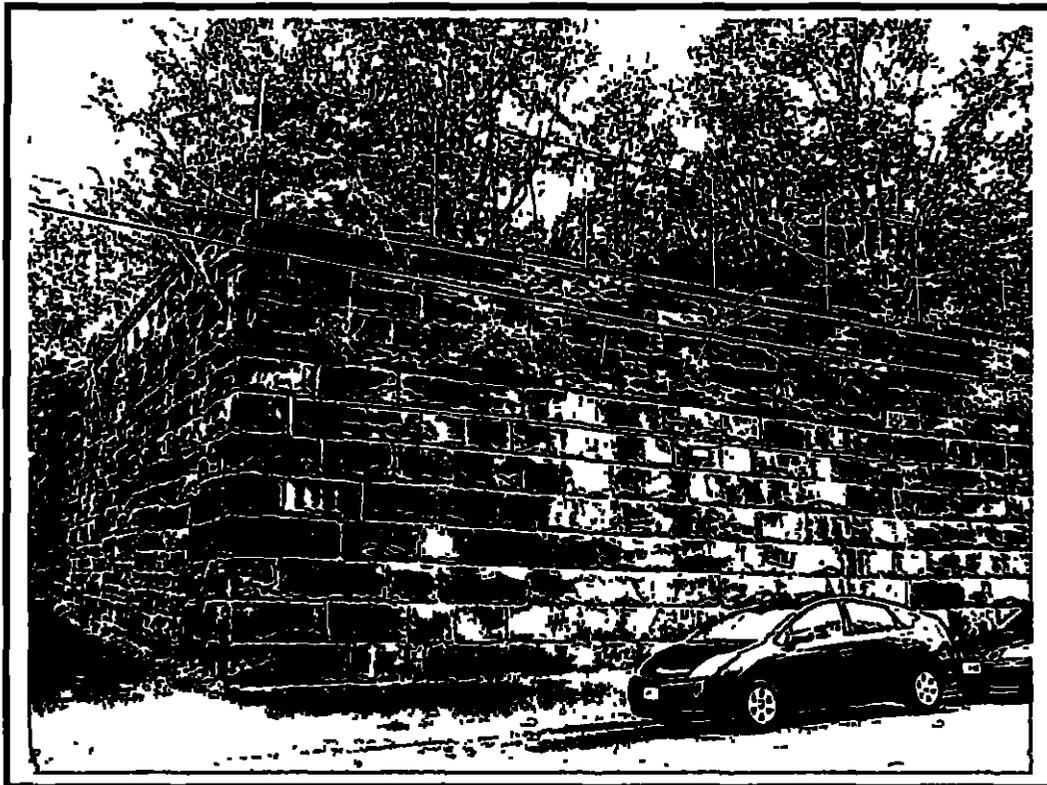


Plate:
39

Photo View:
Northwest

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Typical detail, stone abutments and retaining walls forming the SR-listed Harsimus Branch Embankment at Coles Street. Note the difference in stone types between the abutments and the retaining walls. An alley at left extends behind residences along Fifth Street.



Plate:
40

Photo View:
Northwest

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Typical detail, stone abutment and retaining walls at Coles Street and Sixth Street. Note the city-owned strip of grass extending along the Embankment. The four-story brick town homes at right mark the western boundary of the SR and NR-listed Hamilton Park Historic District. The District's southern boundary extends down Sixth Street.



Plate
41

Photo View:
Northwest

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview, intersection of Fifth Street and Jersey Avenue, depicting buildings inside the SR and NR-listed Harsimus Cove Historic District. The SR-listed Harsimus Branch Embankment is visible at right. Note the decreased height of the stone abutments, caused by the descending grade to the waterfront.



Plate:
42

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View of Jersey Avenue from the intersection of Fifth Street, depicting buildings inside the SR and NR-listed Harsimus Cove Historic District. The SR-listed Harsimus Branch Embankment is visible in the background at left.



Plate:

43

Photo View

North

Photographer:

Philip A

Hayden

Date:

May 20, 2008

Detail of alley between residential buildings on Fifth Street, between Jersey Avenue and Erie Street, inside the SR and NR-listed Harsimus Cove Historic District. Note the SR-listed Harsimus Branch Embankment visible between buildings in distance. Generally, the Embankment is not visible from Fifth Street.



Plate.

44

Photo View.

Northwest

Photographer:

Philip A

Hayden

Date.

May 20, 2008

Overview, intersection of Fifth Street and Erie Street, depicting typical buildings located inside the SR and NR-listed Harsimus Cove Historic District. The SR-listed Harsimus Branch Embankment is visible in the background at right.

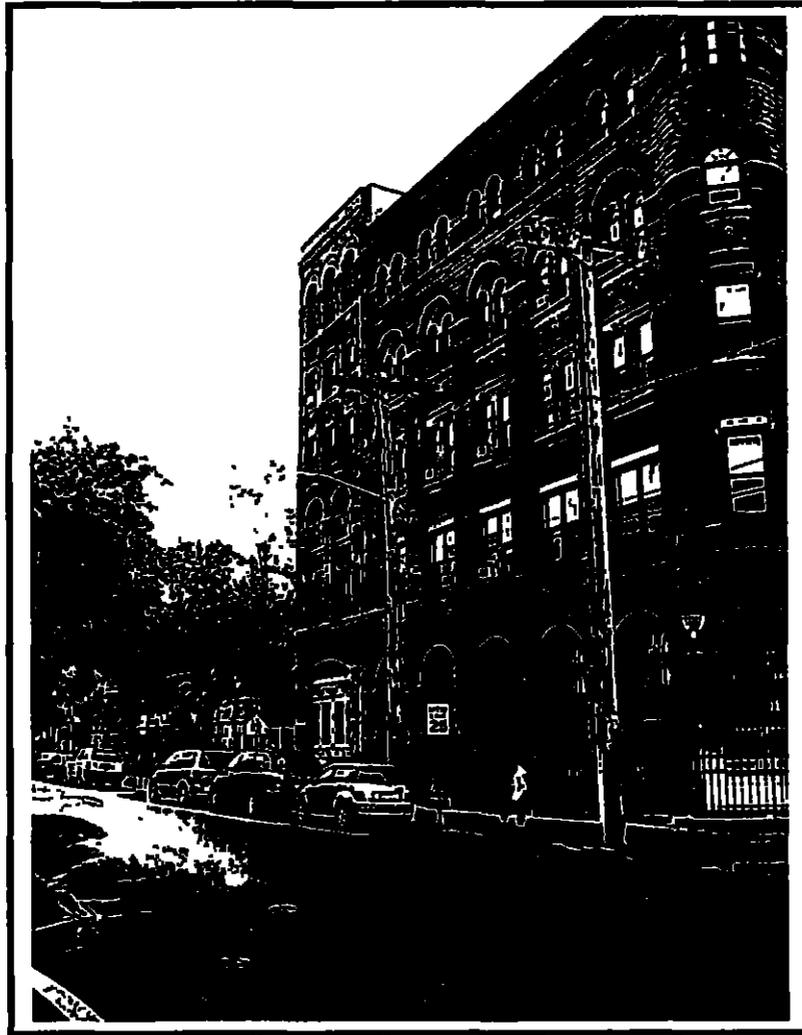


Plate:
45

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Detail, west façade of the individually eligible building at 88-92 Frie Street (Alhaniel Dye & Chemical Co.) The building is also a key contributing resource to the SR and NR-listed Harsimus Cove Historic District. Note the SR-listed Harsimus Branch Embankment visible in the background at left.



Plate:
46

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View looking down Fifth Street toward Manila Avenue (formerly Grove Street) from the intersection of Erie Street, depicting the south façade of the individually eligible building at 88-92 Erie Street and other buildings inside the SR and NR-listed Harsimus Cove Historic District



Plate:
47

Photo View:
Northwest

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View looking up Fifth Street from the intersection of Manila Avenue (formerly Grove Street) The eastern boundary of the SR and NR listed Harsimus Cove Historic District runs along the near side of the three-story brick town homes at center left The three dwellings in the foreground are modern and lie outside the District



Plate:
48

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview, Manila Avenue (formerly Grove Street) from the intersection of Fifth Street, depicting modern residential housing. The SR-listed Harsimus Branch Embankment is visible in the background at left.



Plate:
49

Photo View:
East

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View of portion of SR-listed Harsimus Branch Embankment on Block 212 from Manila Avenue (formerly Grove Street). Note modern housing at right.



Plate:
50

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview, Marin Boulevard, depicting modern housing at left and the eastern boundary of the SR-listed Harsimus Branch Embankment in the background at right



Plate:
51

Photo View:
Southwest

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View of the eastern boundary of the SR-listed Harsimus Branch Embankment at Marin Boulevard. Note the diminished height of the stone abutments



Plate:
52

Photo View:
Southeast

Photographer:
Glenn R
Modica

Date:
May 16, 2008

Overview, intersection of Sixth Street and Marin Boulevard, depicting a modern Bed, Bath and Beyond retail store and high-rise towers on the site of the former Harsimus Cove Freight Yards and the Harsimus Branch right-of-way

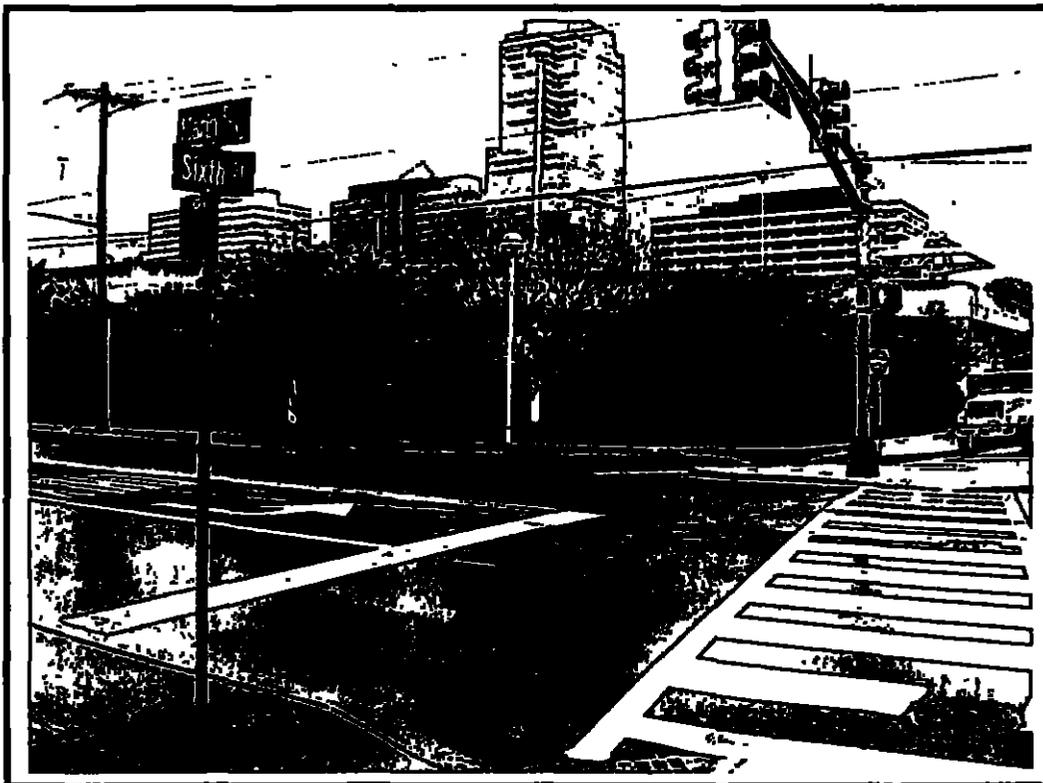


Plate:
53

Photo View:
Northeast

Photographer:
Glenn R
Modica

Date:
May 16, 2008

Overview, intersection of Marin Boulevard and Sixth Street, depicting the Newport Mall parking garage (foreground) and high-rise towers (background) that characterize the eastern end of the APE-Architecture



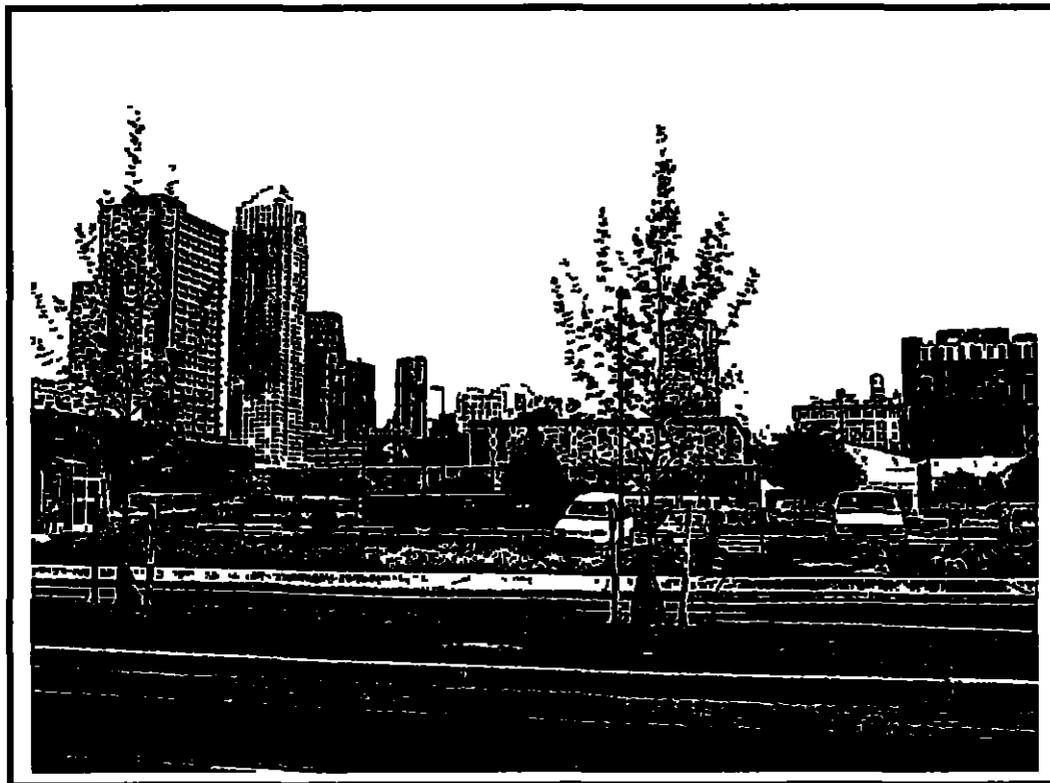
Overview of former Harsimus Yard from the intersection of Garbemi Drive and Mall Drive, depicting the Bed, Bath, and Beyond retail store (left) and Harsimus Embankment (background center). Sixth Street recedes into the distance at center, right.

Plate:
54

Photo View:
West

Photographer:
Philip A
Hayden

Date:
July 14, 2008



Overview of former Harsimus Yard from the intersection of Garbemi Drive and Mall Drive, depicting modern retail stores and a parking lot. The eligible Warehouse Historic District is visible in background.

Plate:
55

Photo View:
South

Photographer:
Philip A
Hayden

Date:
July 14, 2008



Plate:
56

Photo View:
South

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, former Harsimus Yard from near the intersection of Ganbemi Drive and Washington Boulevard, depicting modern retail stores (right) and high rise hotels and residential towers (left) NJ Transit Light Rail line appears at left The eligible Warehouse Historic District is visible in distance



Plate:
57

Photo View:
West

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, former Harsimus Yard from the near the intersection of Ganbemi Drive and Washington Boulevard, depicting modern retail stores and parking lot at left



Plate:
58

Photo View:
South

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, former Harsimus Yard from the intersection of Ganberru Drive and Washington Boulevard, depicting modern hotel and residential high rises along Washington Boulevard



Plate:
59

Photo View:
West

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, former Harsimus Yard from the intersection of Metro Plaza Drive and Washington Boulevard, depicting the entrance into the modern retail store parking lot



Plate:
60

Photo View:
West

Photographer:
Philip A
Havaen

Date
July 14, 2008

Overview, former Harsimus Yard from near the intersection of Metro Plaza Drive and Washington Boulevard, depicting the parking lot for modern retail shops. The NJ Transit Light Rail line crosses in foreground.



Plate
61

Photo View.
Southwest

Photographer
Philip A
Havaen

Date:
July 14, 2008

Overview, former Harsimus Yard from near the intersection of Metro Plaza Drive and Washington Boulevard, depicting modern retail stores at right. The NJ Transit Light Rail line (Harsimus Cove station appears at left). The eligible Warehouse Historic District appears in background.



Overview, former Harsimus Yard from the intersection of Second Street and Washington Boulevard, depicting modern streets and buildings on the site of the former Harsimus Branch right-of-way

Plate:
62

Photo View:
Northwest

Photographer:
Philip A
Hayden

Date:
July 14, 2008



Overview, former Harsimus Yard from the intersection of Second Street and Washington Boulevard, depicting vacant lots and modern high rises on sections of the former yard and the modern extension of Green Street running diagonally from left foreground to center background along the former Harsimus Branch right-of-way. The NR-listed H&MRR Powerhouse appears at right

Plate:
63

Photo View:
Southeast

Photographer:
Philip A
Hayden

Date:
July 14, 2008



Plate:

64

Photo View:

North west

Photographer:

Philip A

Hayden

Date

July 14, 2008

Overview, former Harsimus Yard from the intersection of the Green Street and Bay Street, depicting the NR-listed H&MRR Powerhouse at left and the extension of Green Street along the former Harsimus Branch right-of-way (right). The modern high rises in the background occupy portions of the former yard.



Plate:

65

Photo View:

West

Photographer:

Philip A

Hayden

Date:

July 14, 2008

Overview of Bay Street from the intersection of Green Street, depicting the NR-listed H&MRR Powerhouse (right) and the eligible Warehouse Historic District (background). The building at left is modern.

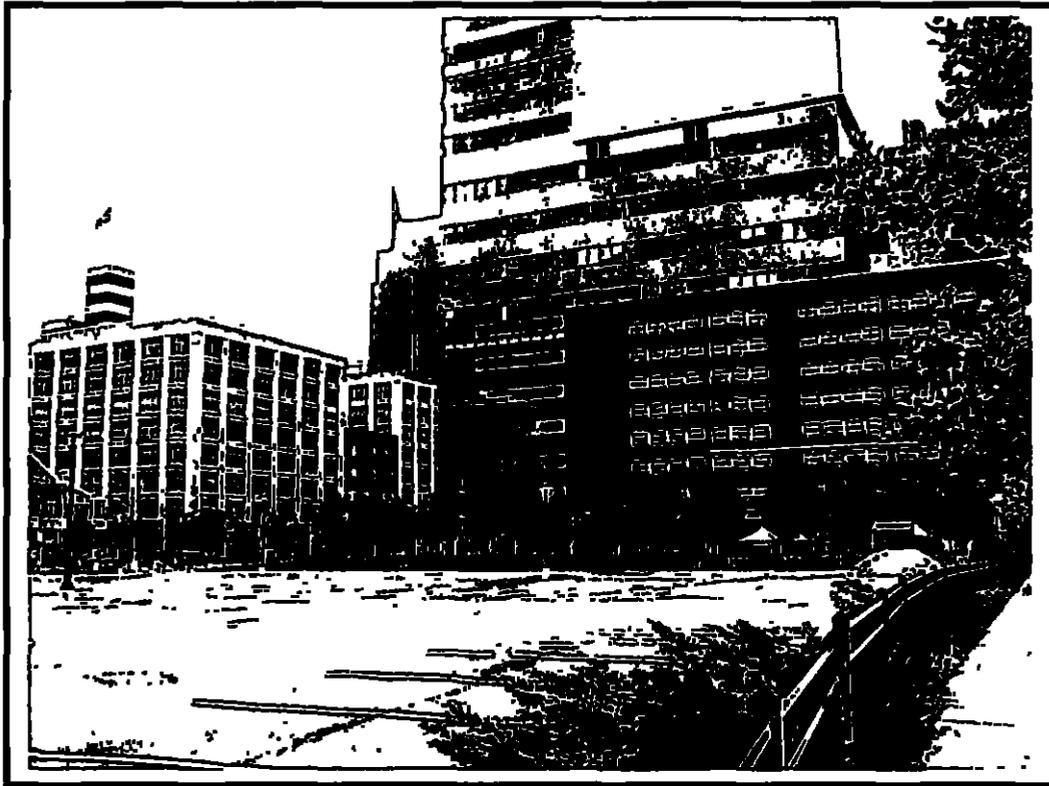


Plate:
66

Photo View:
South

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, former Harsimus Yard and Harsimus Branch right-of-way from the intersection of Green Street and Bay Street, depicting a parking lot and modern retail and residential construction



Plate:
67

Photo View:
Northwest

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview of parking lots and modern retail and residential construction from the intersection of Green Street and Morgan Street, approximately at the location of Milepost 136 of the former Harsimus Branch right-of-way



Plate:
68

Photo View:
North

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, eligible Warehouse Historic District from the intersection of Morgan Street and Provost Street. The SR and NR-listed Great A & P Tea Company Warehouse appears in center background.

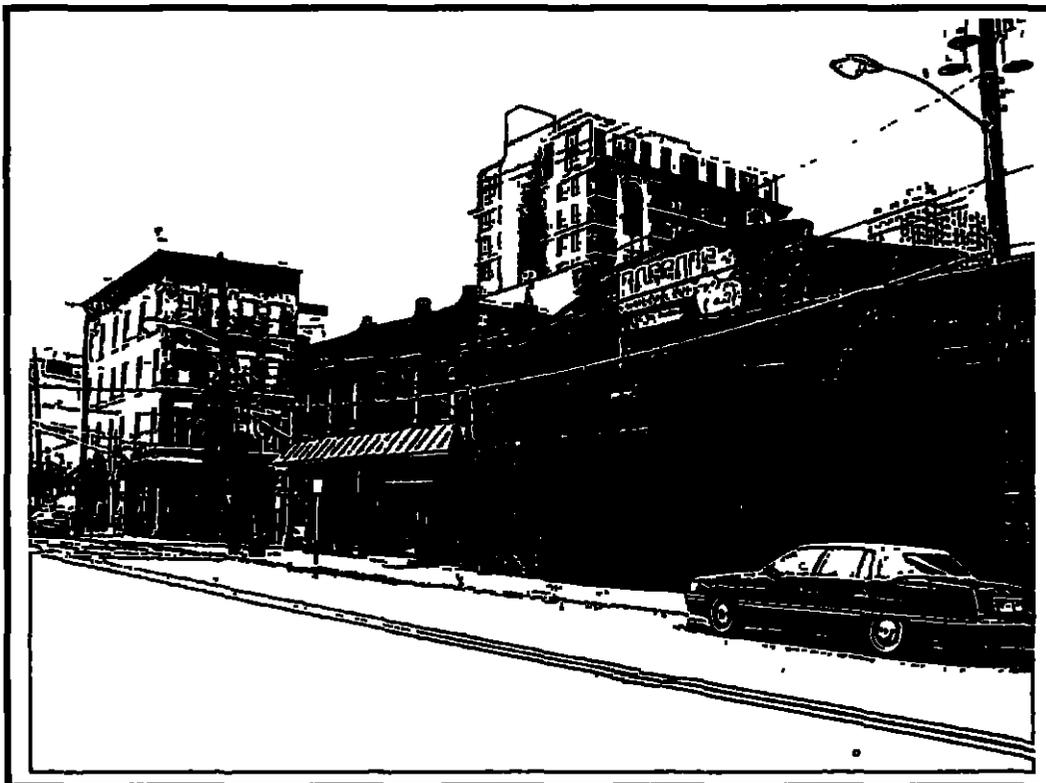


Plate:
69

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, east side of Marin Boulevard from the intersection of Bay Street depicting small grouping of late nineteenth- and early twentieth-century buildings within the viewshed.



Plate:
70

Photo View:
North

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, Manila Avenue (formerly Grove Street) from the intersection of Bay Street. Note circa 1890s brick flats on right and modern 11-story apartment building in background center.



Plate:
71

Photo View:
Southwest

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, Manila Avenue (formerly Grove Street) from the intersection of First Street, depicting block of late nineteenth and early twentieth-century buildings.



Plate:
72

Photo View:
North

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Detail, 11-story building at the corner of Manila Avenue (formerly Grove Street) and Second Street. Modern town homes line both sides of the street.



Plate
73

Photo View:
South

Photographer:
Philip A
Hayden

Date
July 14, 2008

Overview, Manila Avenue from the intersection of Eight Street, depicting modern town houses (right) and a parking lot (left). Note 11-story building visible in center background.



Plate:
74

Photo View:
North

Photographer
Philip A
Hayden

Date
July 14, 2008

Overview, Manila Avenue (formerly Grove Street) from the intersection of Eighth Street, depicting modern 14-story apartment building



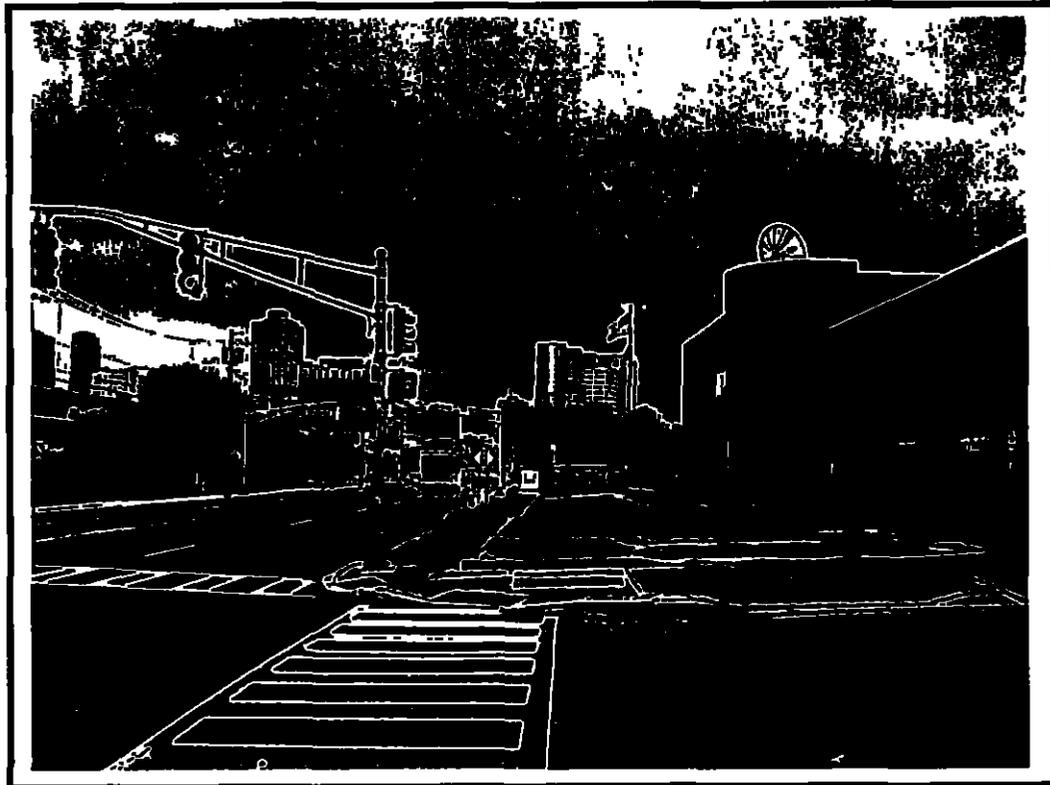
Plate:
75

Photo View:
Southwest

Photographer
Philip A
Hayden

Date:
July 14, 2008

Detail, St Anthony's School (built 1917) on Eighth Street between Manila Avenue (formerly Grove Street) and Marin Boulevard. The school is surrounded by parking lots, play grounds, and modern buildings



Overview, Marin Boulevard from the intersection of Eighth Street. The easternmost block of the Harsimus Embankment is located beneath the trees in the center background. The parking garage for the Newport Mall extends along Marin Boulevard at far left.

Plate:
76

Photo View:
South

Photographer:
Philip A
Hayden

Date:
July 14, 2008



Detail, entrance to Newport Mall parking garage from the intersection of Marin Boulevard and Eighth Street. The parking deck extends the length of Marin Boulevard between Sixth Street and Tenth Street.

Plate:
77

Photo View:
South

Photographer:
Philip A
Hayden

Date:
July 14, 2008

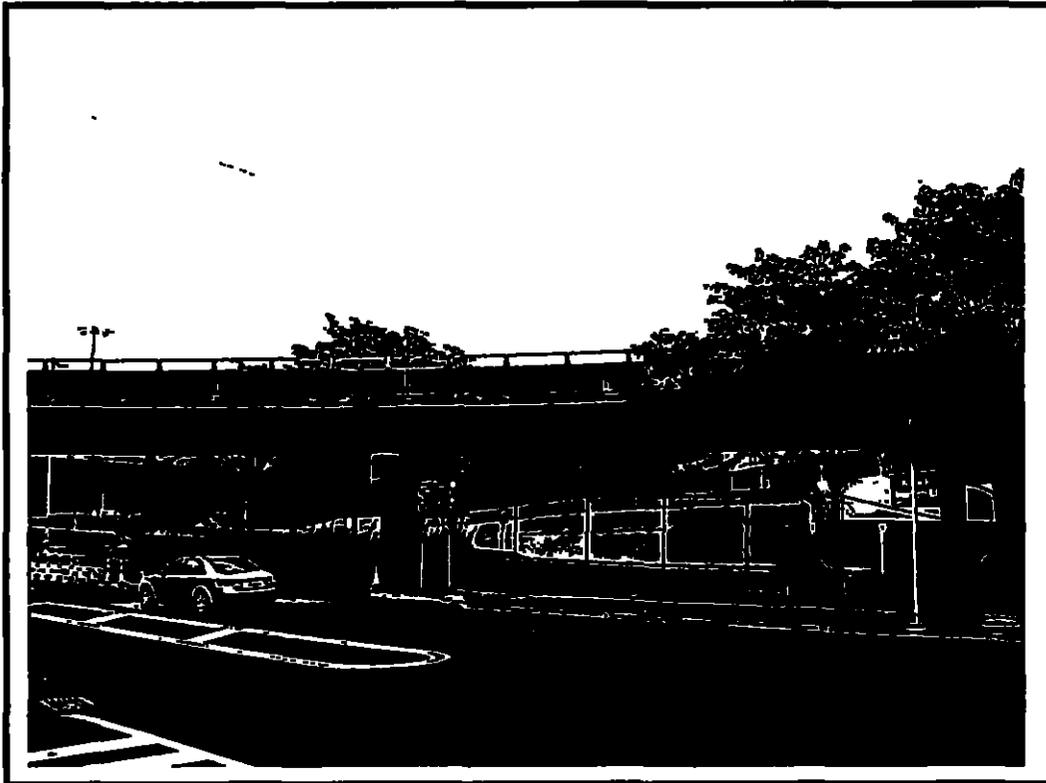


Plate:
78

Photo View.
Northeast

Photographer
Philip A
Havden

Date
July 14, 2008

Overview, entrance and exist ramps to Newport Mall parking garage from the intersection of Marin Boulevard (foreground) and Tenth Street



Plate.
79

Photo View.
South

Photographer
Philip A
Havden

Date.
July 14, 2008

Overview, Marin Boulevard from the intersection of Tenth Street. The parking garage for the Newport Mall extends along Marin Boulevard at far left



Overview, Manila Avenue (formerly Grove Street) from the intersection of Ninth Street, depicting modern construction on both sides of the street

Plate.
80

Photo View:
South

Photographer:
Philip A
Hayden

Date:
July 14, 2008



Detail, former Fifth Ward Savings Bank (built 1925) at the intersection of Manila Avenue (formerly Grove Street) and Eighth Street

Plate:
81

Photo View:
Southwest

Photographer:
Philip A
Hayden

Date:
July 14, 2008



Plate:
82

Photo View:
West

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View looking up Sixth Street from Marin Boulevard toward Manila Avenue (formerly Grove Street) Note stepped terminus to SR-listed Harsimus Branch Embankment, visible at left



Plate:
83

Photo View:
Southeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View down Sixth Street from the intersection of Manila Avenue (formerly Grove Street), depicting the SR-listed Harsimus Branch Embankment

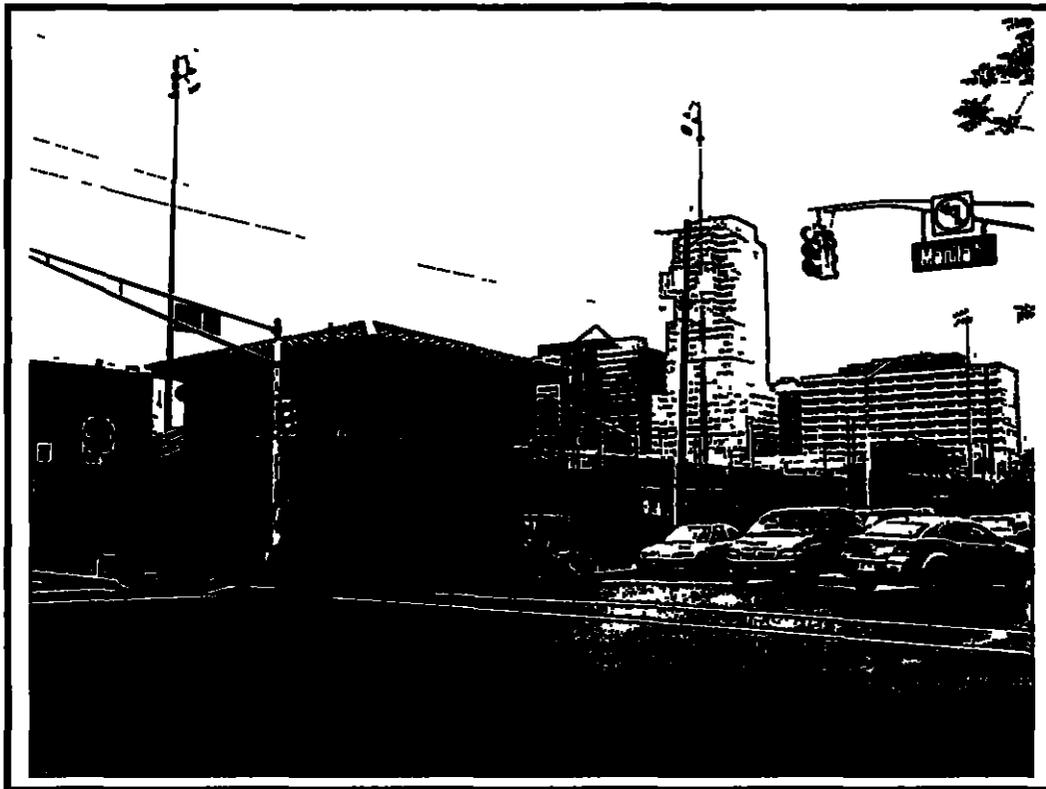


Plate
84

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View of modern Roberto Clemente Baseball Field at the intersection of Sixth Street and Manila Avenue (formerly Grove Street)



Plate
85

Photo View:
Northwest

Photographer
Philip A
Hayden

Date.
May 20, 2008

View looking up Sixth Street from the intersection of Manila Avenue (formerly Grove Street) toward Erie Street. The block of four-story brick town homes marks the southeast corner of the SR and NR-listed Hamilton Park Historic District. The two frame buildings in the right foreground are located outside the district boundary.



Plate:
86

Photo View:
North

Photographer:
Glenn R
Modica

Date:
May 16, 2008

View looking up Erie Street near the intersection of Sixth Street, depicting the SR-listed Harsimus Branch Embankments (left and right) and the SR and NR-listed Hamilton Park Historic District (background)



Plate:
87

Photo View:
North

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View from the vicinity of the Harsimus Branch right-of-way looking up Jersey Avenue from Sixth Street toward Hamilton Park, depicting the SR and NR-listed Hamilton Park Historic District



Plate:
88

Photo View.
South

Photographer:
Philip A
Hayden

Date:
May 20, 2008

View looking down Jersey Avenue from Sixth Street toward Fifth Street, depicting the SR-listed Harsimus Branch Embankment in foreground (left and right) and the SR and NR-listed Harsimus Cove Historic District in the background

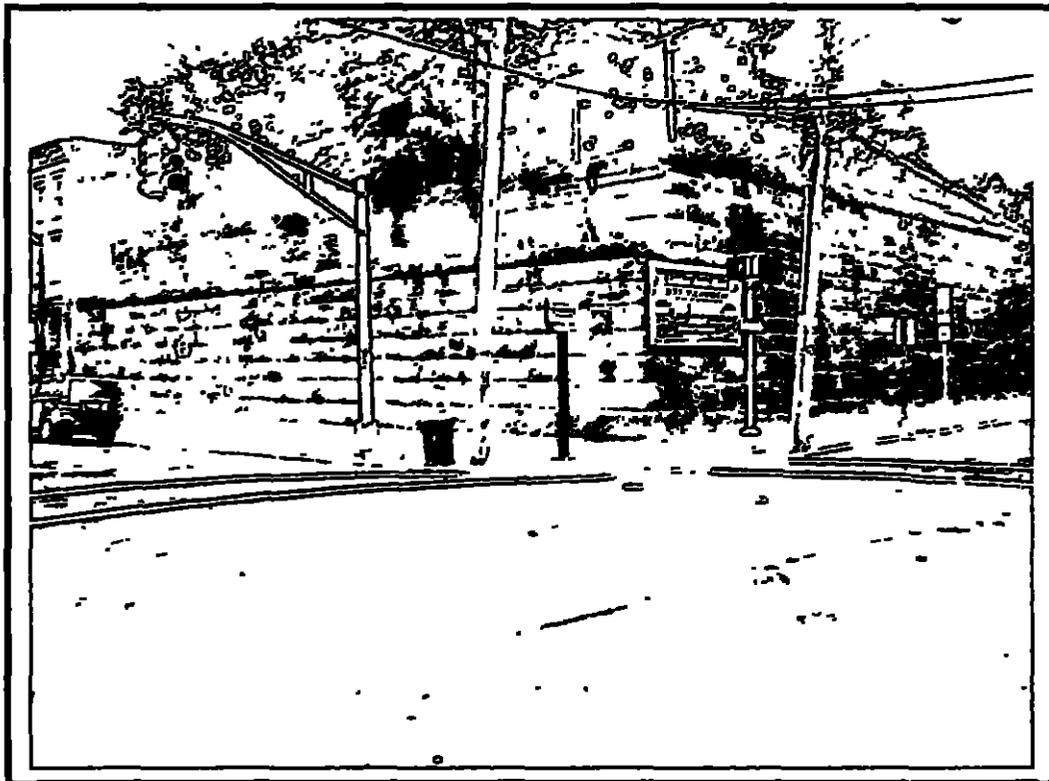


Plate:
89

Photo View
Southwest

Photographer.
Glenn R
Moica

Date:
May 16, 2008

Typical detail, stone abutments and retaining walls of SR-listed Harsimus Branch Embankment at the corner of Jersey Avenue and Sixth Street

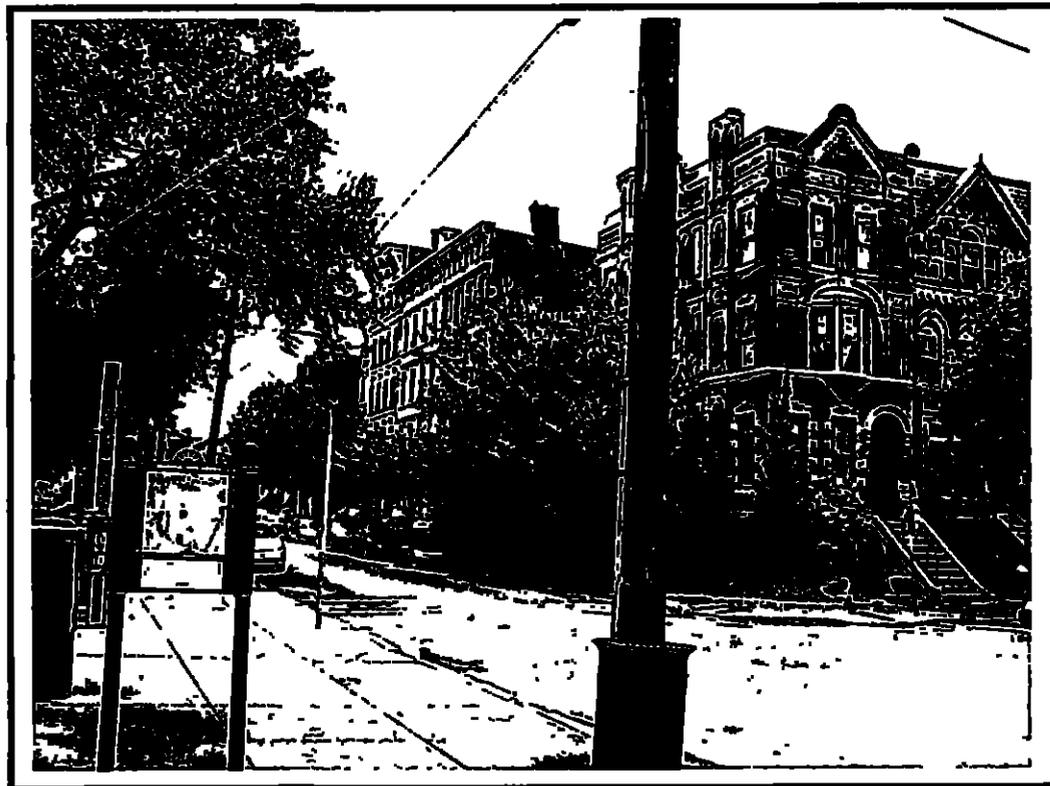


Plate
90

Photo View:
Southeast

Photographer:
Philip A
Hayder

Date:
July 14, 2008

Overview, Fifth Street from the intersection of Jersey Avenue looking toward location of possible 10-story building | Hamilton Park is located at far left



Plate
91

Photo View:
North

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, West Hamilton Place from the intersection of Eighth Street, depicting typical late nineteenth-century town houses fronting on Hamilton Park (visible at right)



Plate:
92

Photo View:
Southeast

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, Hamilton Park from the intersection of West Hamilton Place and Ninth Street
Mature deciduous trees screen much of the skyline during part of the year



Plate:
93

Photo View.
Southeast

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, Hamilton Park looking toward the location of the possible 10-story building
Note modern 12-story building under construction on the east side of Hamilton Park,
visible at left



Plate:
94

Photo View:
Southeast

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, Hamilton Park looking toward the intersection of McWilliams Street and Eighth Street and the site of the possible 10-story building in the background



Plate:
95

Photo View:
South

Photographer:
Philip A
Hayden

Date:
July 14, 2008

Overview, McWilliams Place from the intersection of Ninth Street, depicting Hamilton Square development under construction along the east side of Hamilton Park inside the listed Hamilton Park Historic District. The large building is 12 stories tall.



Plate:
96

Photo View:
Northeast

Photographer:
Glenn R
Modica

Date:
May 16, 2008

Overview, intersection of Sixth Street and Coles Street depicting typical residential and commercial buildings inside the SR and NR-listed Hamilton Park Historic District. The SR-listed Harsimus Branch Embankment is located just beyond the picture frame at right.

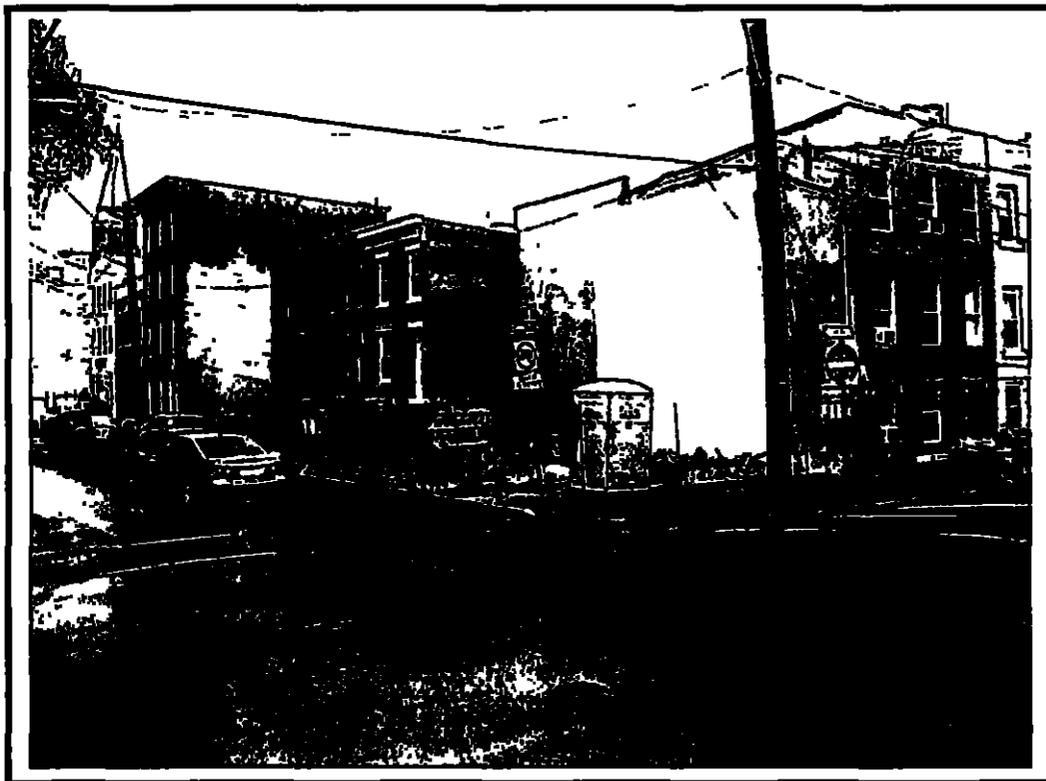


Plate:
97

Photo View:
Northwest

Photographer:
Glenn R
Modica

Date:
May 20, 2008

Overview, intersection of Sixth Street and Coles Street. The block of two-story brick town homes at left marks the southwest corner of the Hamilton Park Historic District. The four-story brick residence is outside the District boundary.



Plate:
98

Photo View:
North

Photographer:
Glenn R
Modica

Date:
May 16, 2008

Overview of Monmouth Street depicting the SR listed Harsimus Branch Embankments in the foreground (left and right) and the SR and NR-listed St. Anthony of Padua Roman Catholic Church in the background



Plate:
99

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008

Overview of the unevaluated Holy Rosary Roman Catholic Church and Parish House (1903) on Sixth Street between Brunswick Street and Monmouth Street



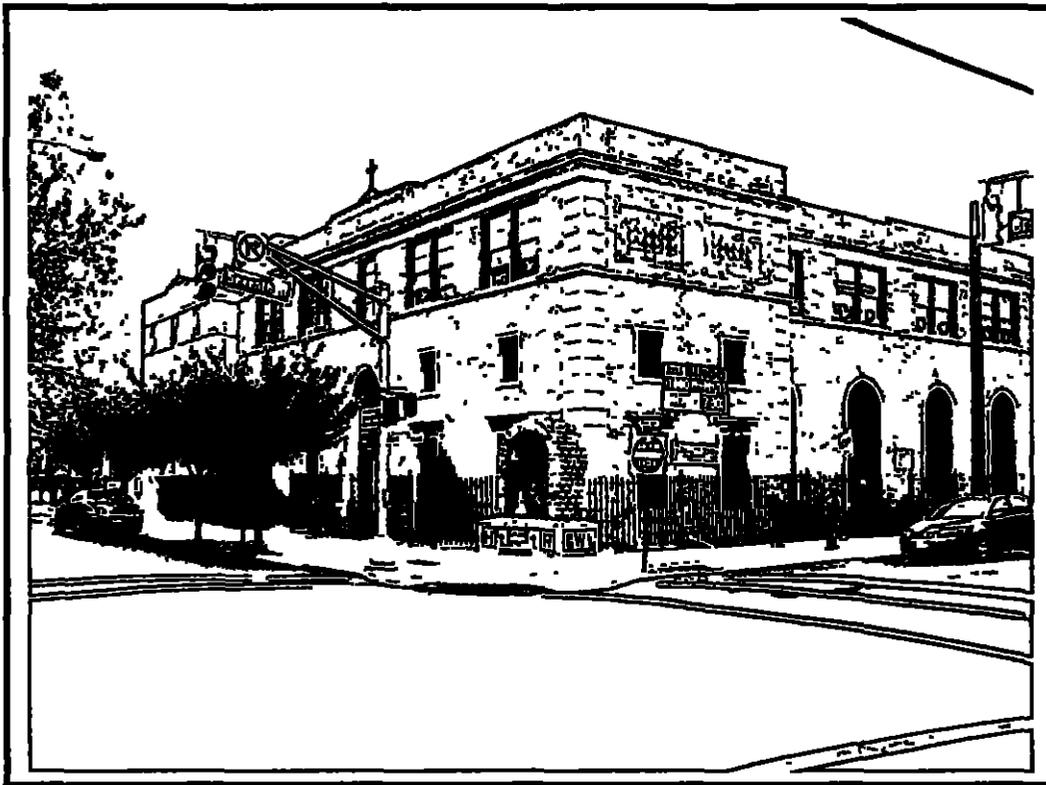
Detail view of a 1953 unidentified building (foreground) and 1938 school building (background) on Brunswick Street. Both are affiliated with the Holy Rosary Roman Catholic Church on Sixth Street.

Plate:
100

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date:
May 20, 2008



Detail of 1938 school building from the intersection of Brunswick Street and Seventh Street.

Plate:
101

Photo View:
Southwest

Photographer:
Philip A
Hayden

Date:
May 20, 2008

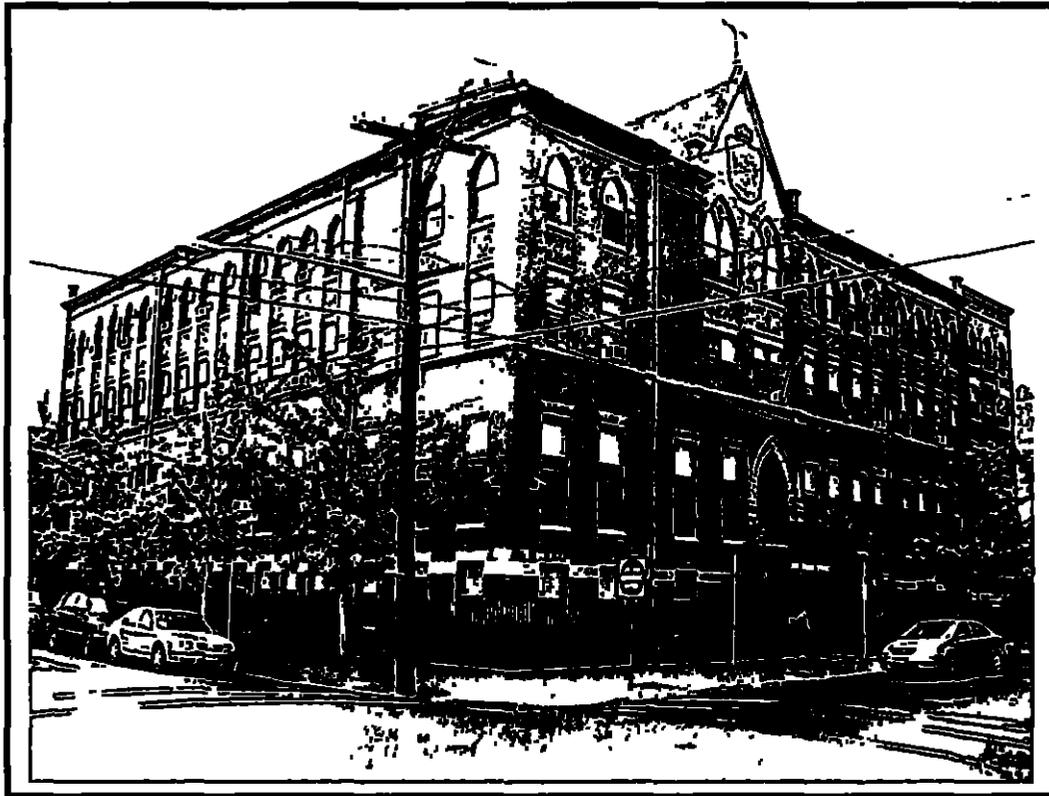


Plate
62

Photo View:
Northeast

Photographer:
Philip A
Hayden

Date
May 20, 2008

View of the 1899 St. Anthony's School and Convent at the corner of Sixth Street and Brunswick Street. The building is a contributing resource to the individually eligible St. Anthony's Polish Roman Catholic Church and School Complex.



Plate:
63

Photo View:
Northwest

Photographer:
Glenn R
Modica

Date:
May 16, 2008

Overview, intersection of Sixth Street and Brunswick Street, depicting a parking lot and miscellaneous commercial buildings (at left). A 1953 brick building associated with the Holy Rosary Roman Catholic Church on Sixth Street appears at the far right.



Plate:
102

Photo View:
Southwest

Photographer:
Glenn R
Modica

Date:
May 16, 2008

Overview, intersection of Sixth Street and Brunswick Street, depicting a vacant lot comprising Block 415, Lot 50 of the Harsimus Branch right-of-way. Note the rear elevations of buildings fronting on Fifth Street.

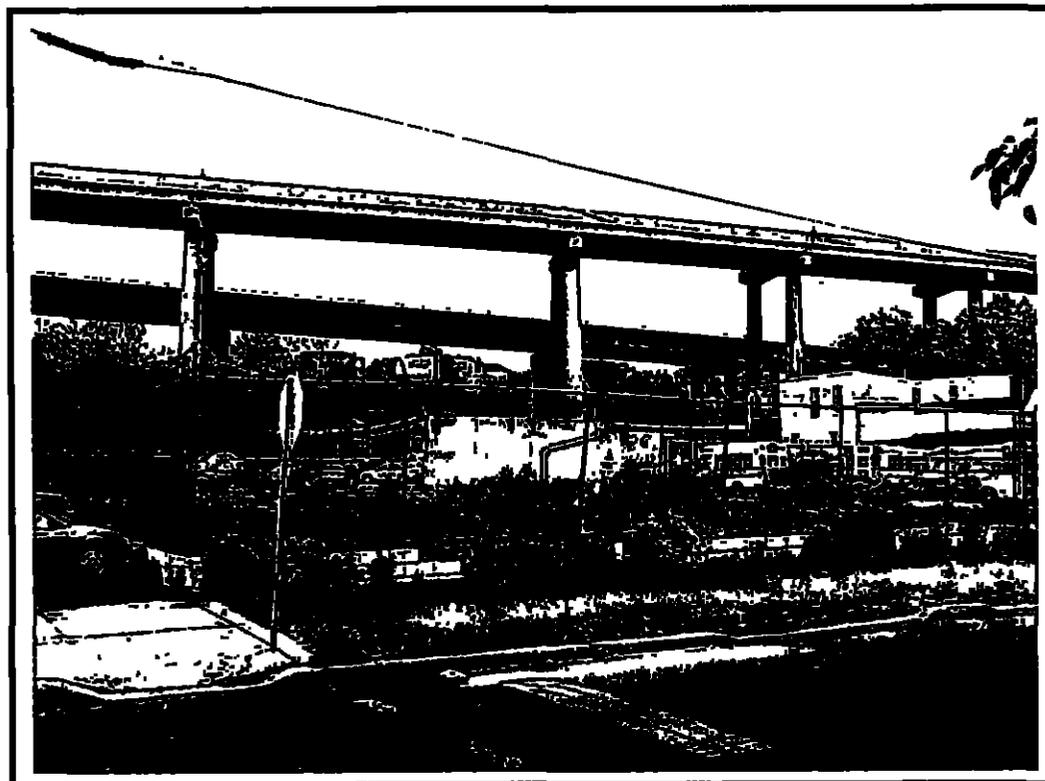


Plate:
103

Photo View:
Northwest

Photographer:
Philip A
Havaen

Date:
May 20, 2008

Overview, Vacant lot at the intersection of Sixth Street and Division Street. Note the New Jersey Turnpike Extension in the background.

APPENDIX B

**SUBSURFACE AND GEOTECHNICAL
INVESTIGATION REPORT
SIXTH STREET EMBANKMENT PROJECT
JERSEY CITY, NEW JERSEY**

Prepared for:

JERSEY CITY REDEVELOPMENT AGENCY

Prepared by:

**DRESDNER ROBIN
371 Warren Street
Jersey City, New Jersey 07302
(201) 217-9200**

NOVEMBER 1998
SUBSURFACE AND GEOTECHNICAL INVESTIGATION REPORT
SIXTH STREET EMBANKMENT PROJECT
JERSEY CITY, NEW JERSEY

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CERTIFICATIONS

**DRESDNER
ROBIN**

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- 5 Summary Analytical Results of Pesticides and Polychlorinated Biphenyl Compounds for Soil Samples Collected at the 6th Street Embankment Site, Jersey City, New Jersey.
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- 2 Laboratory Data Summary Sheets
- 3 Relevant Sections of Laboratory Quality Assurance Plan
- 4 Geotechnical Investigation Report

ATTACHMENT

- Complete Laboratory Analytical Data Package

**SUBSURFACE AND GEOTECHNICAL INVESTIGATION REPORT
SIXTH STREET EMBANKMENT PROJECT
JERSEY CITY, NEW JERSEY**

1.0 INTRODUCTION

This Subsurface Site Investigation (SI) and Geotechnical Report has been prepared for the Jersey City Redevelopment Agency (JCRA) property which consists of six former Conrail embankments (hereinafter the "Site") located along the south side of 6th Street between Luis Munoz Marin Boulevard (to the east) and Brunswick Avenue (to the west), in Jersey City, New Jersey. The investigation was conducted to obtain geotechnical and environmental data within and beneath the embankments. DRESDNER ROBIN conducted the investigation in accordance with the scope of work set forth in a proposal dated October 20, 1997 as modified at a meeting with JCRA on November 7, 1997.

2.0 SITE DESCRIPTION

The Site consists of six former rail embankments situated within a predominantly residential area along 6th Street between Luis Munoz Marin Blvd. and Brunswick Ave. at Block 317, Lot 50.A, Block 280, Lot 50 A, Block 247, Lot 50 A, Block 354, Lot 50 A, Block 389.1, Lot 50, and Block 415, Lots 50PL and 52 in Jersey City, New Jersey. The embankments were constructed as filled structures confined by vertical cut stone retaining walls on all sides. The embankments, varying approximately 15 to 25 feet in height, 400 feet in length, and 90 to 100 feet wide, were built in the late 1800's. The location of the Site relative to the region is shown on Figure 1. A site plan depicting the embankments and soil sampling locations (environmental and geotechnical) is presented as Figure 2.

3.0 SCOPE OF WORK

The investigation program was developed to obtain geotechnical and environmental data from each of the six rail embankment structures. The embankments are all inaccessible from ground level necessitating that equipment and personnel be lifted into place. Upon consultation with the JCRA it was determined to conduct the work in two phases. The environmental borings were obtained through the use of a truck mounted Geoprobe system lifted by crane onto each of the embankment areas. The geotechnical samples were collected from borings conducted at-grade immediately adjacent to the embankment walls.

DRESDNER ROBIN conducted an environmental sampling program to assess the type and level of contamination associated with the embankments at the Site. In conjunction with the environmental sampling program, DRESDNER ROBIN subcontracted MATRIX Environmental and Geotechnical Services, Inc. (MATRIX) to conduct a geotechnical investigation at the Site.

**DRESDNER
—ROBIN—**

The Environmental Sampling Program consisted of collecting soil samples for analytical purposes from 2 shallow borings made in each embankment (See Figure 2). Continuous sampling was conducted through the embankment material up to 4 feet into the underlying fill/native soil. Three samples were collected at predetermined depths from each of the shallow borings and submitted for laboratory analysis for Target Compound List +30/Target Analyte List (TCL/TAL+30), Total Petroleum Hydrocarbons (TPH) and Hexavalent Chromium (Cr^{6+}). The sampling depths were staggered so as to provide a representative profile of the embankment material and the underlying native soil that will be impacted by the proposed site development.

The analyses were performed on standard turn-around basis by Envirotech Research, Inc. of Edison, New Jersey; a New Jersey certified laboratory. The analytical results were compared with applicable NJDEP soil cleanup criteria to evaluate the management of the material during site development, including the potential for reuse on other city projects.

The geotechnical borings were advanced utilizing a Mobile B-57 truck mounted drill rig using hollow stem augers and split spoon samplers. Geotechnical borings were advanced adjacent to the six raised embankments to a depth of 24 feet below ground surface (bgs) see Figure 2. Standard split spoon sampling (five feet intervals) was conducted in each boring for geotechnical purposes. Geotechnical samples were collected for moisture content, grain size, and/or Atterberg limits on representative samples from each geotechnical boring.

4.0 METHODS AND PROCEDURES

4.1 Environmental Investigation

A total of 12 soil borings were conducted in order to collect environmental data at the Site. Two soil borings were conducted on each of the six embankments. Soil samples were collected for laboratory analysis at staggered depths providing a representative profile of the embankment material and the underlying native soil. Drilling of the soil borings was performed by Summit Drilling Company Inc, a New Jersey licensed well driller. The soil boring locations are shown on Figure 2. A cross-section of the embankments showing the sample depths is presented as Figure 3. Drilling activities were conducted under the supervision of a DRESDNER ROBIN geologist. Drilling was conducted on December 3 through December 5, 1997. The soil borings were performed in accordance with the procedures and protocols detailed in the NJDEP Field Sampling Procedures Manual.

A crane was used to lift the drilling equipment on top of each embankment. Soil borings were advanced using a pickup mounted Geoprobe System to a depth of 16 to 32 feet below the top of the embankments (up to four feet into the native soil). Continuous sampling was conducted through the embankment material and up to four feet within the native soil. Borings were advanced using a hydraulically driven core-barrel sampler. Three soil samples were collected per boring using a 4 foot stainless-steel core barrel with an acetate liner for sample recovery. The

Geoprobe drilling tools were decontaminated before each use. Upon opening the acetate liner, the soil was visually inspected for contamination and screened with an HNu photoionization detector (PID) for organic vapors. Soil samples submitted for VOC analysis were collected using the NJDEP required methanol preservation method

Descriptions of the soil lithology and PID results were recorded in DRESDNER ROBIN boring logs (See Appendix 1). The soil lithology was classified using the modified Burmister Classification System for soil descriptions.

All soil samples were obtained in compliance with NJDEP-specified procedures (NJDEP Field Sampling Procedures Manual) and the investigation proposal dated October 20, 1997 as modified by a meeting between JCRA and DRESDNER ROBIN. The soil samples were retrieved daily by the laboratory courier. All soil samples were submitted for TCE+30/TAL, TPH, and Cr+6 analysis. A sampling summary table is included as Table 1: Aqueous quality assurance/quality control (QA/QC) field rinse and trip blank samples were collected to demonstrate that the sampling protocols did not lend any uncertainty to the analytic findings with regard to handling practices or the type of materials used for sampling. Three duplicate and three field blank samples were collected and analyzed for the same parameters as the soil samples. An analytical methods/quality assurance summary is provided in Table 2. Analyses were performed by Envirotech Research, Inc. of Edison, New Jersey, a New Jersey certified laboratory.

4.2 Geotechnical Investigation

During the period November 24 through November 26, 1997, MATRIX conducted geotechnical investigations at the Site. A total of 11 soil borings were conducted alongside the embankments in order to obtain geotechnical information for the underlying soil. Boring location (B-1) was eliminated from the planned drilling program of 12 borings due to the presence of underground utility lines. The borings were conducted by Summit Drilling Co. in accordance with ASTM D-1586, Standard Method for Penetration Test and Split-Barrel Sampling of Soils. Two soil borings were advanced at street level adjacent to each of the elevated railroad embankments. Split spoon soil samples were taken at nominal intervals of five feet. The locations of the soil borings are shown on Figure 2. Representative soil samples were collected and tested in the MATRIX geotechnical laboratory for moisture content, grain size, and/or Atterberg limits. For more detailed information about the methodology used during the geotechnical investigation, See Appendix 4.

5.0 RESULTS

5.1 Environmental Investigation

5.1.1 Soil Characteristics

The geology within the six railroad embankments has been interpreted from the geologic information gathered during drilling activities. Soil boring logs are presented in Appendix 1. The fill materials within the embankment consist primarily of brown to red-brown silty sand mixed with minor amounts of gravel, cinders, and brick fragments. Based on visual and field screening observations, soil samples collected from the embankments did not indicate any physical evidence of contamination.

5.1.2 Soil Quality

Volatile Organic Compounds

The analytical results for all soil samples collected from the embankments during the environmental investigation indicate that the volatile organic compound (VOC) concentrations were all detected below the NJDEP residential direct contact soil cleanup criteria. The laboratory analytical results are summarized in Table 3. The laboratory data summary sheets are provided in Appendix 2. The complete laboratory report is provided as an Attachment.

Semivolatile Organic Compounds

All base neutral compound concentrations were detected below the NJDEP residential direct contact soil cleanup criteria with the exception of several polynuclear aromatic hydrocarbons (PAH). With the exception of soil sample locations SB-7, SB-8, and SB-10, PAH's were reported in exceedance of one or more of the NJDEP residential direct contact soil cleanup criteria in all soil samples collected from the embankments during the environmental investigation. The PAH's consisted of benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, benzo(h)fluoranthene, benzo(k)fluoranthene, indeno(1,2,3-cd)pyrene, and dibenz(a,h)anthracene. PAH concentrations ranged from 720 to 12,000 ug/kg. Sampling results are presented in Table 4. The PAH concentrations in exceedance of the NJDEP criteria are presented on Figure 4. The laboratory data summary sheets are provided in Appendix 2. The complete laboratory report is provided as an Attachment.

Pesticides/ Polychlorinated Biphenyls

Pesticides/polychlorinated biphenyls (PCB) concentrations were not detected above the NJDEP residential direct contact soil cleanup criteria for any soil samples collected from the embankments during the environmental investigation. The laboratory analytical results are summarized in Table 5. The laboratory data summary sheets are provided in Appendix 2. A complete laboratory report is provided as an Attachment.

Inorganic Compounds

Inorganic compounds were detected below the NJDEP residential direct contact soil cleanup criteria except for lead, mercury, antimony and arsenic. Lead was detected above the NJDEP residential direct contact soil cleanup criteria (400 mg/kg) at soil boring locations SB-5 (10.5-11.0 feet; 1020 mg/kg), SB-7(1.5-2.0 feet; 509 mg/kg), SB-11 (3.0-3.5 feet; 569 mg/kg and 22.0-22.5 feet; 3340 mg/kg), and SB-12 (12.5-13.0 feet; 420 mg/kg). Mercury was detected above the residential direct contact soil cleanup criteria at SB-1(11.5-12.0; 15.9 mg/kg). Antimony was detected above the residential direct contact soil cleanup criteria at a concentration of 15.7 mg/kg at SB-4(1.5-2.0), and 33.2 mg/kg at SB-7(1.2-2). Arsenic was also detected above the residential direct contact soil cleanup criteria (20 mg/kg) at a concentrations of 23.5 mg/kg at SB-4(1.5-2), 24.5 mg/kg at SB-7(1.5-2), and 34.9 mg/kg at SB-11(3-3.5).

Sampling results are presented in Table 6. The metals concentrations in exceedance of the NJDEP residential direct contact cleanup criteria are shown on Figure 3. The laboratory data summary sheets are provided in Appendix 2. A complete laboratory report is provided as an Attachment.

Wet Chemistry (Chromium VI, Total Cyanide, and Total Petroleum Hydrocarbons)

Chromium VI (Cr^{6+}), Total Cyanide, and Total Petroleum Hydrocarbons (TPHC) concentrations were not detected above the NJDEP residential direct contact soil cleanup criteria in any soil samples collected from within embankments during the environmental investigation. The laboratory analytical results are summarized in Table 7. The laboratory data summary sheets are provided in Appendix 2. The complete laboratory report is provided as an Attachment.

5.2 Geotechnical Investigation Results

The soil borings advanced during the geotechnical investigation revealed a subsoil profile consisting of a surface fill layer overlying native red brown and gray silty sands and gravels, and clayey silts. Fill is generally encountered to 2.5 feet below grade (bg) or less, except at B-6 where fill was measured at 7 feet bgs. Fill was not identified in borings B-2 and B-7. The fill material consist predominately of silty sands and gravel with small amounts of cinders, bricks and concrete fragments. The native soil generally consists of loose to very compact silty sands and gravels, and firm to very stiff clays and silts. Layers of fibrous peat and soft organic silt were revealed in the subsurface profile in four borings (B-8, B-8, B-11, and B-12) in the western portion of the site

The MATRIX report, evaluating the environmental characteristics of the embankment fill and native soil and the geotechnical properties of the native soils, is included as Appendix 3. The report discusses the suitability of the fill for possible reuse on or off the site, and addresses the following geotechnical issues.

- The type and engineering quality of the existing embankment materials and recommendations for reuse as structural fill.

- Recommendations for an appropriate type of building foundation system.
- Recommendations for foundation design, substructure wall design, and foundation installation criteria.
- Recommendations for slab support and underslab drainage requirements.
- Estimation of post-construction settlement of the recommended foundation system.
- Recommendations for management of groundwater during and after foundation and substructure construction.
- Recommendations for borrow material, if required, and material compaction and general earthwork construction procedures.

6.0 EMBANKMENT DEMOLITION COST ESTIMATE

The cost of embankment demolition can vary greatly depending on the availability of a reuse market for the soil and stone block materials of construction. As a result, timing and the availability of projects able to utilize contaminated fill materials will be a significant factor in the demolition cost of the embankment. To develop a range for likely costs, DRESDNER ROBIN has considered to disposal options: beneficial reuse and landfill disposal

For quantity estimation purposes, DRESDNER ROBIN has assumed that the walls increase in thickness one foot horizontal per two feet vertical (2:1) from top to bottom, and that they extend a maximum eight feet below grade. Based on these assumptions and field measurements of the size of each embankment, the volumes of sandstone and soil to be removed calculate as follows:

Summary of Volume Calculations
(quantities in cubic yards)

Embankment	Sandstone Volume	Soil Volume	Total Volume
Brunswick St.-Monmouth	12600	30000	42600
Monmouth Ave.-Cole St.	11350	27625	38975
Cole St.-Jersey Ave.	10850	27250	38100
Jersey Ave.-Erie St	9350	26000	35350
Erie St.-Manila Ave.	8100	23425	31525
Manila Ave.-Marin Blvd.	6775	20500	27275
West of Brunswick St. ⁽¹⁾	225	0	225
Total all Embankments	59250	154800	214050

The calculations assume that all of the sandstone (including that which is below grade) will be removed and that all soil contained by the embankments (above grade only) will be removed. These calculations are presented in Appendix 5

⁽¹⁾ Remaining portion of embankment wall west of Brunswick Street to be removed

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Disposal options of beneficial reuse, and landfill disposal are presented below to cover the range of costs that will be reflected in market timing. Based on the limited environmental investigation conducted by DRESDNER ROBIN, it is assumed that all of the soils from the embankment will be considered contaminated (non-hazardous ID-27 waste) and will require disposal in a permitted beneficial reuse area or landfill. DRESDNER ROBIN has also assumed that the volume of subsurface sandstone to be removed will not be replaced with clean fill and that building footings and sub-basement construction will occupy the excavated areas.

Removal Cost Factors

Embankment Removal/Excavation/ Loadout	\$ 1,100,000
Hauling	
- 2 Mile	\$ 1,995,000
- 5 Mile	\$ 2,520,000
-10 Mile	\$ 2,940,000
Disposal ID-27 @ \$40/TN	\$ 8,050,000
Disposal of Stone @ \$ 10/GY	\$ 600,000

As indicated by the above listed cost factors, removal of the embankment can range from approximately \$3.0M to \$9.7M. Under the best possible circumstances a project seeking significant fill volumes may be willing to remove the embankment for the value of the fill.

7.0 CONCLUSIONS AND RECOMMENDATIONS

1. The analytical results for soil samples collected as part of the environmental investigation of the six embankments indicate that the concentrations of volatile organics, acid extractables, pesticides, PCBs, TPH, Cr⁶⁺ and cyanide in the fill materials are below the NJDEP residential direct contact soil cleanup criteria with the exception of several PAHs (benzo(a)anthracene, benzo(a)pyrene, benzo(b)fluoranthene, benzo(h)fluoranthene, benzo(k)fluoranthene, indeno(1,2,3-cd)pyrene and dibenz(a,h)anthracene). The concentrations of all metals were below the NJDEP residential direct contact soil cleanup criteria with the exception of lead, arsenic, mercury and antimony.
2. The analytical results for the soil samples collected of the embankment material indicate the soil cannot be reused as clean fill at other city projects due to the elevated concentrations of several PAHs and metals above the NJDEP residential direct contact soil cleanup criteria. The options for the final disposition of the soil in the embankments are recycling or disposal at a landfill, possibly as final cover at the landfill. If the material is reused at other city projects, the material would most likely need to be used as subsurface fill material, covered with either clean fill or some other institutional control (buildings, asphalt or pavement) and a Declaration of Environmental Restrictions (DER) would be required for the location receiving the soil.

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3. Refer to Appendix 4, MATRIX Environmental geotechnical evaluation for conclusions and recommendations regarding the geotechnical investigation.
4. Measurements and calculations of the embankments have estimated that the total volume of material to be removed is 59,250 cubic yards of sandstone and 154,800 cubic yards of soil. The results of the environmental investigation show that the soils in the embankments will most likely be classified as non-hazardous (ID-27) waste. This will prohibit reuse of these soils at other sites without appropriate engineering and institutional controls. Based on the calculated amounts of sandstone and soil and the necessity to dispose of the soils, the total estimated cost of demolition of the embankments will likely vary between \$3.0M and \$9.7M depending on the disposal option available for the soils.

TABLE 1

**SAMPLING SUMMARY TABLE
SIXTH STREET, JERSEY CITY, NEW JERSEY**

BORING	SAMPLE NUMBER	MEDIUM	SAMPLE DEPTH (feet below top of embankment)	Analytical Parameters	Sampling Method
SB-1	SB1/1.5-2	Soil	1.5-2	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB1/11.5-12	Soil	11.5-12	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB1/19.5-20	Soil	19.5-20	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
SB-2	SB2/1.5-2	Soil	1.5-2	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB2/15.5-16	Soil	15.5-16	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB2/19.5-20	Soil	19.5-20	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
SB-3	SB3/1.5-2	Soil	1.5-2	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB3/10-10.5	Soil	10-10.5	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB3/19.5-20	Soil	19.5-20	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
SB-4	SB4/1.5-2	Soil	1.5-2	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB4/14.5-15	Soil	14.5-15	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB4/23.5-24	Soil	23.5-24	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
SB-5	SB5/1.5-2	Soil	1.5-2	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB5/10.5-11	Soil	10.5-11	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB5/23.5-24	Soil	23.5-24	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
SB-6	SB6/2.5-3	Soil	2.5-3	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB6/12.5-13	Soil	12.5-13	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB6/23.5-24	Soil	23.5-24	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
SB-7	SB7/1.5-2	Soil	1.5-2	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB7/19.5-20	Soil	19.5-20	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB7/27.5-28	Soil	27.5-28	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
SB-8	SB8/1.5-2	Soil	1.5-2	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB8/15.5-16	Soil	15.5-16	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB8/27.5-28	Soil	27.5-28	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
SB-9	SB9/1.5-2	Soil	1.5-2	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB9/16-16.5	Soil	16-16.5	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB9/24-24.5	Soil	24-24.5	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
SB-10	SB10/1.5-2	Soil	1.5-2	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB10/11-11.5	Soil	11-11.5	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB10/31.5-32	Soil	31.5-32	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
SB-11	SB11/3-3.5	Soil	3-3.5	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB11/22-22.5	Soil	22-22.5	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB11/31-31.5	Soil	31-31.5	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
SB-12	SB12/1.5-2	Soil	1.5-2	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB12/12.5-13	Soil	12.5-13	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe
	SB12/31-31.5	Soil	31-31.5	TCL/TAL+30,TPH, Cr ⁶⁺	GeoProbe

TABLE 2

Analytical Methods/Quality Assurance Summary Table
Sixth Street Embankment Project
Jersey City, New Jersey

Matrix type	# Sample	Field Blank/ Trip Blank	Analytical Parameters	Analytical Methods	MS/MSD	Duplicates	Split-Spoon	Performance Evaluation Samples	Sample Preservation	Sample Holding Time
soil	36	Field Blanks.								
		FB12397 MEOH-12397 12/3/97	TCL/TAL+30, Cr ⁶⁺ , TPH	See Appendix 3	None	Dup. (Dup. Of SB2/15.5-16)	None	None	See Appendix 3	See Appendix 3
		FB12497 MEOH-FB 12/4/97	TCL/TAL+30, Cr ⁶⁺ , TPH	See Appendix 3	None	Dup. 2 (Dup of SB9/1.5-2)	None	None	See Appendix 3	See Appendix 3
		FB125197 12/5/97	TCL/TAL+30, Cr ⁶⁺ , TPH	See Appendix 3	None	Dup. 3 (Dup of SB-12/12.5-13)	None	None	See Appendix 3	See Appendix 3
		Ind. Blanks.								
		MEOH-TB 34373 12/3/97	TCL VOA	See Appendix 3	None					
		MEOH-TB 34537 12/4/97	TCL VOA	See Appendix 3	None					
		MEOH-TB 34697 12/5/97	TCL VOA	See Appendix 3	None					

TABLE 3
Summary Analytical Results of Volatile Organic Compounds for Soil Samples Collected
Sixth Street Remediation Project
Jersey City, New Jersey

Sample ID / Sample Depth Lab Sample Number Sampling Date Matrix Quarant Factor Unit	New Jersey Residential Direct Contact Soil Cleanup Criteria (ppb)	New Jersey Non-Residential Direct Contact Soil Cleanup Criteria (ppb)	New Jersey Non-Residential Ground Water Soil Cleanup Criteria (ppb)	SB1-11.5-12 34381 12/03/97 SOLID 50.0 ug/g	SB1-11.5-20 34382 12/03/97 SOLID 50.0 ug/g	SB2-11.5-2 34383 12/03/97 SOLID 50.0 ug/g	SB2-11.5-18 34385 12/03/97 SOLID 50.0 ug/g	SB2-11.5-20 34384 12/03/97 SOLID 50.0 ug/g	SB3-11.5-2 34386 12/03/97 SOLID 50.0 ug/g	SB3-10-10.5 34387 12/03/97 SOLID 50.0 ug/g	SB3-10.5-20 34388 12/03/97 SOLID 50.0 ug/g	SB4-11.5-10 34378 12/03/97 SOLID 50.0 ug/g
VOLEATILE COMPOUNDS (GC/MS)												
Chloroethane	520,000	1,000,000	10,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Bromomethane	70,000	1,000,000	1,000	120 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Vinyl Chloride	2,000	7,000	10,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Chloroethane	NA	NA	NA	140 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Methylene Chloride	49,000	210,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Acetone	1,000,000	1,000,000	100,000	670 U	710 U	640 U	850 U	640 U	600 U	800 U	740 U	700 U
Carbon Disulfide	NA	NA	NA	140 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
1,1-Dichloroethane	8,000	150,000	10,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
1,1-Dichloroethane	870,000	1,000,000	10,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Trans 1,2-Dichloroethane	1,000,000	1,000,000	50,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
cis-1,2-Dichloroethane	70,000	1,000,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Chloroform	10,000	20,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
1,2-Dichloroethane	6,000	24,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
2-Butanone	1,000,000	1,000,000	50,000	670 U	710 U	640 U	850 U	640 U	600 U	800 U	740 U	700 U
1,1,1-Trichloroethane	210,000	1,000,000	50,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Carbon Tetrachloride	2,000	4,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Bromochloroethane	11,000	48,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Bromochloroethane	10,000	43,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
cis-1,3-Dichloropropene	4,000	8,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
1,2-Dichloropropene	23,000	84,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Tetrachloroethane	110,000	1,000,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Dibromochloroethane	22,000	620,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
1,1,2-Trichloroethane	3,000	13,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Benzene	4,000	13,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Bromoethane	60,000	370,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
trans-1,3-Dichloropropene	1,000,000	1,000,000	50,000	670 U	710 U	640 U	850 U	640 U	600 U	800 U	740 U	700 U
4-Methyl-2-Pentanone	NA	NA	NA	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
2-Heptanone	NA	NA	NA	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Tetrachloroethane	4,000	8,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
1,1,2,2-Tetrachloroethane	34,000	70,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Toluene	1,000,000	1,000,000	500,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Chlorobenzene	37,000	800,000	1,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Ethylbenzene	1,000,000	1,000,000	100,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Styrene	23,000	87,000	100,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Styrene (Total)	419,000	1,000,000	10,000	130 U	140 U	130 U	170 U	130 U	130 U	160 U	160 U	140 U
Total Estimated Conc. VOCs (ppb)	2,700	10,000	300	1,270	1,370	1,270	1,670	1,270	1,270	1,630	2,700	1,900

Notes
 * Values listed reflect the combined standards for the cis and trans isomers of 1,3-Dichloropropene.
 U - The compound was not detected at the indicated concentration.
 J - G indicates the presence of a compound but unable to identify the compound. This result is based on the quantitation and has greater than five. The concentration shown is an approximate value.
 B - The results were based on the laboratory's detection limit for the compound.
 NA - Not analyzed.
 Dup - Duplicate sample of SB3-10.5-18
 Duet - Duplicate sample of SB1-11.5-2
 Duet - Duplicate sample of SB12-11.5-13

TABLE 3
Summary Analytical Results of Volatile Organic Compounds for Soil Samples Collected
South Street Remediation Project
Jersey City, New Jersey

Sample ID / Sample Depth	804-14-B-15	804-33A-24	805-13-2	805-10-L-11	804-33A-24	804-33A-24	805-12-13	804-33A-24	804-33A-24	807-18-5-28	807-27-8-28
Lab Sample Number	34371	34372	34328	34330	34372	34331	34333	34332	34334	34340	34341
Sampling Date	12/04/97	12/02/97	12/04/97	12/04/97	12/02/97	12/04/97	12/04/97	12/04/97	12/04/97	12/04/97	12/04/97
Matrix	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID
Division Factor	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0	50.0
Units	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg
VOLATILE COMPOUNDS (GC/MS)											
Chlorobenzene	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000
Bromobenzene	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000	18.000
Vinyl Chloride	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000	7.000
Chloroethene	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Methylene Chloride	48.000	210.000	1,000.000	100.000	100.000	100.000	100.000	100.000	100.000	100.000	100.000
Acetone	1,000.000	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Carbon Disulfide	6.000	150.000	1,000.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000	10.000
1,1-Dichloroethane	570.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000
1,2-Dichloroethane	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000
trans-1,2-Dichloroethane	78.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000
Chloroform	18.000	24.000	24.000	24.000	24.000	24.000	24.000	24.000	24.000	24.000	24.000
1,2-Dichlorobenzene	5.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000
2-Bromobenzene	210.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000
1,1,1-Trichloroethane	11.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000	4.000
Carbon Tetrachloride	10.000	43.000	43.000	43.000	43.000	43.000	43.000	43.000	43.000	43.000	43.000
Bromodichloromethane	4.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
cis-1,2-Dichloroethane	23.000	84.000	84.000	84.000	84.000	84.000	84.000	84.000	84.000	84.000	84.000
Trichloroethene	110.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000
Dibromochloromethane	52.000	420.000	420.000	420.000	420.000	420.000	420.000	420.000	420.000	420.000	420.000
1,1,2-Trichloroethane	3.000	13.000	13.000	13.000	13.000	13.000	13.000	13.000	13.000	13.000	13.000
Benzene	4.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000	5.000
Bromo-1,3-Dichloropropane	68.000	370.000	370.000	370.000	370.000	370.000	370.000	370.000	370.000	370.000	370.000
Bromobenzene	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000
4-Methyl-2-Pentanone	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
2-Hexanone	4.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000	6.000
Tetrachloroethene	34.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000	70.000
1,1,2,2-Tetrachloroethane	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000
Toluene	37.000	580.000	580.000	580.000	580.000	580.000	580.000	580.000	580.000	580.000	580.000
Chlorobenzene	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000
Ethylbenzene	23.000	97.000	97.000	97.000	97.000	97.000	97.000	97.000	97.000	97.000	97.000
Styrene	410.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000	1,000.000
Mutant (Total)	0	0	0	0	0	0	0	0	0	0	0
Total Estimated Conc. VOCs (h)	7500	870	0	2400	1300	1200	800	1100	3500	1100	800
Total Estimated Conc. UCM (h)	0	0	0	0	0	0	0	0	0	0	0

Notes
 * Values listed reflect the combined standards for the cis and trans isomers of 1,3-Dichloroethane
 U - The compound was not analyzed at the indicated concentration.
 J - Data indicates the presence of a compound that is not listed in the Methodology column. The result is less than the quantitation level but greater than zero. The concentration given is an approximate value.
 B - The sample was found to be laboratory blank as well as the sample.
 This indicates possible laboratory contamination of the environmental sample.
 NR - Not analyzed
 Dup - Duplicate sample of 805-15-5-16
 Dup2 - Duplicate sample of 805-13-2
 Dup3 - Duplicate sample of 805-12-13-13

TABLE 3

Summary Analytical Results of Volatile Organic Compounds for Soil Samples Collected South Street Embankment Project Jersey City, New Jersey

Sample ID / Sample Depth Lab Sample Number Sampling Date Matrix Detection Factor Units	8812-15-2 34889 12/05/97 SOLID 50.0 ug/kg	812-12-13 34890 12/05/97 SOLID 50.0 ug/kg	812-11-31-5 34891 12/05/97 SOLID 50.0 ug/kg	048 34388 12/05/97 SOLID 50.0 ug/kg	049 34338 12/05/97 SOLID 50.0 ug/kg	049 34692 12/05/97 SOLID 50.0 ug/kg
VOLATILE COMPOUNDS (GCMS)						
Chloroethane	629,000	1,000,000	10,000	140 U	150 U	120 U
Bromoethane	719,000	1,000,000	1,000	140 U	120 U	120 U
Propylchloride	2,000	7,000	10,000	140 U	120 U	120 U
Chloroethyne	NA	NA	NA	140 U	120 U	249 B
MethyleneChloride	49,000	210,000	1,000	230 B	180 B	600 U
Acetone	1,000,000	1,000,000	100,000	600 U	770 U	120 U
CarbonDioxide	NA	NA	NA	140 U	120 U	120 U
1,1-Dichloroethane	8,000	150,000	10,000	140 U	120 U	120 U
1,1-Dichloroethene	870,000	1,000,000	10,000	140 U	120 U	120 U
trans-1,2-Dichloroethane	1,000,000	1,000,000	50,000	146 U	120 U	120 U
cis-1,2-Dichloroethane	79,000	1,000,000	1,000	140 U	120 U	120 U
Chloroform	19,000	28,000	1,000	140 U	120 U	120 U
1,2-Dichloroethane	8,000	24,000	1,000	140 U	120 U	120 U
2-Butanone	1,000,000	1,000,000	50,000	600 U	770 U	600 U
1,1,1-Trichloroethane	210,000	1,000,000	50,000	140 U	120 U	120 U
CarbonTetrachloride	2,000	4,000	1,000	140 U	120 U	120 U
Bromochloroethane	14,000	43,000	1,000	140 U	120 U	120 U
1,2-Dichloropropane	4,000	8,000	1,000	140 U	120 U	120 U
de-1,3-Dichloropropane	23,000	54,000	1,000	140 U	120 U	120 U
Trichloroethene	110,000	1,000,000	1,000	140 U	120 U	120 U
Dibromochloromethane	22,000	420,000	1,000	140 U	120 U	120 U
1,2,2-Trichloroethane	2,000	13,000	1,000	140 U	120 U	249
Benzene	4,000	8,000	1,000	140 U	120 U	120 U
trans-1,2-Dichloroethene	64,000	376,000	1,000	140 U	120 U	120 U
Bromoform	1,000,000	1,000,000	50,000	600 U	770 U	600 U
4-Methyl-2-Pentanone	NA	NA	NA	600 U	770 U	600 U
2-Hexanone	4,000	8,000	1,000	140 U	120 U	120 U
Tetrahydrofuran	34,000	70,000	1,000	140 U	120 U	120 U
1,1,2,2-Tetrachloroethane	1,000,000	1,000,000	500,000	140 U	120 U	100 U
Toluene	37,000	690,000	1,000	140 U	120 U	120 U
Chlorobenzene	1,000,000	1,000,000	100,000	140 U	120 U	120 U
Ethylbenzene	20,000	87,000	100,000	140 U	120 U	120 U
Styrene	419,000	1,000,000	10,000	140 U	120 U	100 U
2-VinylNaphthalene	NA	NA	NA	140 U	120 U	100 U
Total Compound Conc. VOCs (g)	0	250	0	0	0	249
Total Estimated Conc. VOCs (ug/g)	3000	150	0	5000	3100	0

Notes
 - Values listed reflect the combined standards for the cis and trans isomers of 1,2-Dichloroethene
 U - The compound was not detected at the indicated concentration.
 J - Data includes the presence of a compound that meets the identification criteria. The result is less than the concentration but greater than zero. The concentration given is an approximate value.
 B - The sample was below the laboratory blank or not on the sample.
 The laboratory provides laboratory participation of the environmental sample.

NR - Not analyzed
 Dup Duplicate sample of 8812-15-2-18
 Dup2 Duplicate sample of 8812-15-2
 Dup3 Duplicate sample of 8812-12-13

Table 4

Summary Analytical Results of Semivolatile Organic Compounds for Soil Samples Collected
Sixth Street Embankment Project
Jersey City, New Jersey

pH ID / Sample Depth Sample Number Sampling Date Lot Lot Factor	New Jersey Residential Direct Contact Soil Cleanup Criteria (ug/kg)	New Jersey Non- Residential Direct Contact Soil Cleanup Criteria (ug/kg)	New Jersey Non- Residential Impact to Ground Water Soil Cleanup Criteria (ug/kg)	SB1-1-5-2		SB1-1-5-12		SB1-1-5-20		SB2-1-5-2		SB2-1-5-20		SB3-1-5-2		SB3-1-5-20		SB3-1-5-20		SB3-1-5-20	
				ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg
Fluoranthene	2,300,000	10,000,000	100,000	17000	20 U	110	4300	11 J	4200	3300	20 U	1300	20 U	3300	20 U	1300	20 U	3300	20 U	1300	20 U
Pyrene	1,700,000	10,000,000	100,000	15000	20 U	72	3300	9 J	2400	2700	20 U	750	20 U	2700	20 U	750	20 U	2700	20 U	750	20 U
Buflbenzylphthalate	1,100,000	10,000,000	100,000	750 U	400 U	380 U	430 U	400 U	380 U	400 U	400 U	400 U	400 U	400 U	400 U	400 U	400 U	400 U	400 U	400 U	400 U
3,3'-Dichlorobenzidine	2,000	6,000	100,000	1500 U	790 U	750 U	860 U	790 U	770 U	800 U	800 U	800 U	800 U	800 U	800 U	800 U	800 U	800 U	800 U	800 U	800 U
Benzofluoranthene	9,000	4,000	500,000	1500	12 J	170	2100	20 U	2500	1700	20 U	1200	20 U	1700	20 U	1200	20 U	1700	20 U	1200	20 U
Chrysene	40,000	40,000	500,000	7500	20 U	110	1100	20 U	2800	2800	20 U	2800	20 U	2800	20 U	2800	20 U	2800	20 U	2800	20 U
1,2,3,4-Dibenzopyrene	1,100,000	10,000,000	100,000	750 U	400 U	380 U	430 U	400 U	380 U	400 U	400 U	400 U	400 U	400 U	400 U	400 U	400 U	400 U	400 U	400 U	400 U
Benzofluoranthene	900	4,000	500,000	8800	20 U	120	2788	20 U	3800	1889	20 U	1889	20 U	1889	20 U	1889	20 U	1889	20 U	1889	20 U
Benzofluoranthene	660	4,000	500,000	3000	20 U	24	2188	20 U	728	1508	20 U	728	20 U	1508	20 U	728	20 U	1508	20 U	728	20 U
Indeno(1,2,3-cd)pyrene	800	4,000	500,000	4400	20 U	33	1388	20 U	560	788	20 U	560	20 U	788	20 U	560	20 U	788	20 U	560	20 U
Dibenz(a,h)anthracene	950	600	100,000	878	20 U	16 J	330	20 U	190	200	20 U	190	20 U	200	20 U	190	20 U	200	20 U	190	20 U
Benz(a)anthracene	NA	NA	NA	4100	20 U	32	950	20 U	390	650	20 U	390	20 U	650	20 U	390	20 U	650	20 U	390	20 U
Estimated Conc. BNA TEQs (U)				98210	0	554	24850	0	31016	17991	0	17991	0	17991	0	17991	0	17991	0	17991	0
Estimated Conc. BNA TEQs (U)				26900	0	5290	12270	0	15290	4810	0	4810	0	4810	0	4810	0	4810	0	4810	0

Values listed reflect the combined standards for the 2,4,7,8-Chlorodioxin mixture.

U - The compound was not detected at the indicated concentration.

J - Data indicates the presence of a compound that meets the identification criteria.

The results of less than the quantitation limit but greater than zero.

The concentration given is an approximate value.

B - The analyte was found in the laboratory blank as well as the sample.

This indicates possible laboratory contamination of the environmental sample.

NA - Not available

NR - Not analyzed

Dup - Duplicate sample of SB2-15.5-15.

dup2 - Duplicate sample of SB3-1-5-2.

dup3 - Duplicate sample of SB12-12.5-13.

Soil Cleanup Criteria

Table 4

Summary Analytical Results of Semi-volatile Organic Compounds for Soil Samples Collected Sixth Street Embankment Project Jersey City, New Jersey.

Sample ID / Sample Depth	Sample Number	Sampling Date	Location	New Jersey Residential Direct Contact Soil Cleanup Criteria (ug/kg)	New Jersey Non-Residential Direct Contact Soil Cleanup Criteria (ug/kg)	New Jersey Residential Impact to Ground Water Soil Cleanup Criteria (ug/kg)	SB4-12.5-15	SB4-12.5-24	SB5-10.5-11	SB5-21.5-24	SB6-7.5-3	SB6-12.5-13	SB6-21.5-24	SB7-1.5-2	SB7-19.5-20	
Fluoranthene	34371	12/04/87	SOLID	1.0	1.0	1.0	180	20 U	2600	20 U	180	26000	2200	750	25	
Pyrene	34372	12/04/87	SOLID	1.0	1.0	1.0	150	20 U	2700	20 U	150	26000	2100	720	25	
Benzofluoranthene	34373	12/04/87	SOLID	1.0	1.0	1.0	360 U	410 U	390 U	410 U	360 U	1900 U	360 U	360 U	360 U	
3,3'-Dichlorobenzidine	34374	12/04/87	SOLID	1.0	1.0	1.0	770 U	820 U	760 U	820 U	760 U	3900 U	770 U	760 U	770 U	
Benzofluoranthene	34375	12/04/87	SOLID	1.0	1.0	1.0	78	20 U	1100	20 U	71	10000	850	790	22	
Chrysene	34376	12/04/87	SOLID	1.0	1.0	1.0	80	20 U	1300	20 U	76	11800	890	730	13 J	
1,2,3,4-Tetrahydronaphthalene	34377	12/04/87	SOLID	1.0	1.0	1.0	360 U	410 U	390 U	410 U	360 U	1900 U	360 U	360 U	360 U	
Dibenzofluoranthene	34378	12/04/87	SOLID	1.0	1.0	1.0	390 U	410 U	390 U	410 U	360 U	1900 U	360 U	360 U	360 U	
Benzofluoranthene	34379	12/04/87	SOLID	1.0	1.0	1.0	96	20 U	1400	20 U	78	11800	890	730	13 J	
Benzofluoranthene	34380	12/04/87	SOLID	1.0	1.0	1.0	40	20 U	1500	20 U	32	14800	420	270	19 J	
Benzofluoranthene	34381	12/04/87	SOLID	1.0	1.0	1.0	79	20 U	1500	20 U	61	14800	810	260	15 J	
Indeno(1,2,3-cd)pyrene	34382	12/04/87	SOLID	1.0	1.0	1.0	59	20 U	1700	20 U	34	19900	450	170	19 U	
Dibenzofluoranthene	34383	12/04/87	SOLID	1.0	1.0	1.0	55	20 U	1800	20 U	19 U	12000	110	57	19 U	
Benzofluoranthene	34384	12/04/87	SOLID	1.0	1.0	1.0	55	20 U	2300	20 U	30	5100	140	140	15 U	
Benzofluoranthene	34385	12/04/87	SOLID	1.0	1.0	1.0	85	20 U	1800	20 U	93	15810	550	140	15 U	
Benzofluoranthene	34386	12/04/87	SOLID	1.0	1.0	1.0	0	0	3770	0	0	36900	10950	72	72	
at Confirmed Conc. BNA's (0)																
Estimated Conc. BNA TCA (0)																

Values listed reflect the combined standards for the 2,4,6-Trinitrotoluene mixture.
 U - The compound was not detected at the indicated concentration.
 J - Data indicates the presence of a compound that meets the identification criteria.
 The result is less than the quantitation limit but greater than zero.
 The concentration given is an approximate value.
 B - The analyte was found in the laboratory blank as well as the sample.
 This indicates possible laboratory contamination of the environmental sample.
 NA - Not available.
 IR - Not analyzed.
 Dup - Duplicate sample of SB4-12.5-16
 SB2 - Duplicate sample of SB9-1.5-2
 SB3 - Duplicate sample of SB12-12.5-13
 [] - Concentration exceeds NJDEP Residential Direct Contact Soil Cleanup Criteria

Table 4

Summary Analytical Results of Semi-volatile Organic Compounds for Soil Samples Collected South Street Embankment Project Jersey City, New Jersey

Site ID / Sample Depth	Sample Number	Sampling Date	Unit	Sample Factor	New Jersey Direct Contact Residential Soil Cleanup Criteria (ug/kg)	New Jersey Non-Residential Direct Contact Ground Water Soil Cleanup Criteria (ug/kg)	New Jersey Residential Impact to Ground Water Soil Cleanup Criteria (ug/kg)	S811-3-15	S811-22-22.5	S811-31-5-32	S812-1.5-2	S812-12.5-13	S812-31-31.5	Dup	Dup2	Dup3
AVOLATILE COMPOUNDS (GC/MS) (con t)																
Fluoranthene					2,300,000	10,000,000	100,000	7300	1000	7700	220	4100	550	410 U	410 U	360 U
Pyrene					1,700,000	10,000,000	100,000	6300	910	7400	150	3500	470	7200	200	4700
Benzofluoranthene					1,100,000	10,000,000	100,000	420 U	420 U	410 U	400 U	390 U	390 U	6400	220	4200
3,3'-Dibenzofluoranthene					2,000	6,000	100,000	810 U	820 U	820 U	790 U	770 U	780 U	410 U	410 U	360 U
Benz(a)anthracene					900	4,000	500,000	3090	490	4200	82	1500	240	820 U	810 U	730 U
Chrysene					9,000	40,000	500,000	3090	530	5000	250	1700	280	3700	150	1900
benz(ghi)perylene					48,000	210,000	100,000	420 U	420 U	410 U	400 U	390 U	390 U	4100	250	2000
Dibenz(ah)anthracene					1,100,000	10,000,000	100,000	420 U	420 U	410 U	400 U	390 U	390 U	170 U	410 U	200 J
Benzofluoranthene					900	4,000	50,000	3100	560	9100	200	1700	270	410 U	410 U	360 U
Benzofluoranthene					900	4,000	500,000	1100	220	5100	-42	600	100	3600	200	2800
Benzofluoranthene					600	600	100,000	2600	450	7000	45	1300	200	2100	90	800
Indeno(1,2,3-cd)pyrene					900	4,000	500,000	1500	280	5000	70	820	130	4600	100	1800
Dibenz(ah)anthracene					660	660	100,000	340	65	1200	28	200	34	2300	110	1100
Benzofluoranthene					NA	NA	NA	1200	280	3900	69	530	132	670	47	250
Estimated Conc. BNA TICs (g)					39750	6150	1765	14250	9790	21975	3101	2000	45950	2047	1000	27800

values listed reflect the combined standards for the 2,4,6-Trinitrotoluene mixture.
 U - The compound was not detected at the indicated concentration
 J - Data indicates the presence of a compound that meets the identification criteria
 The results are less than the quantitation limit but greater than zero.
 The concentration given is an approximate value
 NA - The analysis was found in the laboratory blank as well as the sample.
 This indicates possible laboratory contamination of the environmental sample
 R - Not analyzed
 Dup - Duplicate sample of S812-12.5-13
 Dup2 - Duplicate sample of S811-3-15
 Dup3 - Duplicate sample of S812-12.5-13
 Concentration exceeds NJDEP Residential Direct Contact Soil Cleanup Criteria

Table 5

Summary Analytical Results of Pesticides and Polychlorinated Biphenyl Compounds for Soil Samples Collected
 Sixth Street Embankment Project
 Jersey City, New Jersey

Sample ID / Sample Depth	SR1-15-2	SR1-15-12	SR1-15-20	SR1-15-2	SR1-15-16	SR1-15-20	SR1-15-20	SR1-15-20	SR1-15-20	SR1-15-15	SR1-15-15	SR1-15-24
Lab Sample Number	34388	34381	34382	34384	34385	34384	34384	34388	34370	34371	34372	34372
Sampling Date	12/03/97	12/03/97	12/03/97	12/03/97	12/03/97	12/03/97	12/03/97	12/03/97	12/03/97	12/03/97	12/03/97	12/03/97
Matrix	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID	SOLID
Detection Limit	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Units	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg	ug/kg
PESTICIDES/PCBs												
Aldrin	40	178	80,000	3.8 U	4.3 U	4.0 U	4.1 U					
alpha-BHC	NA	NA	NA	3.8 U	4.3 U	4.0 U	4.1 U					
beta-BHC	NA	NA	NA	3.8 U	4.3 U	4.0 U	4.1 U					
delta-BHC	NA	NA	NA	3.8 U	4.3 U	4.0 U	4.1 U					
Gamma-HCH (lindane)	620	2,200	50,000	3.8 U	4.3 U	4.0 U	4.1 U					
Chlordane	NA	NA	NA	7.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U
4'-DDDD	3,000	12,000	50,000	3.8 U	4.3 U	4.0 U	4.1 U					
4'-DDD	2,000	8,000	50,000	3.8 U	4.3 U	4.0 U	4.1 U					
4'-DDT	2,000	8,000	50,000	3.8 U	4.3 U	4.0 U	4.1 U					
Dieldrin	42	180	80,000	3.8 U	4.3 U	4.0 U	4.1 U					
Endosulfan	340,000	6,200,000	50,000	3.8 U	4.3 U	4.0 U	4.1 U					
Endosulfan-S	340,000	6,200,000	50,000	3.8 U	4.3 U	4.0 U	4.1 U					
Endosulfan-Sulfate	17,000	310,000	80,000	3.8 U	4.3 U	4.0 U	4.1 U					
Endrin	NA	NA	NA	3.8 U	4.3 U	4.0 U	4.1 U					
Endrin-lactone	NA	NA	NA	3.8 U	4.3 U	4.0 U	4.1 U					
Endrinolactone	130	350	50,000	3.8 U	4.3 U	4.0 U	4.1 U					
Heptachlor	NA	NA	NA	3.8 U	4.3 U	4.0 U	4.1 U					
Heptachlor-epoxide	NA	NA	NA	3.8 U	4.3 U	4.0 U	4.1 U					
Methoxychlor	280,000	5,200,000	50,000	3.8 U	4.3 U	4.0 U	4.1 U					
Toxaphene	100	200	50,000	3.8 U	4.3 U	4.0 U	4.1 U					
Arochlor-1016	490	2,000	50,000	7.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U
Arochlor-1221	490	2,000	50,000	7.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U
Arochlor-1233	490	2,000	50,000	7.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U
Arochlor-1242	490	2,000	50,000	7.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U
Arochlor-1248	490	2,000	50,000	7.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U
Arochlor-1254	490	2,000	50,000	7.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U
Arochlor-1260	490	2,000	50,000	7.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U	8.0 U

Notes
 *Values listed reflect the combined standards for "Total PCBs"
 - Soil Cleanup criteria is provided for "Endosulfan" without specification if it is for Endosulfan I or Endosulfan II
 Dup Duplicate samples of SR1-15-16
 Dup2 Duplicate samples of SR1-15-2
 Dup3 Duplicate samples of SR1-15-13
 U - The compound was not detected at the indicated concentration.
 B - Reported value is less than the Method Detection Limit but greater than or equal to the Instrument Detection Limit.
 N - The spiked sample recovery is not within control limits
 NR - Not analyzed
 NA - Not available

Table 8

Summary Analytical Results of Pesticides and Polychlorinated Biphenyl Compounds for Soil Samples Collected
Bluth Street Embankment Project
Jersey City, New Jersey

Sample ID / Sample Depth Lab Sample Number Sampling Date Matrix Chlorine Factor Units	SBP-15-2 34545 12/04/87 SOLID 1.0 ug/g	SBP-16-16-B 34546 12/04/87 SOLID 1.0 ug/g	SBP-3-21-5 34547 12/04/87 SOLID 1.0 ug/g	SB10-15-2 34548 12/04/87 SOLID 1.0 ug/g	SB10-11-11-5 34549 12/04/87 SOLID 1.0 ug/g	SB10-31-5-32 34550 12/04/87 SOLID 1.0 ug/g	SB11-3-3-6 34883 12/05/87 SOLID 1.0 ug/g	SB11-22-22-5 34884 12/05/87 SOLID 1.0 ug/g	SB11-31-31-5 34885 12/05/87 SOLID 1.0 ug/g	SB12-15-2 34888 12/05/87 SOLID 1.0 ug/g	SB12-12-5-13 34890 12/05/87 SOLID 1.0 ug/g	SB12-31-31-5 34891 12/05/87 SOLID 1.0 ug/g
PESTICIDES/PCBs												
Atrazine	3.8 U	3.7 U	NR	4.0 U	3.8 U	4.0 U	4.2 U	4.2 U	4.1 U	4.0 U	3.8 U	3.8 U
Alachlor	3.5 U	3.7 U	NR	4.0 U	3.9 U	4.0 U	4.2 U	4.2 U	4.1 U	4.0 U	3.8 U	3.8 U
900-BHC	3.8 U	3.7 U	NR	4.0 U	3.8 U	4.0 U	4.2 U	4.2 U	4.1 U	4.0 U	3.8 U	3.8 U
900-BHC	3.8 U	3.7 U	NR	4.0 U	3.8 U	4.0 U	4.2 U	4.2 U	4.1 U	4.0 U	3.8 U	3.8 U
gamma-BHC(Lindane)	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Chlorobenzene	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
4,4'-DDE	3,000	12,000	9,000	50,000	9,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
4,4'-DDD	2,000	9,000	9,000	900,000	9,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000
4,4'-DDE	2,000	9,000	9,000	900,000	9,000	900,000	900,000	900,000	900,000	900,000	900,000	900,000
4,4'-DDD	42	160	160	50,000	42	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Dieldrin	340,000	6,200,000	6,200,000	60,000	340,000	6,200,000	6,200,000	6,200,000	6,200,000	6,200,000	6,200,000	6,200,000
Endosulfan	340,000	6,200,000	6,200,000	60,000	340,000	6,200,000	6,200,000	6,200,000	6,200,000	6,200,000	6,200,000	6,200,000
Endosulfan(S)	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Endosulfan(Sulfate)	17,000	310,000	310,000	30,000	17,000	310,000	310,000	310,000	310,000	310,000	310,000	310,000
Endrin	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Endosulfan	180	600	600	50,000	180	600	600	600	600	600	600	600
Heptachlor	180	600	600	50,000	180	600	600	600	600	600	600	600
Heptachlor Epoxide	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Methoxychlor	280,000	5,200,000	5,200,000	50,000	280,000	5,200,000	5,200,000	5,200,000	5,200,000	5,200,000	5,200,000	5,200,000
TCDFs	100	200	200	50,000	100	200	200	200	200	200	200	200
Arochlor-1018	480	2,000	2,000	90,000	480	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Arochlor-1221	480	2,000	2,000	90,000	480	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Arochlor-1232	480	2,000	2,000	90,000	480	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Arochlor-1242	480	2,000	2,000	90,000	480	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Arochlor-1248	480	2,000	2,000	90,000	480	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Arochlor-1254	480	2,000	2,000	90,000	480	2,000	2,000	2,000	2,000	2,000	2,000	2,000
Arochlor-1260	480	2,000	2,000	90,000	480	2,000	2,000	2,000	2,000	2,000	2,000	2,000

Notes
 * Values listed reflect the combined standards for "Total PCBs"
 - Soil Cleanup criteria is provided for "Endosulfan" without specification if it is in Endosulfan I or Endosulfan II
 Dup Duplicate sample of SBP-15-2
 Dup2 Duplicate sample of SBP-15-2
 Dup3 Duplicate sample of SB12-12-5-13
 U - The compound was not detected at the indicated concentration.
 B - Reported value is less than the Method Detection Limit but greater than what is the Instrument Detection Limit.
 N This spiked sample recovery is not within control limits.
 NR - Not analyzed
 NA - Not available

Table 6
 Summary Analytical Results of Inorganic Compounds for Soil Samples Collected
 Sixth Street Embankment Project
 Jersey City, New Jersey

Sample ID / Sample Depth Lab Sample Identifier Sampling Date Matrix Detection Factor Units	SB4-11.5-11 34372 SOLID NA mg/kg	SB5-11.5-2 34529 SOLID NA mg/kg	SB5-10.5-11 34530 SOLID NA mg/kg	SB5-12.5-24 34531 SOLID NA mg/kg	SB5-12.5-13 34532 SOLID NA mg/kg	SB5-21.5-24 34534 SOLID NA mg/kg	SB7-12.5-2 34538 SOLID NA mg/kg	SB7-19.5-20 34540 SOLID NA mg/kg	SB7-21.5-28 34541 SOLID NA mg/kg	SB9-15.2 34542 SOLID NA mg/kg
Aluminum	7970	8520	7850	7340	5700	8070	852	8480	5600	1050
Antimony	11 U	3.4	4.3	1.4 B	1.8 B	2.1 B	33.2	17 B	11 B	3.6
Arsenic	2.6	2.7	4.3	3.1	2.0	4.2	24.5	3.4	4.0	6.4
Barium	48.8 B	95.3	119	33.7 B	89.7	80.2	53.5	33.0 B	62.1	49.2
Beryllium	0.47 B	0.56	0.38 B	0.41 B	0.22 B	0.32 B	0.13 B	0.33 B	0.31 B	0.19 B
Chlorine	0.100 U	0.30 B	0.14 U	0.15	0.14 U	0.18 U	0.13 U	0.14 U	0.16 U	0.14 U
Calcium	1000	3320	16500	1360	10000	12000	197 B	1220	2620	489 B
Chromium	18.2	13.3	18.8	14.8	11.0	14.5	12.1	10.5	10.0	4.4
Cobalt	4.8 B	9.8 B	8.5 B	7.2 B	3.7 B	6.1 B	4.1 B	6.8 B	4.8 B	1.9 B
Copper	13.7	73.5	38.4	13.3	27.4	26.2	18.1	14.7	25.5	26.0
Iron	13600	14200	18700	13700	12100	13000	41000	14800	12200	14500
Lead	28.8	311	5870	17.2	39.0	142	307	35.3	201	88.4
Magnesium	2260	4420	2460	2060	2450	3200	54.8 B	2450	2410	93.8 B
Manganese	154	288	291	122	172	209	177	289	175	33.3
Mercury	0.09	0.92	1.1	0.04 B	0.13	0.27	0.21	0.03 B	0.51	0.10
Nickel	10.5	24.3	16.5	10.8	11.7	12.3	12.6	11.5	10.6	6.5 B
Potassium	828 B	3500	2916	432 B	1300	1720	108 B	500 B	779 B	138 B
Phosphorus	1.2 U	1.1 U	1.2 U	1.2 U	1.2 U	1.1 U	1.9	1.1 U	1.2 U	1.9
Selenium	0.35 U	0.38 U	0.38 U	0.30 U	0.28 U	0.28 U	0.20 U	0.28 U	0.29 U	0.29 U
Silver	166 B	323	87.7 B	68.8 U	96.4 B	318 B	73.4 B	85.3 U	133 B	60.9 B
Sodium	1.2 U	1.0 U	1.0 U	1.1 U	1.0 U	1.0 U	0.94 U	1.8 U	1.1 U	1.1 U
Thallium	12.6	20.5	23.2	11.0 B	16.0	17.5	16.4	12.0	13.3	10.1 B
Vanadium	44.8	378	135	59.0	59.0	175	31.3	44.0	95.2	160
Zinc	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500

Notes:
 Dup Duplicate sample of SB3-15.5-15
 Dup2 Duplicate sample of SB9-11.5-2
 Dup3 Duplicate sample of SB12-12.5-13
 Qualifiers
 U - This compound was not detected at the indicated concentration
 B - Reported value is less than the Method Detection Limit but greater than or equal to the Instrument Detection Limit.
 R - The reported sample recovery is not within control limits
 NR - Not analyzed
 NA - Not available
 [] Concentration exceeds NJDEP Residential Direct Contact Soil Cleanup Criteria

Table 8

Summary Analytical Results of Inorganic Compounds for Soil Samples Collected
 Sixth Street Embankment Project
 Jersey City, New Jersey

Sample ID / Sample Depth Lab Sample Number Sampling Date Matrix Detection Factor Units	SB12-15-2 34889 12/05/97 SOLID NA mg/kg	SB12-15-13 34891 12/05/97 SOLID NA mg/kg	SB12-15-13 34891 12/05/97 SOLID NA mg/kg	SB12-15-13 34891 12/05/97 SOLID NA mg/kg	SB12-15-13 34891 12/05/97 SOLID NA mg/kg	SB12-15-13 34891 12/05/97 SOLID NA mg/kg	SB12-15-13 34891 12/05/97 SOLID NA mg/kg
METALS							
Aluminum	1470	4290	4490	3690	1720	4800	4800
Antimony	NA	NA	NA	NA	1.8 U	2.8 B	2.8 B
Arsenic	111	6.9	6.0	11.3	10.8	15.3	15.3
Bismuth	709	35.5 B	63.9	200	87.7	202	202
Beryllium	1	0.26 B	0.26 B	0.29 B	0.34 B	0.18 B	0.18 B
Cadmium	1	0.22 U	0.14 U	0.16 U	0.22 U	0.68 B	0.68 B
Calcium	NA	12500	18600	3609	600 B	18000	18000
Chromium	508	18.7	8.9	10.7	5.4	14.6	14.6
Cobalt	NA	6.4	4.4	3.1 B	3.5 B	8.9 B	8.9 B
Copper	609	84.4	71.9	37.1	193	63.4	63.4
Iron	29400	12800	12500	14800	14800	28000	28000
Lead	400	438	152	653	50.8	50.3	50.3
Magnesium	NA	2170	1800	1130	92.1 B	1800	1800
Manganese	NA	277	220	43.2	25.8	340	340
Mercury	14	0.16	0.54	3.0	0.07	1.1	1.1
Nickel	250	7.7 B	9.1 B	10.2	7.4 B	16.3	16.3
Protassium	NA	144 B	640 B	449 B	98 B	678 B	678 B
Selenium	65	1.1 U	1.2 U	1.7	1.8 U	1.6 U	1.6 U
Silver	119	0.43 U	0.28 U	0.27 B	0.44 U	0.40 U	0.40 U
Sodium	NA	102 U	181 B	181 B	104 U	133 B	133 B
Sulfur	NA	1.0 U	1.0 U	1.1 U	1.1 U	1.5 U	1.5 U
Thallium	378	12.7	18.6	13.7	13.4 B	14.2 B	14.2 B
Zinc	1,500	17.1	178	168	14.3	87.2	87.2

Note:
 Dup Duplicate sample of SB12-15 9-18
 Dup Duplicate sample of SB12-15-2
 Dup Duplicate sample of SB12-15-13
 Qualifiers
 U - The compound was not detected at the indicated concentration.
 B - Reported value is less than the Method Detection Limit but greater than or equal to the instrument detection limit.
 N - The spiked sample recovery is not within control limits.
 NR - Not analyzed
 NA - Not available
 Concentration exceeds NJDEP Residential Direct Contact Soil Cleanup Criteria.

TABLE 7

Summary Analytical Results of Wet Chemistry Compounds for Soil Samples Collected
 Sixth Street Embankment Project
 Jersey City, New Jersey

Sample ID / Sample Depth As Sample Number Sampling Date Area Matrix Factor Inq	SBS-1-5-2 34529 12/04/97 SOLID 1.0 mg/kg	SBS-10-5-11 34530 12/04/97 SOLID 1.0 mg/kg	SBS-21.5-24 34531 12/04/97 SOLID 1.0 mg/kg	SBS-24.5-3 34532 12/04/97 SOLID 1.0 mg/kg	SBS-12.5-13 34533 12/04/97 SOLID 1.0 mg/kg	SBS-21.5-24 34534 12/04/97 SOLID 1.0 mg/kg	SBS-1-5-2 34539 12/04/97 SOLID 1.0 mg/kg	SBS-19-5-20 34540 12/04/97 SOLID 1.0 mg/kg	SBS-7-7-5-28 34541 12/04/97 SOLID 1.0 mg/kg	SBS-1-5-2 34542 12/04/97 SOLID 1.0 mg/kg	SBS-15.5-16 34543 12/04/97 SOLID 1.0 mg/kg	SBS-27-5-28 34544 12/04/97 SOLID 1.0 mg/kg
NET CHEMISTRY												
Chloride VI	2.8 U	2.8 U	2.8 U	2.8 U	2.8 U	2.8 U	2.4	2.0 U	2.0 U	2.0 U	2.0 U	2.0 U
Total Chloride	0.5 U	0.5 U	0.5 U	0.5 U	0.5 U	0.5 U	0.8 U	0.5 U	0.5 U	0.5 U	0.5 U	0.5 U
Total Petroleum Hydrocarbons	29.8	68.8	25.0 U	25.0 U	68.8	47	318	25.8 U	25.0 U	52.8	94.8	25.0 U

U - The compound was not detected at the listed concentration.

NR - Not analyzed.

NA - Not available.

*Dup. Duplicate sample of SBS-1-5-1.

**Dup. Duplicate sample of SBS-1-5-1.

***Dup. Duplicate sample of SBS-12.5-13.

****NJDEP Total Organic Content Column.

TABLE 7

Summary Analytical Results of Wet Chemistry Compounds for Soil Samples Collected
Spin Street Embankment Project
Jersey City, New Jersey

Sample ID / Sample Depth Lab Sample Number Sampling Date Matrix Dilution Factor Units	SB9-15-2 34648 12/04/97 SOLID 10 mg/kg	SB9-16-10.5 34648 12/04/97 SOLID 1.0 mg/kg	SB9-24-24.5 34547 12/04/97 SOLID 1.0 mg/kg	SB10-15-2 34548 12/04/97 SOLID 1.0 mg/kg	SB10-11-11.5 34549 12/04/97 SOLID 1.0 mg/kg	SB10-15-12 34650 12/04/97 SOLID 1.0 mg/kg	SB11-3-3.5 34653 12/05/97 SOLID 1.0 mg/kg	SB11-22-22.5 34654 12/05/97 SOLID 1.0 mg/kg	SB11-31-31.5 34655 12/05/97 SOLID 1.0 mg/kg	SB12-12-12 34656 12/05/97 SOLID 1.0 mg/kg	SB12-12.5-13 34657 12/05/97 SOLID 1.0 mg/kg	SB12-31-31.5 34691 12/05/97 SOLID 1.0 mg/kg
WET CHEMISTRY Chromium VI Total Cyanide Total Petroleum Hydrocarbons	2.0 U 0.5 U 87.7	2.0 U 0.5 U 32.4	2.0 U 0.5 U 0.0 U	2.0 U 0.5 U 37.0	2.0 U 0.5 U 25.0 U	2.0 U 0.5 U 28.0 U	2.0 U 0.5 U NR	2.0 U 0.5 U NR	2.0 U 0.5 U 98	2.0 U 0.71 NR	2.0 U 0.86 NR	2.0 U 0.5 U NR
	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000	10,000
	New Jersey Residential Direct Contact Ground Water Soil Cleanup Criteria (ppb/g)	New Jersey Non-Residential Direct Contact Ground Water Soil Cleanup Criteria (ppb/g)	New Jersey Non-Residential Direct Contact Ground Water Soil Cleanup Criteria (ppb/g)	New Jersey Non-Residential Direct Contact Ground Water Soil Cleanup Criteria (ppb/g)	New Jersey Non-Residential Direct Contact Ground Water Soil Cleanup Criteria (ppb/g)	New Jersey Non-Residential Direct Contact Ground Water Soil Cleanup Criteria (ppb/g)	New Jersey Non-Residential Direct Contact Ground Water Soil Cleanup Criteria (ppb/g)	New Jersey Non-Residential Direct Contact Ground Water Soil Cleanup Criteria (ppb/g)	New Jersey Non-Residential Direct Contact Ground Water Soil Cleanup Criteria (ppb/g)	New Jersey Non-Residential Direct Contact Ground Water Soil Cleanup Criteria (ppb/g)	New Jersey Non-Residential Direct Contact Ground Water Soil Cleanup Criteria (ppb/g)	New Jersey Non-Residential Direct Contact Ground Water Soil Cleanup Criteria (ppb/g)

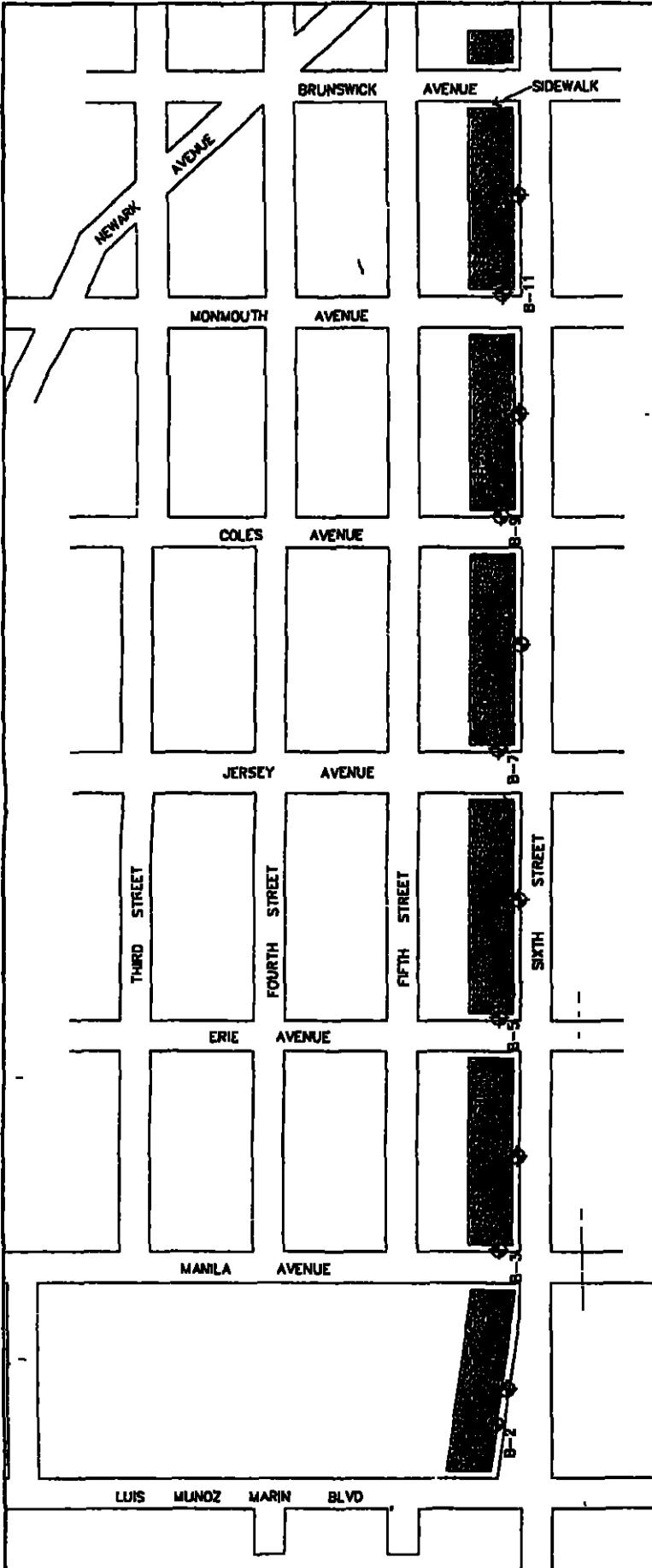
U - The compound was not detected at the indicated concentration.
NR - Not analyzed.
NA - Not available.
Dup. Duplicate sample of SB9-15-2.
Dup. 2 Duplicate sample of SB9-15-2.
Dup. 3 Duplicate sample of SB12-12.5-13.
Dup. 4 Duplicate sample of SB12-12.5-13.

TABLE 7

Summary Analytical Results of Volatilitiy Compounds for Soil Samples Collected South Street Embankment Project Jersey City, New Jersey

Sample ID / Sample Depth Lab Sample Number Sampling Date Analyte Matrix Factor Units		Dup-1 54538 12/04/87 SOLID 1.0 mg/kg	Dup-2 54539 12/04/87 SOLID 1.0 mg/kg	Dup-3 54540 12/04/87 SOLID 1.0 mg/kg
WET CHEMISTRY Chromium VI Total Cadmate Total Petroleum Hydrocarbons	<p>New Jersey Residential District Clean-up Criteria (ppb): Chromium VI: 10,000 Total Cadmate: 1,100,000 Total Petroleum Hydrocarbons: 10,000</p> <p>New Jersey Non-Residential District Clean-up Criteria (ppb): Chromium VI: 10,000 Total Cadmate: 21,000,000 Total Petroleum Hydrocarbons: 10,000</p> <p>New Jersey Residential District Clean-up Criteria (ppb): Chromium VI: 10,000 Total Cadmate: 1,100,000 Total Petroleum Hydrocarbons: 10,000</p>	2.0 U 0.5 U 39.5	2.0 U 0.5 U 42.8	2.0 U 0.5 U NR

U - The compound was not detected at the indicated concentration.
 NR - Not analyzed.
 NA - Not available.
 Dup - Duplicate sample of SB2-15.5-18
 Dup. 2 Duplicate sample of SB3-1 5-3
 Dup. 3 Duplicate sample of SB 12-12.5-13.
 - NJDEP Total Organic Content Criteria.



JCRA - 6th STREET
 JERSEY CITY, NEW JERSEY
 SOIL BORING LOCATION MAP

DRESSNER ROBIN
 ENVIRONMENTAL MANAGEMENT, INC.
 ADDRESS: 1000 NEW JERSEY TURNPIKE
 SUITE 200
 JERSEY CITY, NJ 07310
 PHONE: (201) 251-2000
 FAX: (201) 251-2001
 PROJECT NO.: JCRA-6th Street
 DATE: 11/11/98
 SHEET NO.: 2



LEGEND

- ⊕ B-12 GEOTECHNICAL SOIL BORING LOCATION
- ⊙ SB-12 ENVIRONMENTAL SOIL BORING LOCATION
- AREA OF FORMER CONRAIL RAILROAD EMBANKMENT

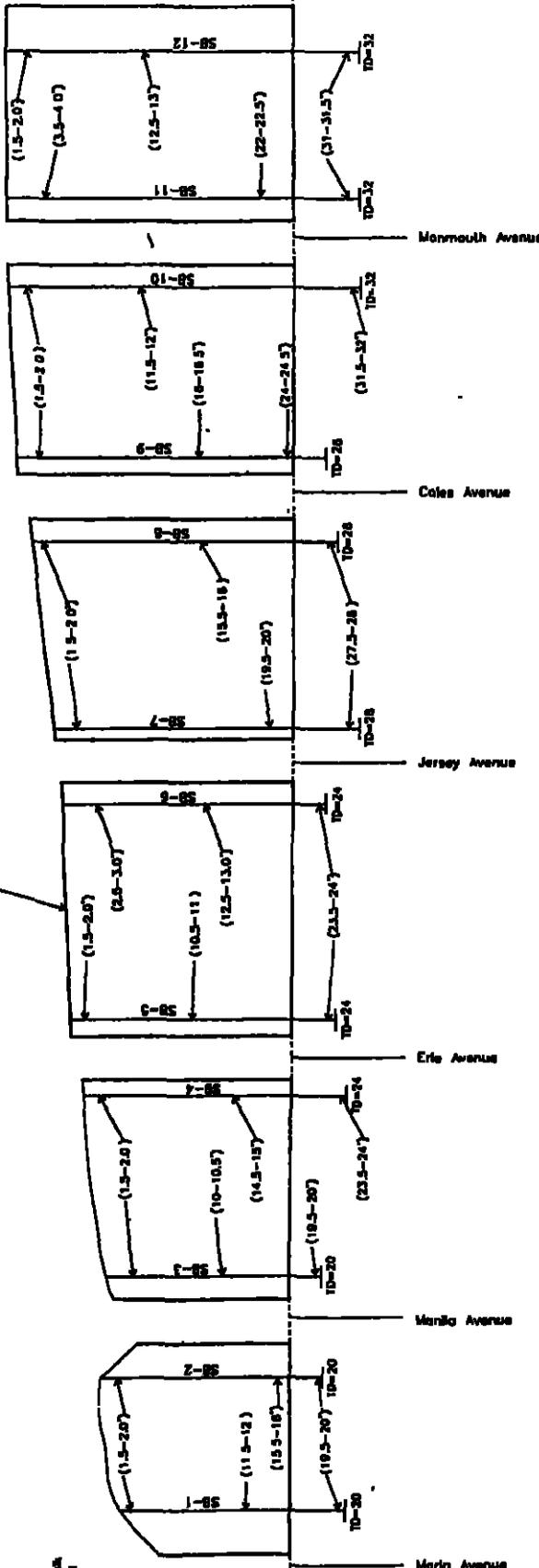
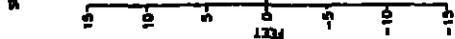
NOTE:
 BORING DELETED FROM THE GEOTECHNICAL DRILLING PROGRAM DUE TO UNDERGROUND UTILITY LOCATION CONFLICT

West

East

Embankment

Sea level



JCRA - 6th Street	
Jersey City, New Jersey	
Embankment Cross-Section	
DRESDNER ROBIN	
ENVIRONMENTAL MANAGEMENT, INC	
45 HUNTERDON AVENUE	
JERSEY CITY, NEW JERSEY 07310	
TEL: (201) 734-1000	
FAX: (201) 734-1001	
DATE: 08/01/98	
DRAWN BY: [Name]	
CHECKED BY: [Name]	
SCALE: 1" = 20' HORIZ. 1" = 10' VERT.	
SHEET NO. 3	

Scale

Horizontal 1 inch = 200 feet

Vertical 1 inch = 10 feet

Legend

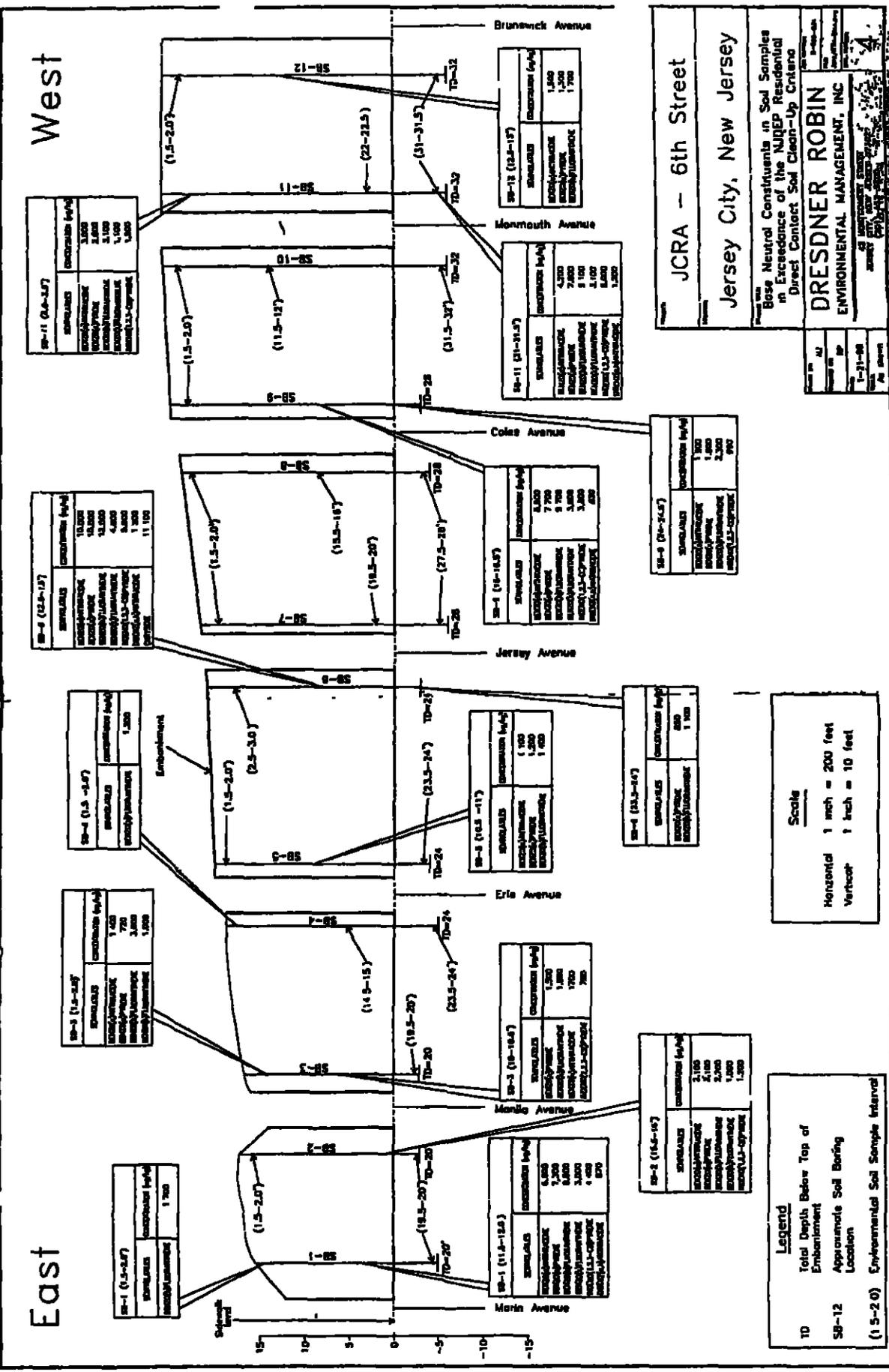
TD Total Depth

SB-12 Approximate Soil Boring Location

(15-20) Environmental Soil Sample Interval (Feet Below Top of Embankment)

West

East



JCRA - 6th Street
Jersey City, New Jersey

Base Neutral Constituents in Soil Samples in Exceedance of the NJDEP Residential Direct Contact Soil Clean-Up Criteria

DRESDNER ROBIN
ENVIRONMENTAL MANAGEMENT, INC.

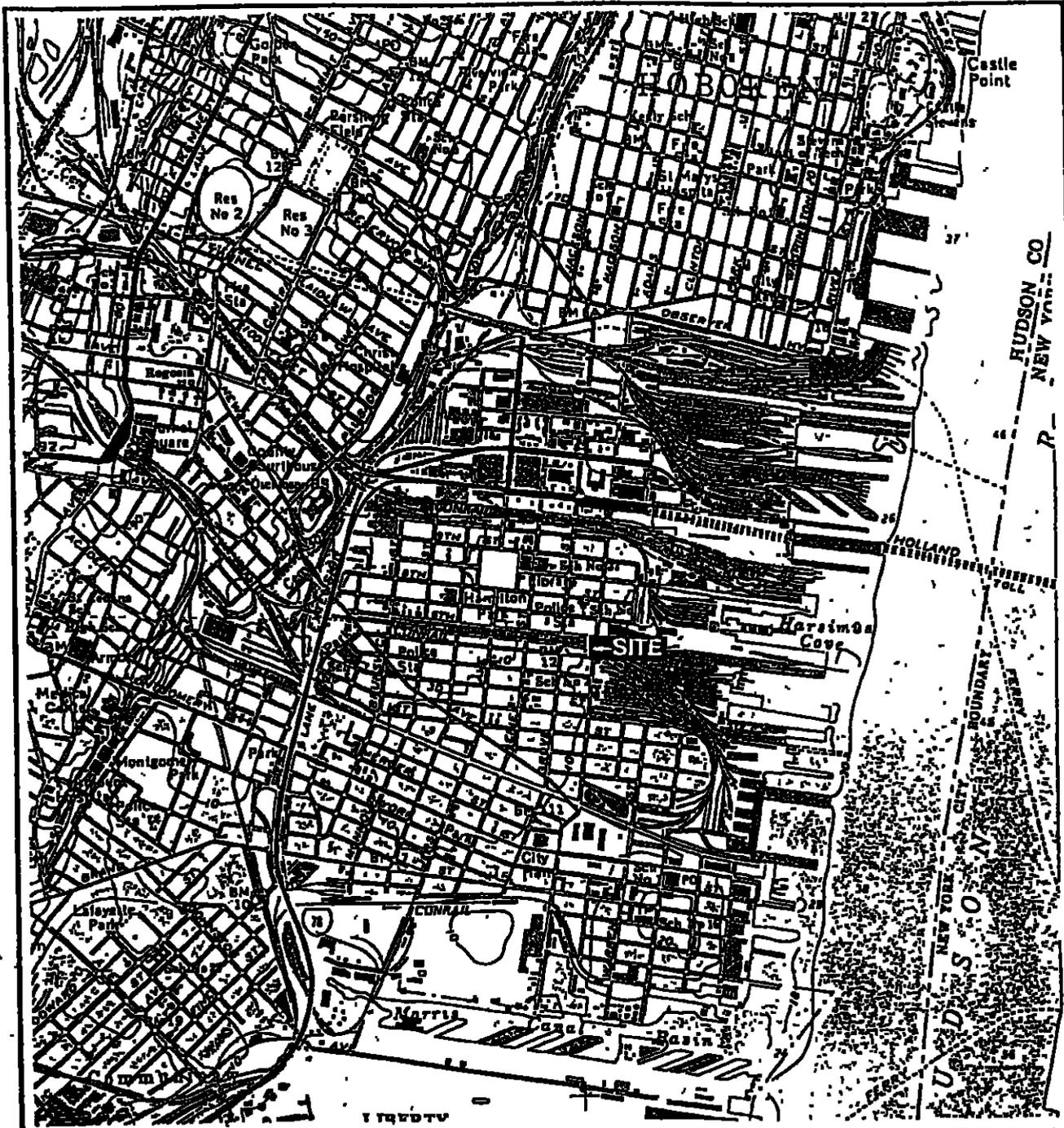
DATE: 10/11/01
BY: [Signature]

Soil Sample ID	Soils	Concentration (ppb)
SB-11 (1 5-2 0)	Soils	1 000
SB-12 (1 5-2 0)	Soils	1 000

Soil Sample ID	Soils	Concentration (ppb)
SB-9 (1 5-2 0)	Soils	1 000
SB-10 (1 5-2 0)	Soils	1 000

Soil Sample ID	Soils	Concentration (ppb)
SB-7 (1 5-2 0)	Soils	1 000
SB-8 (1 5-2 0)	Soils	1 000

Soil Sample ID	Soils	Concentration (ppb)
SB-5 (1 5-2 0)	Soils	1 000
SB-6 (1 5-2 0)	Soils	1 000



Scale 1:24000

N40° 43.490' W74° 02.455' Contour Interval 10 feet

S. P. C.: N689609.21901 E2173445.14439

**DRESDNER ROBIN
ENVIRONMENTAL
MANAGEMENT, INC.**

REGIONAL LOCATION
Sixth Street Embankments
Jersey City, N.J.

Source: USGS 7.5 Min. Series
Jersey City, NJ-NY
Quadrangle (1967)



FIGURE

1

APPENDIX C



JON S. CORZINE
Governor

State of New Jersey
DEPARTMENT OF ENVIRONMENTAL PROTECTION
Environmental Regulation
Office of Permit Coordination and Environmental Review
401 East State Street
P O Box 423
Trenton, New Jersey 08625-0423
Phone (609) 292-3600 Fax (609) 777-1330

LISA P. JACKSON
Commissioner

March 4, 2008

Mr. John K. Enright
Associate General Counsel
Conrail
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

**RE: Track Abandonment
Harsimus Branch & Hudson Street Industrial Track
Jersey City, Hudson County
STB No. 167 (Sub-No. 1189X)**

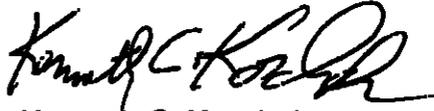
Dear Mr. Enright:

The Office of Permit Coordination and Environmental Review of the New Jersey Department of Environmental Protection (NJDEP) has completed its review of your recent letter regarding the Conrail railroad lines known as the Harsimus Branch and the Hudson Street Industrial Track in Jersey City, Hudson County, New Jersey, STB No. 167 (Sub-No. 1189X). Conrail is proposing to abandon a portions of these lines. Your letter asked if there are any coastal zone areas in the vicinity of the proposal, and what effect would the proposal have on these zones.

The NJDEP's Office of Coastal Management's review of your letter and attached maps has determined that the abandonment of the lines may be either in or affect the coastal zone of New Jersey. If so, the proposed abandonment and associated activities or outcomes may have to be considered in terms of federal consistency standards. The Office of Coastal Management request that Conrail provide additional information regarding the current conditions on site and what is planned to be done at the site. They are most concerned with how the proposal will impact the Hudson River Waterfront Walkway and perpendicular access to the Walkway. Please contact Ruth Ehinger of the Office of Coastal Management at (609) 633-2201 if you have any questions regarding these comments.

Thank you for the opportunity to review the proposed abandonment.

Sincerely,

A handwritten signature in black ink, appearing to read "Kenneth C. Koschek". The signature is fluid and cursive, with the first name being the most prominent.

**Kenneth C. Koschek
Supervising Environmental Specialist
Office of Permit Coordination
and Environmental Review**

**C: Ruth Ehinger, NJDEP
Charlie Welch, NJDEP**

CONRAIL



March 26, 2008

Via Fax and US Mail

Kenneth C. Koschek
NJ Department of Environmental Protection
Office of Permit Coordination and Environmental Review
P O Box 423
Trenton, NJ 08625-0423

Dear Mr Koschek.

In response to your March 4, 2008 letter (attached), Conrail submits the following supplemental information

Question The Office of Coastal Management request that Conrail provide additional information regarding the current conditions on site and what is planned to be done at the site. They are most concerned with how the proposal will impact the Hudson River Waterfront Walkway and perpendicular access to the Walkway

Response The subject lines of the proposed abandonment were used for rail freight operations There are no existing undergrade bridges along the lines. However, historically, an elevated portion of the Harsimus Branch consisted of an undergrade bridge that traversed several street intersections While the bridge no longer exists, some of the bridge supports are standing. Another elevated portion of the Harsimus Branch was supported by an embankment, which now consists of six blocks of embankment structures ("Embankment") The Embankment was further supported by stone walls The bridge spans connecting the Embankment were removed between the mid-1960s and the mid-1990s The rails and ties of the subject lines were also removed over that period Conrail's proposed abandonment will not involve will not involve any type of activity and, accordingly, there will be no impact on the Hudson River Waterfront Walkway or perpendicular access to the Walkway.

If I may be of any further assistance, please feel free to contact me at (856) 231-7206.

Sincerely,

John K. Enright / rbd

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt Laurel, NJ 08054

cc Ruth Ehinger



United States Department of the Interior

FISH AND WILDLIFE SERVICE

New Jersey Field Office
927 North Main Street, Building D
Pleasantville, New Jersey 08232
Tel: 609-646-9310 Fax: 609-646-0352
<http://www.fws.gov/northeast/njfieldoffice>



IN REPLY REFER TO:
08-I-0286

MAR 06 2008

The U S Fish and Wildlife Service (Service) is unable to respond to your recent request for project or site review pursuant to the Endangered Species Act of 1973 (87 Stat 884, as amended, 16 U.S.C. 1531 *et seq*) (ESA). Staffing constraints currently limit the Service's New Jersey Field Office to reviewing only those projects that *may affect* federally listed species. The *may affect* determination is made by the federal action agency or non-federal project proponent using the information and instructions on our web site at <http://www.fws.gov/northeast/njfieldoffice/Endangered/consultation.html> Service concurrence with a *no effect* determination is not required under the ESA

If you wish to resubmit your request, please follow the instructions on our web site, and indicate which federally listed species under Service jurisdiction may occur in the project's impact area (*i.e.*, the *action area*) To expedite Service review, please provide all relevant project information listed on our web site. For projects in the northern counties of Bergen, Essex, Hudson, Hunterdon, Mercer, Middlesex, Morris, Passaic, Somerset, Sussex, Union, and Warren (*i.e.*, range of the Indiana bat (*Myotis sodalis*)), please indicate whether or not tree clearing is proposed, and, if so, describe the species, size (diameter at breast height), and number (or acres) of trees proposed for removal.

Please also refer to our web site for current lists of federally listed and candidate species in New Jersey, the National Bald Eagle Management Guidelines, and contacts for obtaining current information regarding State-listed and other species of concern from the New Jersey Natural Heritage and Endangered and Nongame Species Programs

Reviewing Biologist: Wendy Walsh
Wendy Walsh

Authorizing Supervisor: John C Staples
John C Staples

CONRAIL



March 11, 2008

U S Fish and Wildlife Service
New Jersey Field Office
927 North Main Street
Heritage Square, Building D
Pleasantville, NJ 08232
ATTENTION ESA Consultation

Re F&WS Reference No 08-1-0286

Dear Sir/Madam.

Pursuant to your March 6, 2008 response (attached) to my February 7, 2008 letter (attached) requesting consultation regarding the abandonment described below, Conrail has reviewed the F&WS web site and has identified the Indiana bat ("Potential") and Peregrine Falcon ("Extant") as species within the limits of its proposed abandonment.

Conrail is proposing to abandon a portion of a railroad line, known as the Harsimus Branch, between milepost 0 0 and milepost 1 36, and the entirety of a neighboring railroad line known as the Hudson Street Industrial Track, between milepost 0 0 and milepost 0 72, both located in Jersey City, Hudson County, NJ (together hereinafter the "Line" or "Lines") Because of the proximity of the two Lines, we are including them in the same application To begin this abandonment process, Conrail must file an application with the Surface Transportation Board (STB) **This application will be docketed as STB No. AB 167 (Sub-No. 1189X).**

Unlike most rail abandonment filings, rail service on the Lines was previously discontinued, the underlying right-of-way was either sold or reverted to various parties, and the bridges, track, and ties were removed Pursuant to the decision of the federal Surface Transportation Board served on August 9, 2007 (STB Finance Docket No 34818), Conrail has been directed to file the subject abandonment application A requirement of this filing is that various agencies be contacted concerning certain items, one being the presence of any endangered or threatened species or critical habitats Simultaneous with Conrail's filing of its abandonment application, CSX Transportation, Inc ("CSXT) and Norfolk Southern Railway Company ("NS") will be filing Notices of Discontinuance of Service with respect to the same lines **(these applications will be docketed as STB No. AB 55 (Sub-No. 686X (CSXT)) and STB No. AB 290 (Sub-No. 306X (NS)).** This letter will serve as the consultation notice with respect to each of these three filings

The Surface Transportation Board is the federal agency that will authorize Conrail's application for abandonment. Conrail expects to file its application with the STB on April 7, 2008. Conrail does not believe a State Freshwater Wetland permit will be required. Conrail has requested the NJDEP to comment on permitting requirements.

Enclosed is a copy of a portion of a U S G S quadrangle map delineating the area being considered. In this case, the abandonment will not involve the salvage or removal of track material. As noted above, the bridges, rails and ties of the subject lines have already been removed and therefore the abandonment will not result in any salvage activity or disturbance on the Lines. No tree clearing is proposed. Removal of the bridges, track, and ties, which traversed a highly urbanized area, was consummated over 10 years ago and therefore Conrail believes there was no impact on federally listed species and that no species were adversely affected by the removal of bridges, rail, and ties at that time. As the proposed abandonment application with the STB will not involve any salvage activity or disturbance of the Lines, Conrail likewise believes no species will be impacted or adversely affected.

The Lines are situated in a highly urban residential/commercial/industrial area. The Hudson River is nearby, though not within the abandonment area. Photographs of the bridge supports that supported the bridges that were previously removed, the embankment walls, and the surrounding area are enclosed.

Please forward your written reply to the address below. Because of the necessary time schedules for the STB filing, I would appreciate your response within 30 days of the date of this letter. If I may be of any further assistance, please contact me at (856) 231-7206 or john.enright@conrail.com. Thank you for your cooperation.

Sincerely,



John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054
Enclosure(s)



**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 2
290 BROADWAY
NEW YORK, NY 10007-1888**

MAR 12 2008

**John K. Enright
Associate General Counsel
Conrail
1000 Howard Boulevard, 4th Floor
Mt Laurel, New Jersey 08054**

Dear Mr. Enright:

Thank you for providing the Environmental Protection Agency (EPA) the opportunity to comment on the project information Conrail plans to utilize to support a Surface Transportation Board railroad line abandonment application. EPA understands that CSX Transportation, Inc and Norfolk Southern Railway Company also intend to file Notices of Discontinuance of Service for the same lines concurrently with Conrail's application.

The proposed project involves abandonment of a segment of the Harsimus Branch and the entire adjacent Hudson Street Industrial Track, both of which are located in Hudson County, Jersey City, New Jersey. EPA has evaluated the project description and U.S.G.S. maps included with your letter. However, before responding to your request for a determination regarding whether a Clean Water Act Section 402 permit is required, we are requesting additional information, as follows:

- A Section 402 permit is required if there are any point source discharges (via pipes, ditches, storm drainage, construction site runoff) to waters of the U.S. from the site, e.g., to the Hudson River. Will there be such a discharge and what is the source of the discharge?**
- GIS mapping indicates that the site contains wetland resources. Is there any hydrological connection to the Hudson River? If so, a Section 404 permit is required for placing any dredged or fill materials into wetlands and other waters of the U.S.**
- Has a site investigation been conducted to ascertain the presence of hazardous materials, such as polychlorinated biphenyls (PCBs)? If so, how will these materials be managed to avoid degradation of water quality standards?**

In addition, according to your letter, the rails and ties have already been removed and no salvage activity or land disturbance was involved. Please describe these prior activities more fully, including the environmental mitigation measures which were implemented, and provide a copy of the permit which was obtained, if any. If you have any questions regarding this letter, please contact LeAndrea Dames of my staff at (212) 637-3705.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Grace Musumeci". The signature is fluid and cursive, with a horizontal line extending from the end.

Grace Musumeci, Chief
Environmental Review Section
Strategic Multi-Media Programs Branch

involve any type of activity and, accordingly, there will be no degradation of water quality standards

Question: In addition, according to your letter, the rails and ties have already been removed and no salvage activity or land disturbance was involved. Please describe these prior activities more fully, including the environmental mitigation measures which were implemented, and provide a copy of the permit which was obtained, if any.

Response For the most part, the abandonment involved the removal of bridge spans that connected six sections of an embankment that remains in place. It was Conrail's policy and practice (or that of its predecessor railroads), during the time of said removal activities (mid-60s to mid-90s), to engage an outside contractor for such demolition and removal work. Any such contractor was required to obtain whatever permits were necessary. While Conrail does not have a record of what permits, if any, were obtained in connection with the prior removal, we note that most of the subject rail lines were elevated and, therefore, not located near any waterways nor in need of soil excavation.

If I may be of any further assistance, please contact me at (856) 231-7206

Thank you for your cooperation

Sincerely,

Handwritten signature of John K. Enright in black ink, with the initials "rbd" written at the end of the signature.

John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

Enclosure(s)



State of New Jersey

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

JON S CORZINE
Governor

KRIS KOLLURI, Esq
Commissioner

March 13, 2008

John K Enright
Associate General Counsel
CONRAIL
1000 Howard Boulevard, 4th Floor
Mt. Laurel, NJ 08054

RE: Harrimus Branch/Hudson Street Industrial Track Abandonment Proceeding
STB No.: AB167 (Sub-No. 1189X) – Conrail
STB No.: AB55 (Sub-No. 686X) – CSX Transportation, Inc.
STB No.: AB290 (Sub-No. 306X) – Norfolk Southern Railway

Dear Mr Enright:

The New Jersey Department of Transportation (NJDOT) Bureau of Rail Services has reviewed your letter of February 7, 2008 regarding the above cited abandonment proceeding.

The NJDOT has no interest in this transaction as it pertains to rail freight services.

Sincerely,

A handwritten signature in black ink that reads "James L. Badgley".

James L. Badgley
Manager
Rail Services

1107 1125x

ET 7235



Simon Monroe
<Simon.Monroe@noaa.gov>
04/21/2008 05:17 PM

To "Ennght, John" <John.Ennght@Conrail.com>
cc Surface Transportation Board <sea@stb.dot.gov>, National Society of Professional Surveyors <Dawn.James@acsm.net> Gilbert Mitchell
bcc

YB

Subject: NGS Response, STB Docket AB-167 (SUB NO, 1189X)

Thank you for sharing your railroad abandonment environmental report for Jersey City, Hudson County, NEW JERSEY

Approximately 00 geodetic survey marks may be located in the area described, If marks will be disturbed by the abandonment, [THE RAILROAD] shall consult with the National Geodetic Survey (NGS) at least 90 days prior to beginning salvage activities that will disturb, or destroy any geodetic station marks are described on the attached file. Additional advice is provided at <http://geodesy.noaa.gov/marks/railroads>

ID	PID	h	v	Vert_Source	Approx.	Approx.	Slab	Designation
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No Stations Found

EXHIBIT C

**BEFORE THE
SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423**

STB NO. AB 167 (SUB-NO. 1189X)

**CONSOLIDATED RAIL CORPORATION – ABANDONMENT EXEMPTION – IN
HUDSON COUNTY, NEW JERSEY**

STB NO. AB 55 (SUB-NO. 686X)

**CSX TRANSPORTATION, INC. – DISCONTINUANCE EXEMPTION – IN HUDSON
COUNTY, NEW JERSEY**

STB NO AB 290 (SUB-NO. 306X)

**NORFOLK SOUTHERN RAILWAY COMPANY – DISCONTINUANCE
EXEMPTION – IN HUDSON COUNTY, NEW JERSEY**

NOTICES OF EXEMPTION

**MOTION TO STAY EFFECTIVE DATE OF VERIFIED NOTICES OF EXEMPTION
AND TO WAIVE PRE-FILING NOTIFICATION REQUIREMENTS**

Consolidated Rail Corporation (“Conrail”), CSX Transportation, Inc (“CSXT”), and Norfolk Southern Railway Company (“NS”) today filed combined Verified Notices of Exemption for abandonment (Conrail) and discontinuance of service (CSXT and NS), pursuant to 49 C F R § 1152.50(b) (out-of-service exemption), of property the Board has determined is a line of railroad requiring abandonment authority (the “Harsimus Branch”) in Jersey City, Hudson County, New Jersey. See *City of Jersey City, Et Al—Pet for Dec Order*, STB Fin Dkt No 34818 (served August 9 and December 17, 2007) (“2007 Decisions”). Conrail also filed and served a Supplemental Environmental and Historic Report, pursuant to 49 C F R §§ 1105.7 and

1105.8 The purpose of this Motion is to request a stay of the effective date of the Verified Notices of Exemption and a waiver of the pre-filing notification requirements for the Supplemental Environmental and Historic Report.

Applicants originally intended to file their Notices of Exemption in the above-captioned proceedings in April 2008. In anticipation of that filing, on February 7, 2008, Conrail notified all public entities listed in 49 C.F.R. §§ 1105.7 and 1105.8 of the proposed abandonment and sought their comments. On March 6, 2008, Conrail served those same entities and other interested parties with an Environmental and Historic Report.

Conrail received a significant number of comments on its March 2006 Environmental and Historic Report, primarily raising historic preservation issues. In light of those comments, Conrail determined to defer filing the Verified Notices of Exemption and prepare a Supplemental Environmental and Historic Report. To aid in the preparation of that supplemental documentation, Conrail retained the services of Richard Grubb and Associates, Inc. ("RGA"), a New Jersey consulting firm that specializes in cultural resources investigations involving railroad undertakings. The Principal Investigators assigned to the project exceed the National Park Service's *Professional Qualifications Standards* for Historians, Architectural Historians, and Archaeologists. RGA developed a report that defines the Area of Potential Effects ("APE") for the undertaking and proposes a methodology for a cultural resources investigation under Section 106 of the National Historic Preservation Act ("NHPA") (hereafter, "APE Report"). Conrail and RGA consulted with both the Section of Environmental Analysis ("SEA") and the New Jersey Historic Preservation Office ("HPO") about the APE Report, which is incorporated into the Supplemental Environmental and Historic Report.

Ordinarily, an abandonment Notice of Exemption under 49 C F R. § 1152 50(b) becomes effective 30 days after the Board publishes the Notice of Exemption in the Federal Register 49 C F R § 1152 50(d)(3) Since the Board publishes the Notice of Exemption 20 days after it is filed, the Notice of Exemption is usually effective 50 days after it is filed. *Id* In accordance with this schedule, the Board's Section of Environmental Analysis ("SEA") normally issues an Environmental Assessment ("EA") 25 days after the Notice of Exemption is filed, and parties have 15 days to comment on the EA 49 C F R § 1105 12 This leaves very little time to address historic preservation issues Thus, if there are any historic properties potentially affected by the abandonment, the Board often imposes an open-ended historic preservation condition that requires completion of the Section 106 process of the NHPA before the abandonment can be consummated *See, e g , Great Western Ry of Colorado, LLC—Abandonment Exemption—in Weld County, CO*, STB Docket No AB-857 (Sub-No 1X), 2008 WL 2271470 (served June 4, 2008) The Section 106 process can drag on for years *See, e g . Consolidated Rail Corp — Abandonment Exemption—Lancaster and Chester Counties, PA*, 4 S T B. 312, 1999 WL 608840 (served August 13, 1999)

Conrail believes that a different procedure is called for in this case As recognized in the Board's August 9, 2007 Decision in STB Finance Docket No 34818, almost all of the property underlying the Harsimus Branch right-of-way has been sold, and much of it has already been redeveloped Slip op at 4-5 Most of the particular property underlying the right-of-way involved in the STB's decision was sold in July 2005, and its possible reuse is being held in limbo because of the STB's determination that Conrail must first obtain abandonment authority Conrail is not here contesting the Board's decision that Conrail must seek abandonment

authority¹ Nor is Conrail here claiming that because it no longer owns the property underlying the right-of-way involved in the Board's decision, the Board cannot impose historic preservation conditions on Conrail with respect to that property² But Conrail does believe that the Board in this case can and should conduct the Section 106 process *before* it issues its EA, so that the EA can incorporate the results of the Section 106 process (including any Memorandum of Agreement that may be reached, if adverse effects are identified) and the Board can expeditiously render a final decision permitting abandonment of the right of way and disposition of the underlying property³

To that end, Conrail requests that the Board stay the effective date of Applicants' Notice of Exemption for 180 days, to July 6, 2009, to allow time for the Board's Section of

¹ At the same time, Conrail is not conceding that the STB conclusion in its 2007 Decisions that Conrail must seek abandonment authority was correct. Conrail and 212 Marin, et al are currently appealing those Decisions to the U.S. Court of Appeals for the District of Columbia in *Consolidated Rail Corp v United States* (Nos 07-1401, 07-1529, 08-1019, and 08-1052) A railroad may pursue abandonment before the STB at the same time it contests the STB's abandonment jurisdiction *See, e.g., Huron and Eastern Ry Co—Aban Exemption—Sanilac County, MI*, STB Dkt No AB-380X (served Dec. 22, 1992), slip op at 1

² The Board has previously determined that it can impose historic preservation conditions only to the extent a particular property is owned by a carrier *See Implementation of Environmental Laws*, 7 I C C 2d 807, 828-29 (1991) Thus, where a carrier sells off property and retains operating rights, or obtains only operating rights in the first place, the Board will not impose historic preservation conditions on the abandonment or discontinuance of service over the line *See, e.g., Chicago and N W Transp Co—Abandonment and Discontinuance of Service Exemption in Hennepin County, MN*, STB Docket No AB-1 (Sub-No 252X) (served Aug 23, 1994), *Lamoille Valley R R Co—Abandonment and Discontinuance of Service Exemption—In Franklin and Lamoille Counties, VT*, STB Docket No AB-444X (served Oct 17, 1996) Nevertheless, in order to moot any claim that Conrail improperly avoided any historic preservation obligation in connection with the sale of the property at issue, Conrail is prepared to cooperate in a Section 106 review and to provide appropriate mitigation *See Implementation of Environmental Laws*, 7 I.C.C 2d at 830

³ As discussed in Conrail's "Comments on Pre-Filing Correspondence," Conrail does not concede that the possible impacts of "reuse" of the properties at issue here are either proximately caused by the proposed abandonment and discontinuance or reasonably foreseeable within the meaning of the National Environmental Policy Act ("NEPA") or the National Historic Preservation Act ("NHPA")

Environmental Analysis (“SEA”) to conduct its environmental review and complete the Section 106 process before it issues its EA. Conrail intends that all interested parties have ample opportunity to participate in the Section 106 process. *First*, Conrail expects some parties will comment on the Supplemental Environmental and Historic Report that Conrail is filing today, including the APE Report. *Second*, Conrail expects a draft Cultural Resources Report, prepared by RGA, will be ready for circulation by January 22, 2009.⁴ Conrail proposes that the Board in late January schedule a Public Information Forum in Jersey City for late February, where Board representatives, the HPO, Conrail representatives, and RGA can receive oral input from interested parties. Conrail would also propose that the Board invite written comments on the draft Cultural Resources Report. With that oral and written input, Conrail expects that RGA can issue the final Cultural Resources Report by March 10, 2009.

Third, with the assistance of the final Cultural Resources Report and any additional comments parties have on that report, Conrail expects that SEA can issue its EA by early May, 2009. Conrail proposes that SEA give parties a full 30 days to comment on the EA.⁵ SEA can then finalize its EA as needed to enable the Board to issue a final decision before the effective date of the abandonment on July 6, 2009.

In light of (1) the fact that public agencies and interested parties were earlier in 2008 provided with substantial advance notice of the proposed abandonment, (2) the extensive opportunity that public agencies and interested parties will have to comment on the proposed

⁴ The draft Cultural Resources Report will include a proposed Memorandum of Agreement (“MOA”) among consulting parties concerning the mitigation for any historical preservation effects. Conrail will actively participate with the Board and the HPO in attempting to reach agreement on an MOA.

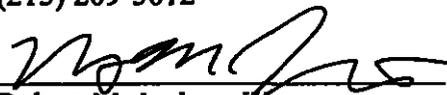
⁵ Normally, parties have only 15 days to comment on an EA in an abandonment exemption proceeding under 49 C.F.R. § 1152.50. See 49 C.F.R. § 1105.10(b).

abandonment over a six-month period under Conrail's proposed schedule, and (3) the consultation that has already taken place with the HPO regarding the APE Report and proposed methodology for the Cultural Resources Report, Applicants request that the Board waive the pre-filing notification requirements of 49 C F R. §§ 1105 7 and 1105 8 with respect to the Supplemental Environmental and Historic Report. By any measure, public agencies and interested parties will receive far more notice and opportunity to comment before issuance of the EA in this case than parties receive under the usual 50-day time frame for Notices of Exemption under the Board's rules.

Accordingly, for the foregoing reasons, Applicants request that the Board stay the effective date of the Notice of Exemption for 180 days from Applicants' filing (i e , until July 6, 2009) and waive the pre-filing notification requirements of 49 C F R. §§ 1105 7 and 1105 8

Respectfully submitted,

John K. Enright
Associate General Counsel
CONSOLIDATED RAIL CORPORATION
1717 Arch Street, 32nd Floor
Philadelphia, PA 19103
(215) 209-5012



Robert M. Jenkins III
Kathryn Kusske Floyd
MAYER BROWN LLP
1909 K Street, NW
Washington, DC 20006
(202) 263-3261

Dated January 6, 2009

EXHIBIT D

.

CONRAIL®



March 6, 2008

New Jersey State Clearinghouse
State Review Process
Office of the Governor
P O Box 001
Trenton, NJ 08625-0001

Kris Kolluri, Commissioner
New Jersey Dept of Transportation
1035 Parkway Avenue
CN-600
Trenton, NJ 08625

U. S Department of the Interior
National Park Service
Chief, Recreation Resources Assistance Division
1849 C Street, NW - Room 3129
Washington, DC 20240

U S. Department of the Interior
National Park Service
Chief, Land Resources Division
1849 C Street - Room 3120
Washington, DC 20240

Bob Korpanty
Department of Defense - MTMCTEA
Attn Railroads for National Defense
720 Thimble Shoals Boulevard, Suite 130
Newport News, VA 23606-2574

Gail Kimbell, Chief
USDA Forest Service
Sidney R Yates Federal Building
1400 Independence Avenue, SW
Washington, DC 20250-0003

RE. Docket No AB 167 (Sub-No. 1189X)
Consolidated Rail Corporation -- Abandonment
Exemption -- in Hudson County, New Jersey

Docket No AB 55 (Sub-No 686X)
CSX Transportation, Inc -- Discontinuance
Exemption -- in Hudson County, New Jersey

Docket No. AB 290 (Sub-No 306X)
Norfolk Southern Railway Company -- Discontinuance
Exemption -- in Hudson County, New Jersey

Dear Sir/Madam

This is to notify you pursuant to 49 C F R 1152 50(d)(1) that on or after April 7, 2008, Consolidated Rail Corporation ("Conrail"), CSX Transportation, Inc ("CSXT"), and Norfolk Southern Railway Company ("NS") intend to file combined Notices of Exemption with the Surface Transportation Board for abandonment (Conrail) and

discontinuance of service (CSXT and NS) of the rail lines shown on the attached map, and more fully described below, because of the proximity of the two lines, they are being included in the same application.

Name: Harsimus Branch

Location: Hudson County, New Jersey, traversing United States Postal Service Zip Codes 07302 and 07306

Description of Track: From approximately milepost 0.0± to approximately milepost 1.36± in the city of Jersey City, Hudson County, New Jersey

Length of Track: 1.36 total miles±

Name: Hudson Street Industrial Track

Location: Hudson County, New Jersey, traversing United States Postal Service Zip Code 07302

Description of Track: From approximately milepost 0.0± to approximately milepost 0.72± in the city of Jersey City, Hudson County, New Jersey

Length of Track: 0.72 total miles±

The Notices of Exemption will be filed pursuant to the provisions of 49 C.F.R. 1152.50 regarding abandonment of out-of-service lines of railroad. Because the subject lines are out of service and have handled no traffic for the past two years, the abandonment will result in no change in current operations or maintenance. Rail service on the lines was previously discontinued and the underlying right-of-way was either sold or reverted to various parties. The rails and ties of both lines have already been removed, as has an undergrade bridge that traversed several street intersections of an elevated portion of the Harsimus Branch. The only alternative considered is no action.

Based on information in our possession, the line does not contain federally granted rights-of-way. Any documentation in our possession will be made available promptly to those requesting it.

If you have any questions concerning this proceeding, please call me at the number shown below.

Very truly yours,



John K. Enright
Associate General Counsel
1000 Howard Boulevard, 4th Floor
Mt Laurel, NJ 08054
(856) 231-7206

Enclosure

cc Anne K. Quinlan, Secretary
Surface Transportation Board
395 E Street, SW
Washington, D C 20423-0001

Regional Director
National Park Service – Northeast Region
U S Custom House
200 Chestnut Street, 5th Floor
Philadelphia, PA 19106

EXHIBIT E



BEST LOCAL CLASSIFIEDS

Notices and Announcements-Legal Notice

AD TEXT

Legal Notices

NOTICE Consolidated Rail Corporation ("Conrail") gives notice that on or after January 6, 2009, it intends to file with the Surface Transportation Board, 395 E Street, SW, Washington, DC 20423, a Verified Notice of Exemption under 49 C F R 1152 Subpart F-Exempt Abandonments, permitting the abandonment of a 1 36-mile segment of what the Board has determined to be a line of railroad, between railroad Milepost 0 00 (CP Waldo) and Milepost 1.36 (east of Washington Street), which traverses through United States Postal Service Zip Codes 07302, 07306, and 07310 in the City of Jersey City, Hudson County, New Jersey (According to the Board, the Milepost at CP Waldo is 2.54 and the Milepost at a point near Mann Boulevard is 1 30 The Board has not assigned a Milepost number to the point east of Washington Street) The proceeding will be docketed as STB No AB 167 (Sub-No. 1189X) Simultaneous with Conrail's filing of its abandonment application, CSX Transportation, Inc ("CSXT") and Norfolk Southern Railway Company ("NS") will be filing Verified Notices of Discontinuance of Service with respect to the same property, and these applications will be docketed as STB No AB 55 (Sub-No 686X) and STB No. AB 290 (Sub-No 306X) Under normal procedures, the Board's Section of Environmental Analysis (SEA) will prepare an Environmental Assessment (EA), which is typically available 25 days after the filing of the notice of exemption, and any comments from the public are due no more than 15 days after issuance of the EA Here, the procedural process is anticipated to be different Conrail will file a motion with the STB to stay the effective date of the abandonment for 180 days, until July 6, 2009. Under the schedule proposed by Conrail, parties will have several opportunities to comment on environmental matters before the SEA issues an EA In addition, the schedule will permit parties to have 30 days after the SEA issues an EA to comment on the EA Those comments will be addressed in a Board decision. Interested persons may obtain information about the procedural schedule or a copy of the EA, or make other inquiries regarding environmental matters, by writing to the Section of Environmental Analysis, Surface Transportation Board, 395 E Street, SW, Washington, DC 20423, or by calling that office at 202-245-0295 Appropriate offers of financial assistance to revive railroad service can be filed with the Board Requests for environmental conditions, public use conditions, or rail banking/trails use also can be filed with the Board An original and 10 copies of any pleading that raises matters other than environmental issues (such as trails use, public use, and offers of financial assistance) must be filed directly with the Board's Office of the Secretary, 395 E Street, SW, Washington, DC 20423, and one copy must be served on the Applicant's representatives Questions regarding offers of financial assistance, public use or trails use may be directed to the Board's Office of Congressional and Public Services at 202-245-0230 Copies of any comments or requests for conditions should be served on the Applicants' representatives John K Enright, Associate General Counsel, Consolidated Rail Corporation, 1717 Arch Street, 32nd Floor, Philadelphia, PA 19103, telephone 215-209-5012, and Robert M Jenkins III, Mayer Brown LLP, 1909 K Street, NW, Washington, DC 20006, telephone 202-263-3261 \$171 00

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