



## State of New Jersey

MAIL CODE 501-04B

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

HISTORIC PRESERVATION OFFICE

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CHRIS CHRISTIE  
*Governor*

KIM GUADAGNO  
*Lt. Governor*

BOB MARTIN  
*Commissioner*

December 3, 2013

Letitia A. Thompson  
United States Department of Transportation  
Federal Transit Administration  
1716 Market Street, Suite 500  
Philadelphia, Pennsylvania 19103

Dear Ms. Thompson:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40544-40555), I am providing Consultation Comments for the following proposed undertaking:

**Gloucester & Camden Counties, New Jersey  
Glassboro-Camden Line  
Phase IA Archaeological Survey  
United States Department of Transportation  
Federal Transit Administration**

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Thank you for providing the Historic Preservation Office (HPO) with the opportunity to review and comment on the potential for the above-referenced project to affect historic and archaeological properties. The following comments are in reply to your request for Consultation Comments on the above-referenced project based upon the following archaeological report:

Blades, Brooke and Frank Dunsmore  
November 15, 2013 *Phase IA Archaeological Survey Report, Glassboro-Camden Line, Camden and Gloucester Counties, New Jersey.* Prepared by A.D. Marble & Company, Conshohocken, PA. Prepared for STV, Inc., Philadelphia, PA.

### **800.4 Identifying Historic Properties**

The above-referenced project includes the construction of a proposed light commuter rail line in Gloucester and Camden counties in southern New Jersey, primarily along an existing Conrail right-of-way. The project site consists of an 18 miles stretch from Glassboro Borough

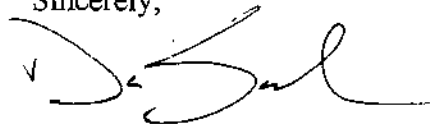
northward to Camden City, passing through the communities of Glassboro Borough, Pitman Borough, Mantua Township, Deptford Township, Wenonah Borough, Woodbury Heights Borough, Woodbury City, Westville Borough, Brooklawn Borough, Gloucester City, and Camden City. The Phase IA report includes valuable information to understand the previous historic and Native American land use within the project's area of potential effect (APE). The HPO agrees with the background research and the general sensitivity outlined in the report. However, due to the preliminary nature of project plans, it is not possible to fully assess the potential to encounter archaeological resources throughout the APE. *Therefore, the HPO cannot concur with the need or lack of need for additional archaeological survey within portions of the APE at this time based on the lack of detailed project plans. Once plans for the construction of the light rail are fully developed, the HPO will be better able to provide guidance on the need for any further survey.*

Additionally, the historic Woodbury and Camden Railroad/West Jersey Railroad itself, as well as the numerous historic districts and properties the line will pass through, will need to be assessed for above ground impacts to historic properties. If avoidance of direct or indirect effects on above-ground structures is not possible, intensive level architectural survey to evaluate eligibility of the structures for listing on the National Register of Historic Places and/or assessment of effects may be necessary.

#### **Additional Comments**

Thank you again for providing the opportunity to review and comment on the potential for the above-referenced project to affect historic and archaeological properties. The HPO looks forward to continued consultation on the potential for the above referenced undertaking to affect historic properties as more detailed plans are developed. Please reference HPO project number 10-1360, in any future calls, emails, submissions, or written correspondence to help expedite your review and response. If you have any questions, please do not hesitate to contact Vincent Maresca of my staff at (609-633-2395) with questions regarding archaeology or Caroline Charlese Scott (609-633-2396) with questions regarding historic architecture, historic districts, or historic landscapes.

Sincerely,



Daniel D. Saunders  
Deputy State Historic  
Preservation Officer

Cc: Keith Lynch, FTA  
Nicole Minnichbach, US ACOE  
Xavier Riva, A.D. Marble & Company  
Brooke Blades, A.D. Marble & Company

DD/VM/DK



# Phase IA Archaeological Addendum Report

*Glassboro-Camden Line Light Rail Project*  
Camden and Gloucester Counties, New Jersey

## Prepared for:

STV, Inc.  
1818 Market Street, Suite 1410  
Philadelphia, Pennsylvania 19103

## Prepared by:

**A.D. MARBLE**

environmental·cultural·engineering

2200 Renaissance Boulevard, Suite 260  
King of Prussia, Pennsylvania 19406

**DRAFT**

May 2018

# **PHASE IA ARCHAEOLOGICAL ADDENDUM REPORT**

## **Glassboro-Camden Line Light Rail Project Camden and Gloucester Counties, New Jersey**

Project # 10-1360

*Prepared for:*

STV, Inc.  
1818 Market Street, Suite 1410  
Philadelphia, Pennsylvania 19103

*Prepared by:*

A.D. Marble  
2200 Renaissance Boulevard, Suite 260  
King of Prussia, Pennsylvania 19406

**May 2018**



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## **ABSTRACT**

This report represents an addendum to the November 2013 and February 2014 Phase IA archaeological survey reports prepared by A.D. Marble for the proposed Glassboro-Camden Line (GCL) under consideration for construction in Camden and Gloucester counties, New Jersey. The purpose of the additional studies was to review previous investigations as well as project design changes from 2014, and address the 2014 New Jersey State Historic Preservation Office (NJ HPO) comments.

GCL would provide an 18-mile expansion of transit service between Camden and Glassboro. The proposed GCL project corridor generally follows the existing Conrail right-of-way from Glassboro northward to Camden, passing through the communities of Glassboro, Pitman, Sewell, Mantua Township, Deptford Township, Wenonah, Woodbury Heights, Woodbury, Westville, Brooklawn, Gloucester City, and Camden.

This addendum has been prepared in response to agency comments received from the NJ HPO in December 2013 and April 2014. NJ HPO requested additional planning information and more detailed project mapping before evaluating recommendations offered in the Phase IA survey report in the 2013 letter. The 2014 letter agreed that 12 locations within the Area of Potential Effects (APE) required no additional studies and that ten areas identified as archaeologically sensitive should undergo Phase IB investigation. In addition, they recommended ten locations that should be considered for Phase IB studies.

This addendum provides an opportunity to present proposed design changes and project conditions as of February 2018 and recommendations for Phase IB investigations throughout portions of the APE. Much of the project corridor will pass through areas with limited archaeological potential or would remain within the confines of the previously disturbed rail corridor. A.D. Marble has identified 14 locations where the potential for the presence of significant archaeological resources exists within the APE and require Phase IB survey. The 14 proposed locations include the potential testing areas recommended by A.D. Marble in the 2014 Phase IA report as well as the areas recommended in a 2014 NJ HPO letter. As a result, A.D. Marble recommends a variety of Phase IB methods that should include backhoe trenching, systematic survey, and monitoring during construction as a means to determine the presence or absence of potentially significant resources within the 14 areas identified during the current sensitivity survey.

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## *1.0 Introduction*

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## 1.0 INTRODUCTION

The following addendum report was prepared as a supplement to the 2014 Phase IA archaeological evaluation conducted by A.D. Marble of King of Prussia, Pennsylvania, for a proposed light commuter rail project in southern New Jersey that extends south from the City of Camden in Camden County to Glassboro in Gloucester County (Figure 1). The project is described as the Glassboro-Camden Line (GCL) Light Rail Project.

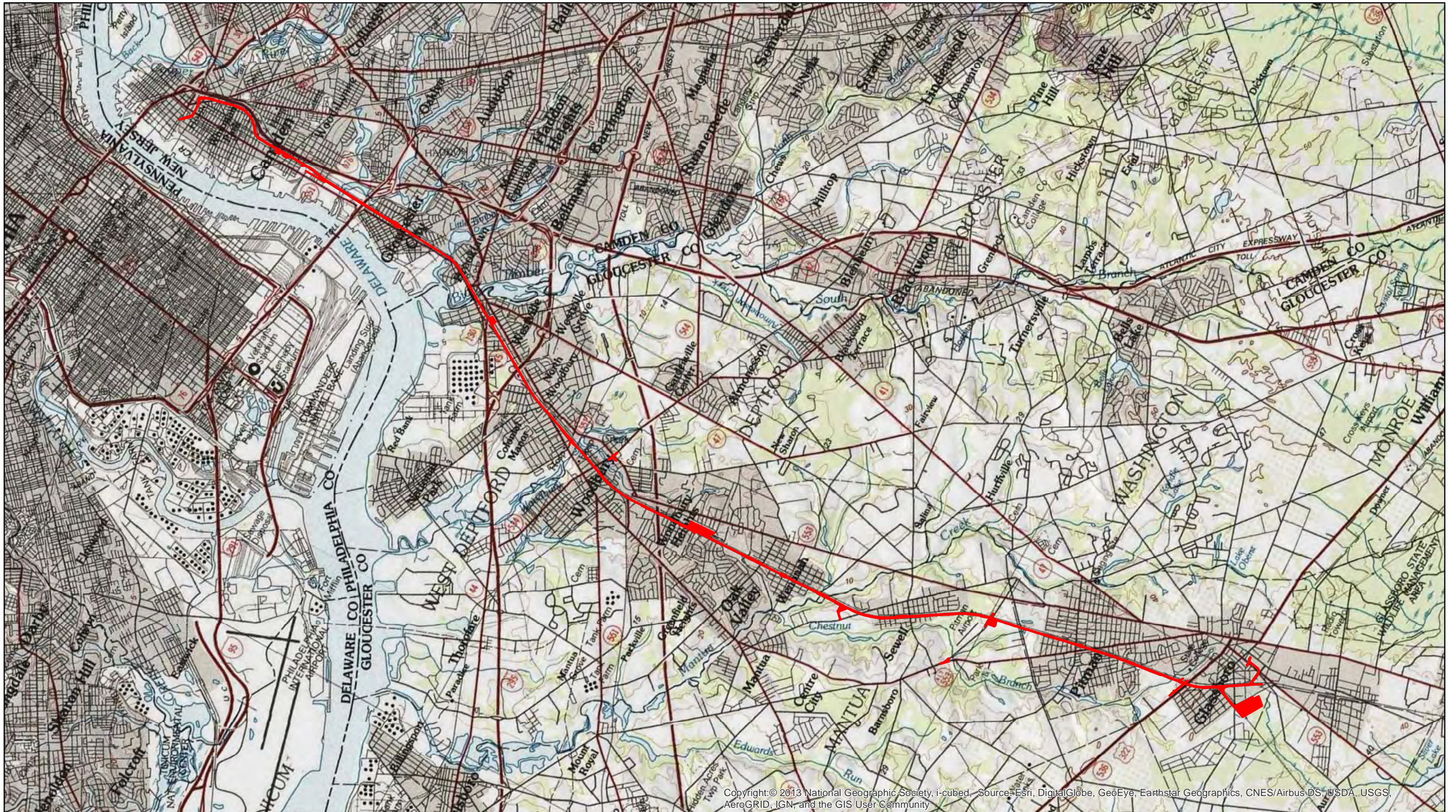
This Phase IA survey was performed in compliance with the Secretary of the Interior's Standards and Guidelines; Section 106 of The National Historic Preservation Act of 1966, as amended; the Procedures for the Protection of Historic and Cultural Properties set forth in 36 CFR 800, as amended; 23 CFR 771, as amended; guidance published by the Advisory Council on Historic Preservation (ACHP); and Sections 1(3) and 2(b) of Executive Order 11593. At the time of the additional study, the project no longer fell under the National Environmental Policy Act (NEPA) of 1966.

The purpose of the additional studies was to review previous investigations as well as project design changes from 2014, and address the 2014 New Jersey State Historic Preservation Office (NJ HPO) comments. The project team included Richard White, M.A., RPA, as the principal investigator; with assistance from Andrew Colucci. Mr. White was responsible for the completion of this addendum report, graphics were prepared by Amadeusz Zajac, and Xavier Riva is the A.D. Marble project manager.

### 1.1 Project Description

The GCL Light Rail Project is a proposed 18-mile expansion of transit service in southern New Jersey that would traverse 11 communities between Camden (Camden County) and Glassboro (Gloucester County): Camden, Gloucester City, Brooklawn, Westville, Woodbury, Woodbury Heights, Wenonah, Deptford Township, Mantua Township, Pitman, and Glassboro. The proposed project would provide 14 new transit stations, including ten walk-up stations and four park-and-ride facilities (Figures 2A to 2M).





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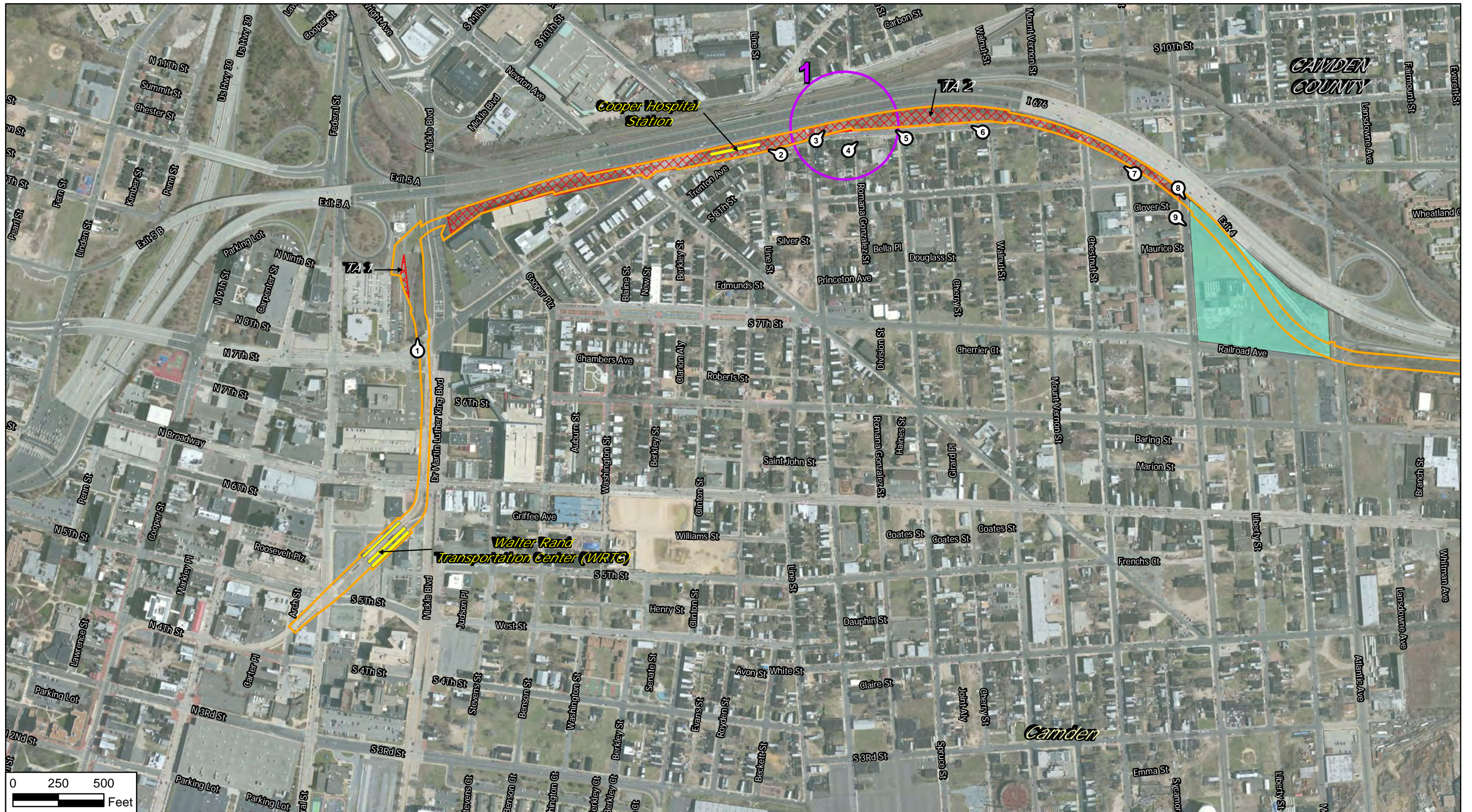
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 Area of Potential Effects (APE)

Figure 1  
 Project Location Map  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey



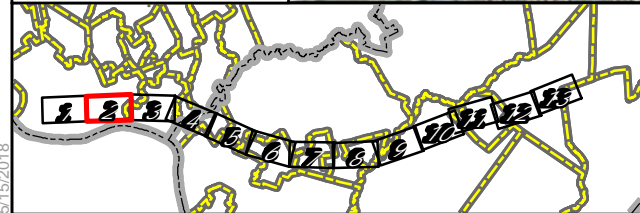
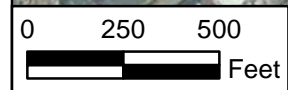
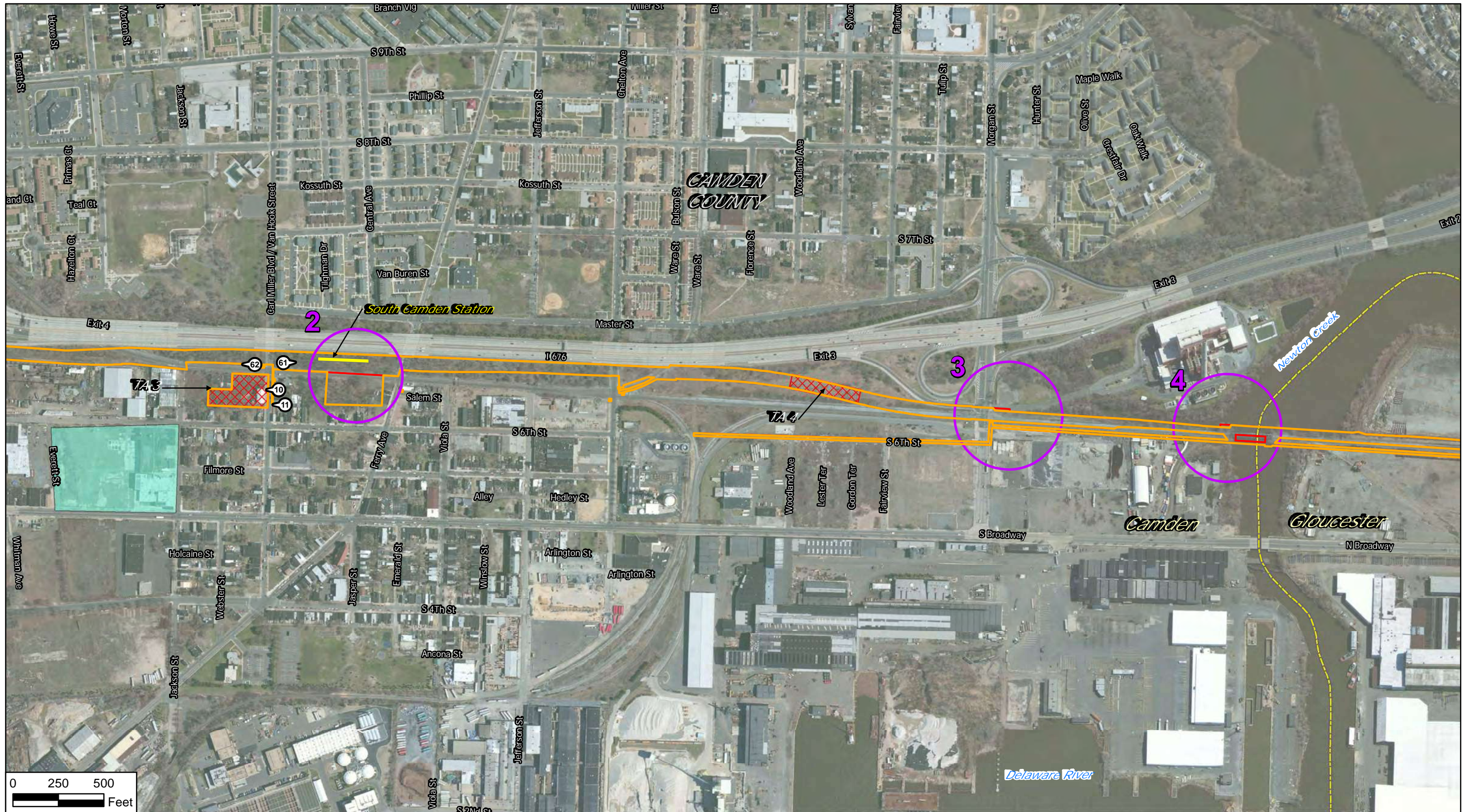


- Area of Potential Effects (APE)
- Test Area
- GCL Facilities
- Potential VMF Site Location
- Updated LOD
- Hazardous Waste Concern
- Revised APE Areas Since 2014
- Revised APE Areas (May 2018)
- Photograph Location
- County Boundary
- Municipal Boundary

Figure 2A  
 Area of Potential Effects (APE)  
 with Photograph and TA Locations  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey

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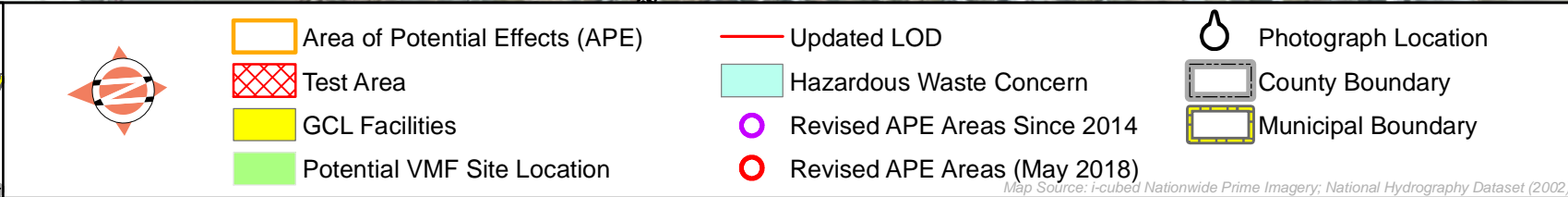
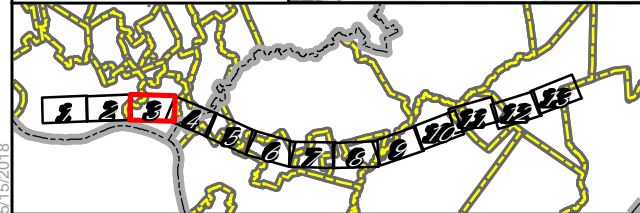


- Area of Potential Effects (APE)
- Test Area
- GCL Facilities
- Potential VMF Site Location
- Updated LOD
- Hazardous Waste Concern
- Revised APE Areas Since 2014
- Revised APE Areas (May 2018)
- Photograph Location
- County Boundary
- Municipal Boundary

Figure 2B  
 Area of Potential Effects (APE)  
 with Photograph and TA Locations  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey

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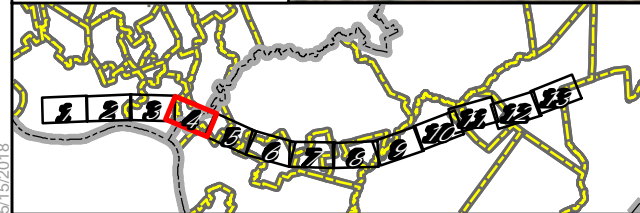
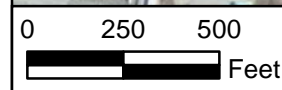
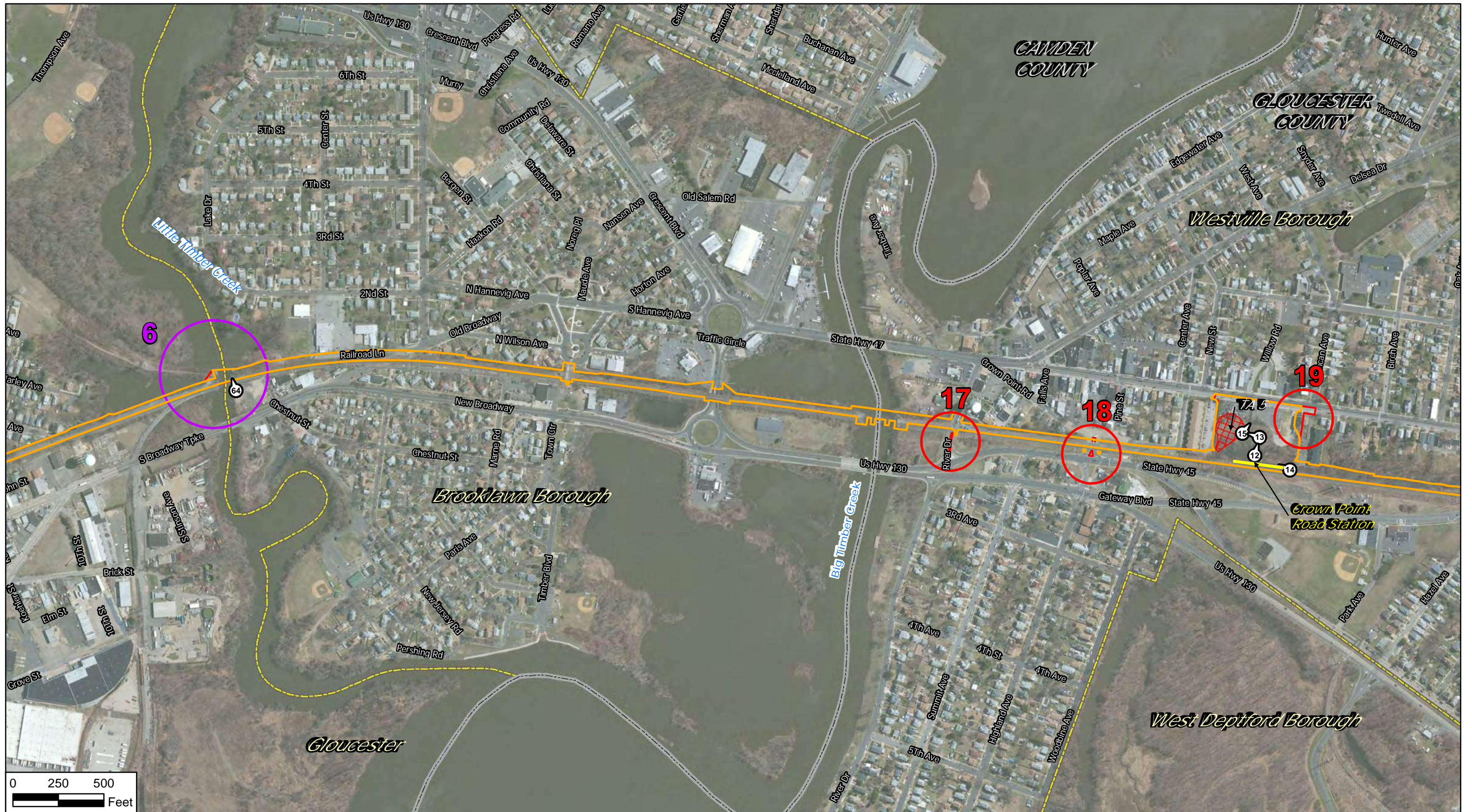




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**Figure 2C**  
 Area of Potential Effects (APE)  
 with Photograph and TA Locations  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey





- |                                 |                              |                     |
|---------------------------------|------------------------------|---------------------|
| Area of Potential Effects (APE) | Updated LOD                  | Photograph Location |
| Test Area                       | Hazardous Waste Concern      | County Boundary     |
| GCL Facilities                  | Revised APE Areas Since 2014 | Municipal Boundary  |
| Potential VMF Site Location     | Revised APE Areas (May 2018) |                     |

Figure 2D  
 Area of Potential Effects (APE)  
 with Photograph and TA Locations  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey



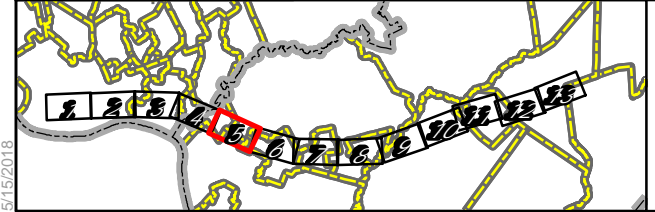
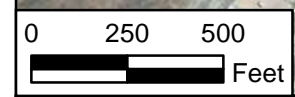


**GLoucester  
COUNTY**

**Westville Borough**

**Deptford Township**

**Woodbury**



- Area of Potential Effects (APE)
- Updated LOD
- Hazardous Waste Concern
- Revised APE Areas Since 2014
- Revised APE Areas (May 2018)
- GCL Facilities
- Potential VMF Site Location
- Photograph Location
- County Boundary
- Municipal Boundary

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**Figure 2E**  
**Area of Potential Effects (APE)**  
**with Photograph and TA Locations**  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey

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- Area of Potential Effects (APE)
- Updated LOD
- Revised APE Areas Since 2014
- Revised APE Areas (May 2018)
- Test Area
- Hazardous Waste Concern
- GCL Facilities
- Potential VMF Site Location
- Photograph Location
- County Boundary
- Municipal Boundary

Figure 2F  
 Area of Potential Effects (APE)  
 with Photograph and TA Locations  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey

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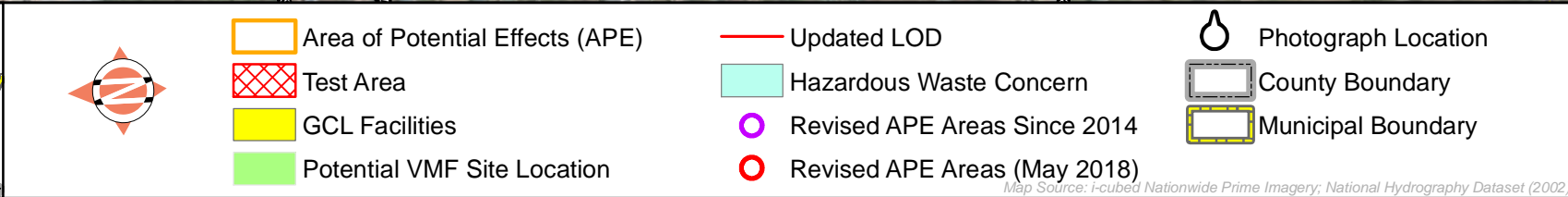
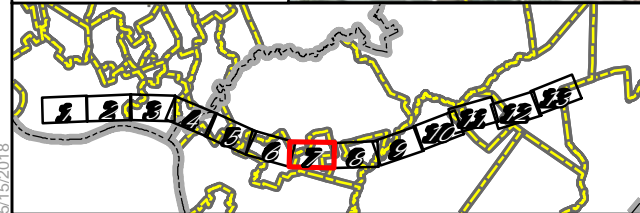
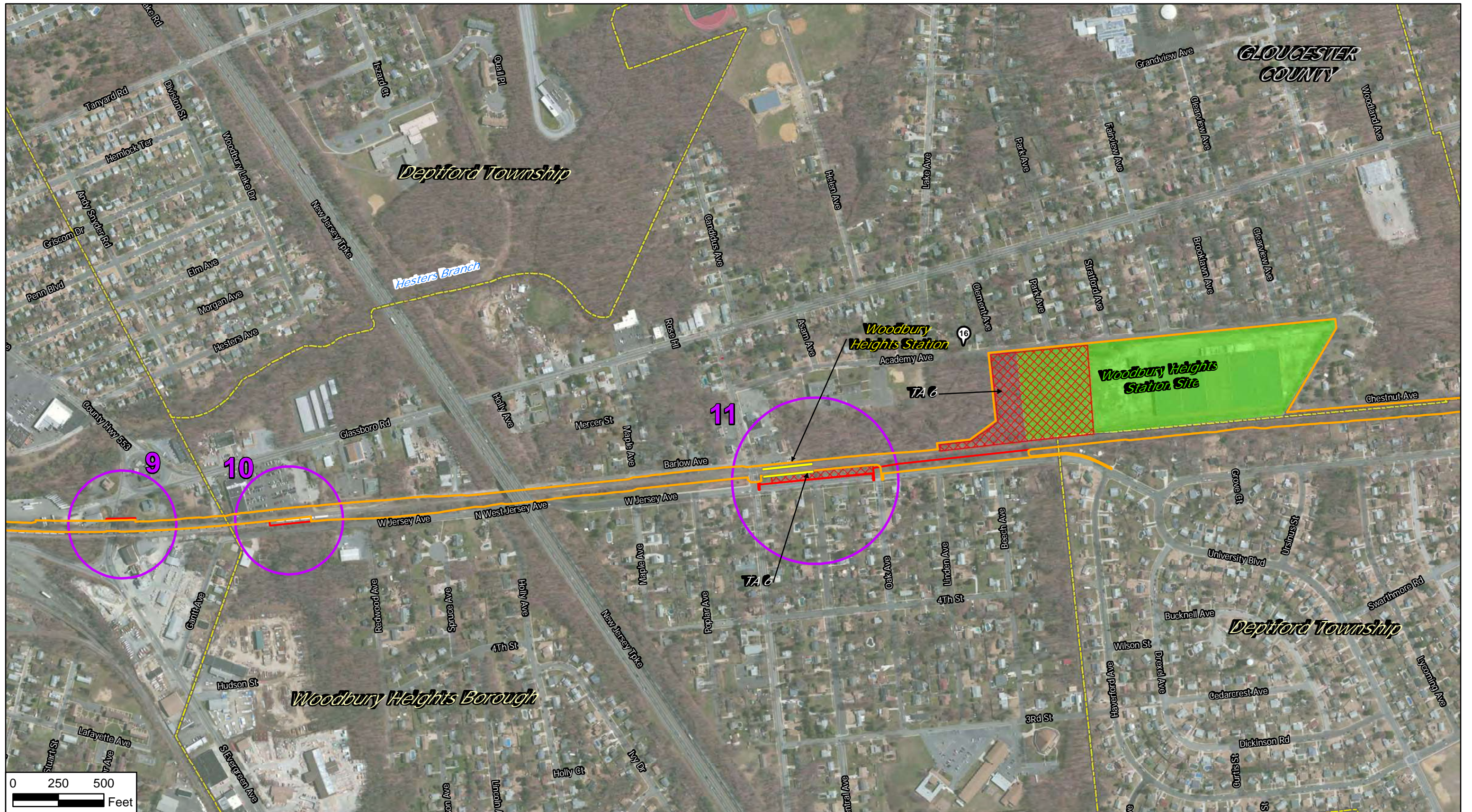


Figure 2H  
 Area of Potential Effects (APE)  
 with Photograph and TA Locations  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey



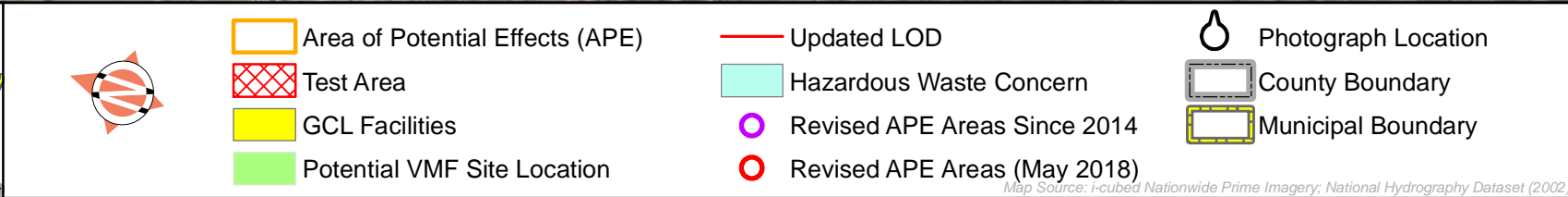
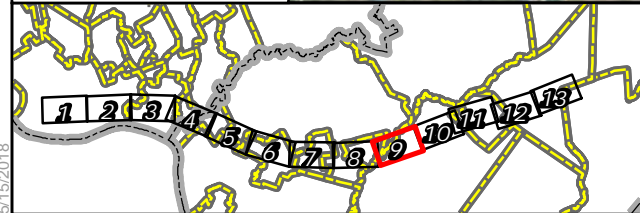
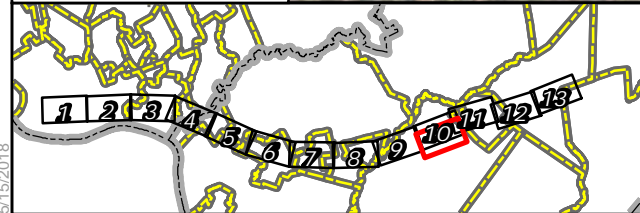
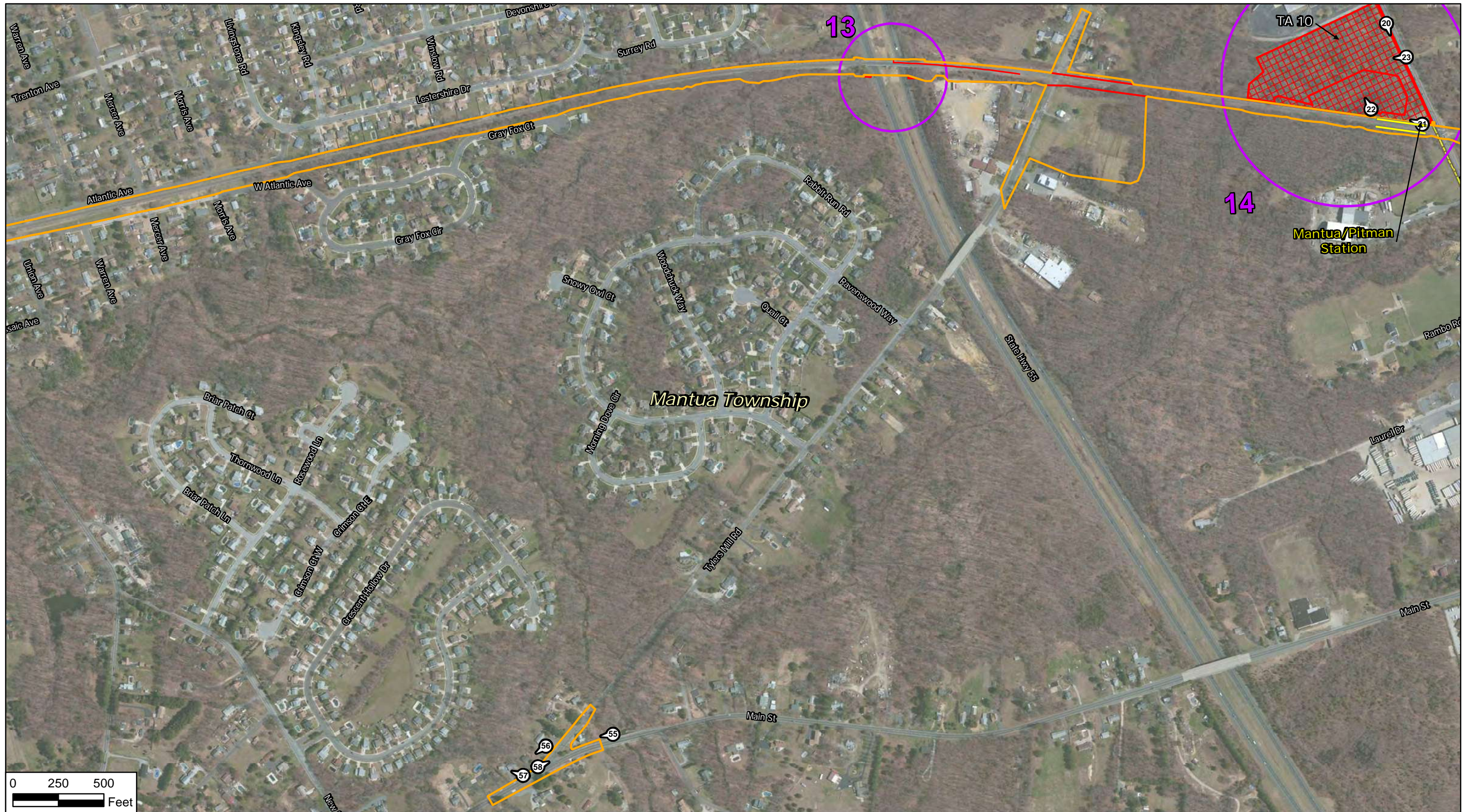


Figure 21  
 Area of Potential Effects (APE)  
 with Photograph and TA Locations  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey

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Area of Potential Effects (APE)	Updated LOD	Photograph Location
Test Area	Hazardous Waste Concern	County Boundary
GCL Facilities	Revised APE Areas Since 2014	Municipal Boundary
Potential VMF Site Location	Revised APE Areas (May 2018)	

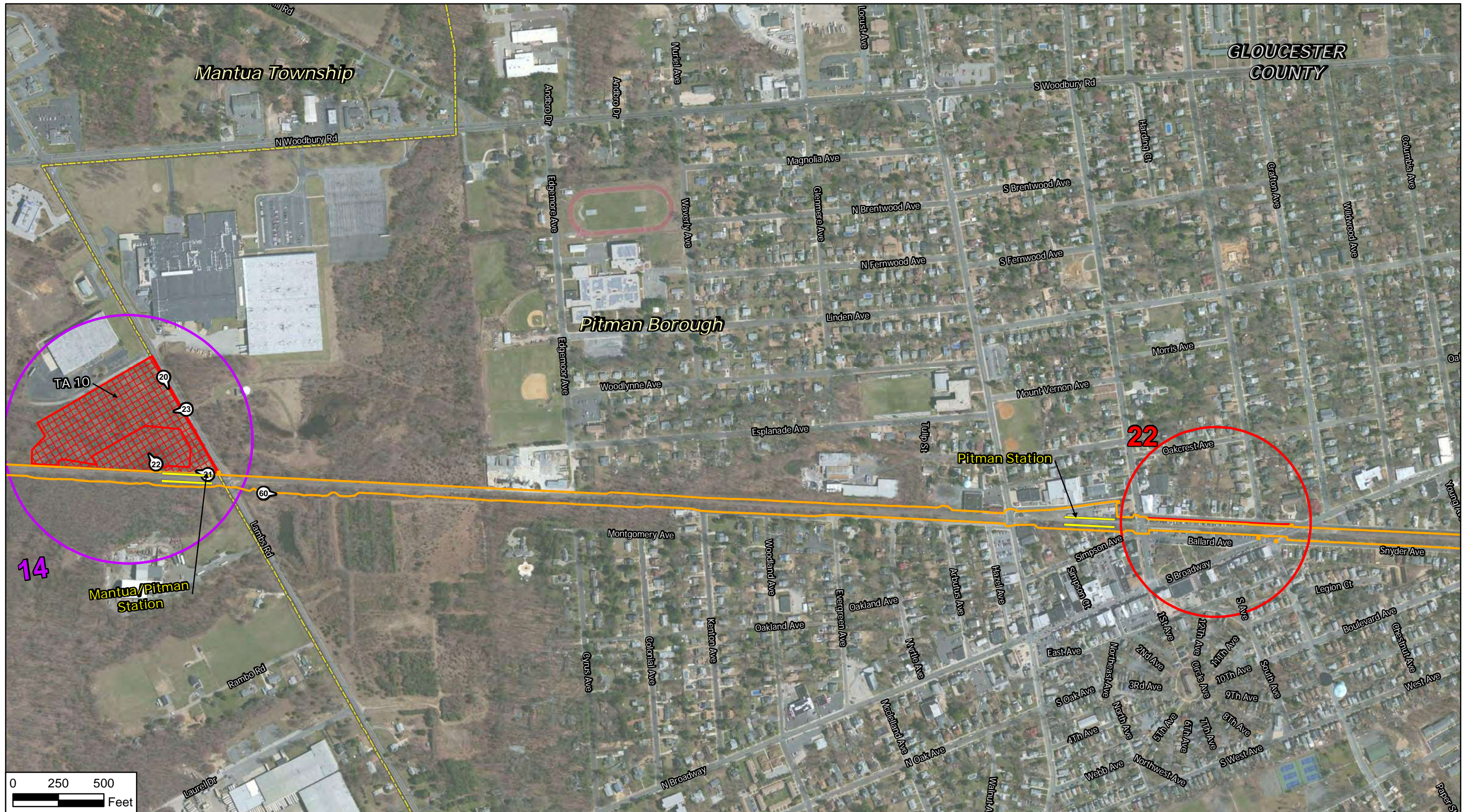
Map Source: i-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)

Figure 2J  
 Area of Potential Effects (APE)  
 with Photograph and TA Locations  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey

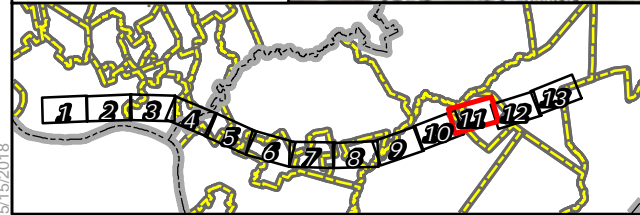
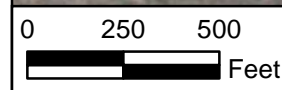
Sheet 10 of 13

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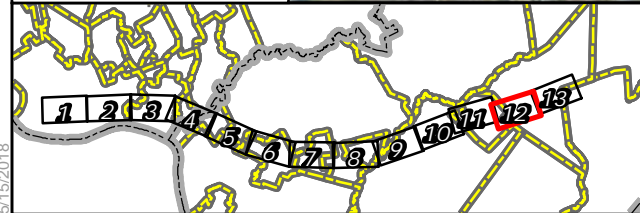
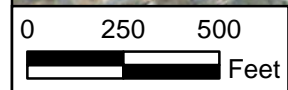


- |                                 |                              |                     |
|---------------------------------|------------------------------|---------------------|
| Area of Potential Effects (APE) | Updated LOD                  | Photograph Location |
| Test Area                       | Hazardous Waste Concern      | County Boundary     |
| GCL Facilities                  | Revised APE Areas Since 2014 | Municipal Boundary  |
| Potential VMF Site Location     | Revised APE Areas (May 2018) |                     |

Map Source: i-cubed Nationwide Prime Imagery; National Hydrography Dataset (2002)

Figure 2K  
 Area of Potential Effects (APE)  
 with Photograph and TA Locations  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey





- Area of Potential Effects (APE)
- Test Area
- GCL Facilities
- Potential VMF Site Location
- Updated LOD
- Hazardous Waste Concern
- Revised APE Areas Since 2014
- Revised APE Areas (May 2018)
- Photograph Location
- County Boundary
- Municipal Boundary

Figure 2L  
 Area of Potential Effects (APE)  
 with Photograph and TA Locations  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey

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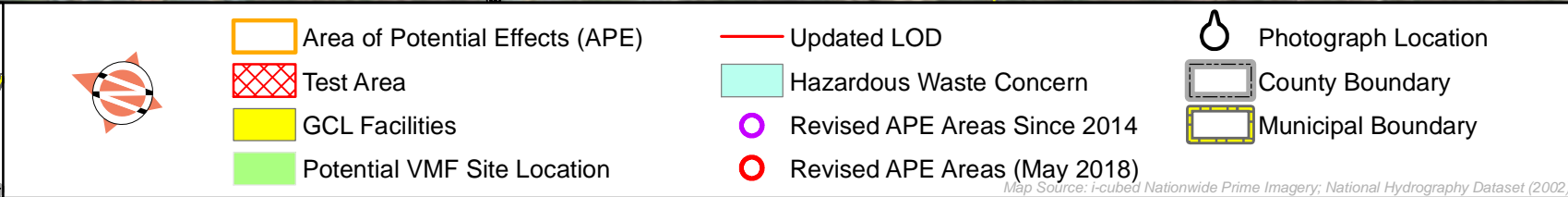
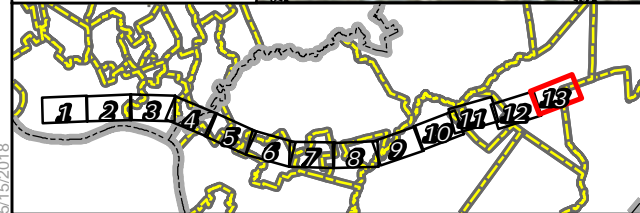


Figure 2M  
 Area of Potential Effects (APE)  
 with Photograph and TA Locations  
 Glassboro-Camden Line Light Rail Project  
 Camden and Gloucester Counties, New Jersey

Sheet 13 of 13



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The proposed GCL would restore passenger rail service primarily along the existing Conrail freight corridor between Camden and Glassboro. The northern end of the corridor would share tracks with the existing New Jersey TRANSIT RiverLINE from the Camden waterfront through the Walter Rand Transportation Center (WRTC) in downtown Camden. The GCL would operate as its own service from WRTC south to Glassboro. The proposed project would use diesel-powered light rail vehicles similar to the RiverLINE and would be designed to provide two tracks for light rail use: one for northbound service and one for southbound service. In general, this service would operate at-grade, but some portions would be elevated to pass over existing roads and waterways. Gated crossings would be used for at-grade crossings along the Conrail freight corridor. The GCL would operate within an urban environment along and within existing streets and roads at the northern end of the proposed alignment.

The WRTC would remain on the existing in-street RiverLINE alignment along a portion of Dr. Martin Luther King Boulevard. The line would be elevated from Haddon Avenue near Cooper Hospital Station south to Cherry Street, initially carried on an aerial structure consisting of tracks supported on piers. The elevated structure would curve southward and continue adjacent to Interstate 676 (I-676), running roughly along modern-day 9<sup>th</sup> Street. The line would be supported by a filled embankment retained within vertical walls from Pine Street south to Cherry Street. The embanked portion of the line would be carried over cross streets by newly constructed bridges. The line at Atlantic Avenue would encounter or lie closely parallel to the historic route of the Woodbury and Camden Railroad, which was later known as the West Jersey and Seashore Railroad.

The proposed alignment would be elevated on piers again in South Camden from south of Jackson Street to north of Morgan Street near an interchange with I-676. The proposed alignment would then return to grade and shift to the Conrail right-of-way along the east side of the existing freight track between Morgan Street and Newton Creek. The alignment would then continue east of, and parallel to, the existing freight track on two new light rail tracks at-grade to Woodbury City.



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En route to Woodbury City, the proposed GCL alignment would cross over Newton Creek and pass beneath Interstate 76 (I-76)/Walt Whitman Bridge. The proposed alignment would traverse Gloucester City, cross Little Timber Creek, extend through Brooklawn Borough, cross Big Timber Creek, and enter into Westville Borough. The proposed GCL alignment would then cross beneath Interstate 295 (I-295) and cross over East Red Bank Avenue and Woodbury Creek as it continues to Woodbury City. South of Woodbury City, the proposed GCL alignment would continue at-grade to Glassboro Borough on two tracks made up of the existing freight track and a new track, which would be generally centered in the existing freight railroad right-of-way. En route to Glassboro Borough from Woodbury City, the proposed GCL alignment would cross beneath the New Jersey Turnpike through Woodbury Heights Borough, continue through Wenonah Borough and Mantua Township, then cross over New Jersey Route 55 (NJ Route 55) and enter Pitman Borough. South of Pitman Borough, the proposed GCL alignment would enter Glassboro Borough and continue adjacent to Rowan University as it crosses NJ Route 322. The southern segment of the proposed alignment in Glassboro Borough would follow a new right-of-way, diverge from the existing freight track at Zane Street, cross Union and South Main streets, turn northward within a former rail spur between and parallel to Main and Academy streets, and terminate south of High Street in Downtown Glassboro.

Fourteen potential new stations have been identified, namely:

- Two stations in Camden City (Cooper Hospital Station and South Camden Station);
- One station in Gloucester City (Gloucester City Station);
- One station in Westville Borough (Crown Point Road Station);
- Two stations in Woodbury City (Red Bank Avenue Station and Woodbury Station);
- One station in Woodbury Heights Borough (Woodbury Heights Station);
- One station in Wenonah Borough (Wenonah Station);
- Three stations in Mantua Township (Mantua Boulevard Station, Sewell Station, and Mantua/Pitman Station);
- One station in Pitman Borough (Pitman Station); and,
- Two stations in Glassboro Borough (Rowan University West Station and Glassboro Station).

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As noted, ten of the 14 stations would be walk-up stations, with the South Camden, Crown Point Road, Mantua Boulevard, and the Mantua/Pitman stations proposed to include park-and-ride facilities. With the exception of the Cooper Hospital Station, South Camden Station, and Red Bank Avenue Station, stations would be located at existing ground level. Stations would be configured with center platforms, primarily from Woodbury City north; and side platforms, primarily south of Woodbury City. Platforms would be approximately 280 feet long to accommodate a two-car train. All stations would include facilities for bicyclists and pedestrians, including bike racks, sidewalks, and crosswalks. The proposed project would also include connections to the regional bus system. Ancillary facilities such as signal houses and crossing cases, as well as a maintenance and storage facility, would also be constructed. The maintenance and storage facility would be a full-service maintenance facility capable of fulfilling the GCL project's needs for preventative and corrective vehicle maintenance and maintenance-of-way equipment. Two potential locations for vehicle maintenance facilities (VMFs), both in Gloucester County, are currently under evaluation: one in Woodbury Heights and one along Sewell Street in Glassboro. It should be noted that the Sewell Street location was proposed after the Phase IA archaeological survey report was submitted, and it replaces a location further to the south that is no longer under consideration. Three proposed parking facility locations are also included in this project. One is located in Camden City at Railroad Avenue and Carl Miller Boulevard, and two are located in Gloucester County: one at Mantua Boulevard, and one at Lambs Road. A belowground gas pipeline from south of Chelton Avenue in Camden City will also be relocated to south of Little Somerset Street in Gloucester City as part of the project.

Proposed roadway improvements associated with the project include: construction along S. Railroad Avenue in Gloucester City; roadway and sidewalk construction at the intersection of Washington and Park avenues in Woodbury City; roadway widening along Tylers Mill Road in Mantua Township; and roadway and intersection improvements at Mullica Hill Road/NJ Route 322 in Glassboro Borough. Proposed off-corridor roadway improvements are proposed at the intersection of Cooper and South Evergreen avenues in Woodbury City, and widening for traffic mitigation is proposed at the intersection of Main Street and Tylers Mill Road in Mantua Township.

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Proposed design changes since 2014 include 14 areas marked by red lines and are outlined in purple on Figures 2A through 2M. The purple-outlined areas, identified numerically on these figures and discussed in this paragraph, represent changes proposed between 2014 and 2017. In Camden, the Area of Potential Effects (APE) was expanded 0.02 acre at Pine and Romana Gonzales streets (1), decreased by the removal of a 1.6-acre parking area south of Carl Miller Boulevard (2), and decreased 0.3 acre at Morgan Street (3). A 0.2-acre increase is also proposed at the Newton Creek crossing (4) between Camden and Gloucester counties. Proposed project changes in Gloucester County include a 0.01-acre increase at Bergen Street, a 0.04-acre increase at Little Somerset Street, and a 0.19-acre increase north of Market Street (5). A 0.24-acre portion of the APE will decrease between Monmouth and Little Somerset streets. The APE will increase by 0.01 acre at the Little Timber Creek crossing in Gloucester City (6), 0.01 acre at the location of the proposed Red Bank Avenue Station (7), 1.63 acres at the proposed Woodbury Station (8), and 0.04 acre at South Evergreen Avenue (9) in Woodbury Township. Changes to the APE in Woodbury Heights Borough include increases of 0.14 acre at North West Jersey Avenue (10) and 0.68 acre at the Woodbury Station (8), as well as a decrease of 0.89 acre at Woodbury Heights Station (11). An increase of 0.01 acre is proposed at the Monongahela Brook crossing in Wenonah Borough (12), and a decrease is proposed north of the Mantua/Pitman Station in Mantua Township (13). The most significant increase to the APE is located along Lambs Road in Mantua Township, where an approximately 13-acre parking lot is proposed (14). In addition to these changes, three proposed station locations were also changed. The Gloucester City Station location was moved south where the rail line intersects Market Street (5) as shown on Figure 2C. The Woodbury Heights location was moved north and relocated just south of where the rail line crosses under the New Jersey Turnpike (11) as shown on Figure 2H. The Mantua/Pitman station location was moved south where the rail line intersects Lambs Road (14) as shown on Figures 2J and 2K. Changes proposed in 2018 are marked in red on Figures 2A through 2H. Additional changes are proposed on the north and south sides of Railroad Avenue at the Gloucester City Station on Figure 2C (15 and 16). Proposed changes in Westville Borough include an expansion of the APE at River Drive (17), south of Crown Point Road (18), and an expansion of the APE at Duncan Avenue (19; Figure 2D). Minor additions are proposed at the Hunter Street Lake and Broad Street Lake crossing (20) and north of the proposed Woodbury Station location (21) in Woodbury (Figure 2F). The APE will be expanded south of West Jersey Avenue in Pitman

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Borough (22; Figure 2K) as well as south along South Main Street and north along Academy Street in Glassboro (23 and 24; Figure 2M). All changes to the APE were evaluated in relation to previous and current assessments for the presence of archaeological resources.

## 1.2 Previous Assessment Surveys

The initial Phase IA archaeological survey report was submitted in November 2013. Agency comments were received in the form of a letter dated December 3, 2013, from Daniel Saunders, Deputy State Historic Preservation Officer of the NJ HPO, to Letitia Thompson of the United States Department of Transportation (USDOT; the Federal Transit Administration [FTA] is the lead federal agency for the project; Appendix B). The letter included the following comments:

The Phase IA report includes valuable information to understand the previous historic and Native American land use within the project's area of potential effect (APE). The HPO agrees with the background research and the general sensitivity outlined in the report. However, due to the preliminary nature of project plans, it is not possible to fully assess the potential to encounter archaeological resources throughout the APE. *Therefore, the HPO cannot concur with the need or lack of need for additional archaeological survey within portions of the APE at this time based on the lack of detailed project plans. Once plans for the construction of the light rail are fully developed, the HPO will be better able to provide guidance on the need for any further survey* [emphasis in original].

At the request of the NJ HPO, the project limits of disturbance (LOD) were presented on aerial photography map sheets adapted from the historic resources report prepared by A.D. Marble for the same project in 2014. The overall LOD was refined, and permanent and temporary construction-related impacts were further developed and combined to form the archaeological APE presented on Figures 2A through 2M. The 2014 report presented ten potential test areas (PTAs) where archaeological sensitivity was identified.

In response to the A.D. Marble 2014 Phase IA addendum report, NJ HPO provided the following comments in an April 25, 2014 letter:

No additional archaeological survey is necessary at the following locations:

- 
- Camden north of WRTC;
  - Camden Ferry Avenue South to Newton Creek;
  - Newton Creek into Gloucester;
  - Gloucester Station Area;
  - Gloucester to Little Timber Creek;
  - Former North Woodbury Station (abandoned);
  - Brooklawn to Big Timber Creek and Westville;
  - Woodbury Station area;
  - Wenonah Station area;
  - Mantua Creek crossing south of Wenonah;
  - Mantua /Pitman Station along Tyler’s Mill Road; and
  - Pitman Station area. (Appendix B)

The NJ HPO agreed with the assessment of avoidance of PTA 9 (now TA 12). If the area cannot be avoided, then Phase IB investigations would be necessary. Also, they concur that Phase IB investigation is appropriate at all ten PTAs recommended in the A.D. Marble 2014 Phase IA addendum report. In addition to the recommendation of ten areas, they suggested that Phase IB archaeological survey is also appropriate at the following locations:

- Camden, Wright Avenue south to Kaighns Avenue;
- Red Bank Avenue Station in Woodbury;
- Woodbury Heights Station;
- Monongahela Brook crossing north of Wenonah (once construction methods identified);
- Eastern undeveloped portion of the Sewell Street VMF;
- Chestnut Branch tributary crossing at Heston Road;
- Rowan University West Station between Heston and Mullica Hill roads;
- PTA 9: Proposed rail line into the center of Glassboro;
- Off-Alignment at Cooper Street and South Evergreen Avenue; and
- Off-Alignment at Tylers Mill Road and Main Street.

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NJ HPO editorial comments suggested the addition of photographs to the report would have greatly enhanced the report and recommendations. In addition, they requested the inclusion of the geomorphological report from the initial Phase IA study, and as well as a discussion of the Mantua Creek crossing south of Wenonah in the conclusions section as an area not requiring archaeological survey. As previously stated, one of the aims of the revised survey was to address these comments. The geomorphological report and all HPO correspondence are included as appendices to this report (Appendices C and B, respectively).

## *2.0 Phase IA Evaluation*

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## 2.0 PHASE IA EVALUATION

This section has been adapted from the earlier Phase IA archaeological survey reports in response to more detailed project data, changes in project plans, and responses to NJ HPO comments. The various geographic segments of the proposed GCL project are assessed from the standpoint of potential project impact, archaeological potential, and any recommendations for additional study. In order to more definitively evaluate and assess the APE for the presence of archaeological sensitivity, the principal investigator, assisted by an archaeological technician, conducted a pedestrian reconnaissance of the revised APE and locations recommended for Phase IB testing in the April 2014 NJ HPO letter. Digital photography was taken at relative locations to document current conditions.

### 2.1 Test Areas Recommended for Phase IB Survey

Throughout January and February 2018, A.D. Marble reassessed ten PTAs recommended in the 2014 Phase IA addendum report (A.D. Marble 2014) and assessed ten additional areas recommended for Phase IB testing in an April 2014 NJ HPO response letter (included in Appendix B), as well as all areas of new alignment. The following section presents the results of the most recent study.

#### 2.1.1 Test Area 1

Test Area (TA) 1 consists of portions of the block bounded on the west by 7<sup>th</sup> Street, former Carman Street to the north, and former Bridge Avenue to the south (Figure 2A). The block lies south of Federal and Market streets, which were laid out in the original town grid in the early nineteenth century. The 1891 Sanborn Map indicated a series of rowhouses two stories in height facing northward onto Carman Street. Some of the houses had rear ells two stories or one story in height, while others had only narrow one-story additions. The map shows a water main 4 inches in diameter beneath Carman Street, suggesting the houses may have benefited from piped water. The narrow one-story additions may have been rear porches. The destruction date for these houses is unclear. Conditions observed during the most recent survey are illustrated in Photograph 1. Phase IB field survey is recommended at this location, provided the demolition of





**Photograph 1:** View of the approximate location of Test Area 1 near Dr. Martin Luther King Boulevard, facing east (February 2018).

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the houses did not severely impact the subterranean deposits on the block. A combination of mechanically excavated trenches and strategically placed shovel test pits (STPs) would provide an adequate testing strategy at this location.

### *2.1.2 Test Area 2*

TA 2 is located between Wright Street and Kaighns Avenue in Camden (Figure 2A). South of Bridge Avenue, the corridor is carried on the pier-supported aerial structure along the west side of I-676. As indicated on a 1906 Sanborn Map (A.D. Marble 2014), the corridor will cross Wright Avenue and extend across former row house locations along Carteret Street to Newton Avenue. The corridor passes through former residential blocks between Haddon and Trenton avenues down to Line Street. At this point, the corridor lies slightly east of 9<sup>th</sup> Street and crosses Pine, Division, and Spruce streets. The GCL rail corridor south of Pine Street to Cherry Street will be supported on a filled embankment.

Presently, a narrow strip of ground survives between 9<sup>th</sup> Street to the west and the embankment for I-676 to the west from Line Street south to Mt. Vernon Street (Photograph 2). Dwellings clearly stood along these streets in the early twentieth century, and these structures may have been demolished during the construction of I-676. The narrow strip of land at the base of the highway embankment will be very difficult to examine; therefore, it is recommended that monitoring during construction be undertaken for the residential blocks from Wright Street down to Haddon Avenue. Photograph 2 shows the current conditions at this location.

The corridor follows the westward bend of I-676 from Haddon Avenue to Kaighns Avenue at 8<sup>th</sup> Street. Housing development was somewhat less dense here in the late nineteenth and early twentieth centuries, although the blocks south of Mt. Vernon and Chestnut streets were occupied. This portion of the TA is more open and currently consists of vacant lots (Photographs 3 to 9). The corridor passes along rear yards of former nineteenth- and twentieth-century residences. Intact ground surfaces may still remain at this location. Demolition of the residences and highway construction may have left large quantities of debris overlying the potentially intact surfaces. Therefore, systematic mechanical trenching followed by STP excavation of intact surfaces (if present) is the recommended Phase IB method throughout TA 2.



**Photograph 2:** View of the northern end of Test Area 2 from Commerce Street in Camden, showing the sloped berm of I-676, facing northeast (February 2018).



**Photograph 3:** View of the sloped berm of Test Area 2 from Pine Street in Camden, facing southeast (February 2018).





**Photograph 4:** View of Test Area 2 from Romana Gonzales Street in Camden showing the narrow strip along the base of the I-676, facing southeast (February 2018).



**Photograph 5:** View of Test Area 2 from Spruce Street in Camden showing the grassy area between South 9th Street and I-676, facing northeast (February 2018).





**Photograph 6:** View of Test Area 2 from Walnut Street in Camden showing the grassy area between South 9th Street and I-676, facing northeast (February 2018).



**Photograph 7:** View of a vacant lot in Test Area 2 between South 8th and South 9th streets, facing northeast (February 2018).



**Photograph 8:** View of a vacant lot in Test Area 2 from Chestnut Street, facing southwest (February 2018).



**Photograph 9:** View of the southern terminus of Test Area 2 showing a portion of the APE where it crosses through an area of hazardous waste issues, facing southwest (February 2018).



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### 2.1.3 Test Area 3

TA 3 (former PTA 2N) will focus on the proposed location of the parking lot north of Van Hook Street/Carl Miller Boulevard and east of South 6<sup>th</sup> Street (Figure 2B). The 1891 Sanborn Map suggests the parking lot would be placed over former residences fronting Railroad Avenue and portions of backyards of residences fronting South 6<sup>th</sup> Street. The southern extent of the proposed location would be located over the former Cottrell & Wolfenden Hosiery Manufacturers (A.D. Marble 2014). Buildings located on this lot in 1891 included a processing, storage, finishing, and knitting house; and a dye house with a dryer and steam room. The dye house appears to have been covered by asbestos. Testing at the location may be problematic due to hazardous waste issues related to the manufacturing of hosiery, particularly at the location of the dye house. Current conditions observed at this location include a heavily overgrown lot covered by dilapidated buildings, building materials, and garbage (Photographs 10 and 11). Similar to portions of TA 2, it is recommended that Phase IB survey include mechanical trenching followed by STP excavation of intact surfaces if present.

### 2.1.4 Test Area 4

TA 4 (formerly PTA 3) is located adjacent to I-676 and north of an exit ramp down to Morgan Street (Figure 2B). Previous excavations at the diagonally opposite quarter of the interchange to the southeast (Mounier 1976), which were conducted prior to construction of the highway, revealed intact stratigraphy containing evidence of a precontact site (28-Ca-22) near Newton Creek. For planning purposes, a PTA 70 feet wide (width of LOD) and 300 feet long in the northwest quarter is proposed. It is recommended that this location undergo subsurface investigations that include systematic shovel testing.

### 2.1.5 Test Area 5

TA 5 (formerly PTA 4) lies on the east side of the proposed corridor at the Crown Point Road Station (Figure 2D). The area measures roughly 460 by 310 feet and extends from the corridor east to S. Hannevig Avenue/NJ Route 47. Project plans propose a parking area development associated with the station. Much of the eastern and southern portions of the area are covered with asphalt, and an automobile service station stands on the property. Wetlands and marsh are



**Photograph 10:** View of a vacant lot in Test Area 3 showing spoil piles of soil, rubble, and trash, facing north (February 2018).



**Photograph 11:** View of the southern edge of Test Area 3 showing partially demolished buildings, spoil piles, and recent garbage piles, facing north (February 2018).



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located along the western edge of the TA. Photographs 12 to 15 depict the current conditions observed during the pedestrian reconnaissance. Phase IB investigations are recommended in portions at this location due to a moderate to high potential for precontact resources. Investigation methods will include systematic shovel testing of undisturbed portions of the lot.

#### *2.1.6 Test Area 6*

A railroad VMF is proposed along the tracks within the Borough of Woodbury Heights (Figure 2H). The area would include 18.2 acres, and measure between 1,400 and 1,750 feet in length north-south and roughly 525 feet in width. Much of the proposed area was impacted by the construction of a rectangular warehouse structure ca. 1960 that was recently demolished. The rail corridor within the township crosses a flat upland above and west of a north-flowing tributary of Woodbury Creek. Although no archaeological sites have been previously recorded in the vicinity, the wooded northern portion of the proposed maintenance area (Photograph 16) and a wooded lot west of the tracks and north of the proposed Woodbury Heights Station will require Phase IB archaeological testing (TA 6; formerly PTA 5) due to the potential for the presence of precontact resources. Testing methods will include systematic STP investigation of approximately 6.7 acres at this location.

#### *2.1.7 Test Area 7*

TA 7 is located just north of the corridor's intersection with Mantua Creek in Wenonah Borough and Deptford Township (Figure 2I). The rail line crosses the Monongahela branch of Mantua Creek and the main channel of the creek between Wenonah and Sewell. The 1891 U.S. Geological Survey (USGS) map indicates that both crossings occur within deeply incised valleys. A recorded precontact site, 28-GI-150, is located on an upland flat between the two creeks east of the rail corridor. The rail line formerly crossed the main creek over a brick arch bridge that was probably constructed in the mid-nineteenth century when the railroad was extended south from Woodbury to Glassboro. However, this brick arch bridge was apparently replaced within the recent past. Current options for this project include the placement of a new bridge to either side of the current crossing. No decisions have been made regarding which side



**Photograph 12:** View of a grass-covered stony parking area along the south side of Test Area 5, facing southeast (February 2018).



**Photograph 13:** View of a wooded wetland at the south-central section of Test Area 5, facing northeast (February 2018).





**Photograph 14:** View of a marshy stream along the western edge of Test Area 5, facing northeast (February 2018).



**Photograph 15:** View of the paved section in Test Area 5, facing southeast (February 2018).



**Photograph 16:** View of the general conditions observed in Test Area 6, facing west (February 2018).

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would be used. The current APE provides for either decision and includes space for construction, access, and staging. Recommended Phase IB investigation will include the employment of standard-interval (15-meter) STPs in this TA.

#### *2.1.8 Test Area 8*

A new station is proposed along the west side of the rail line, immediately north of the junction with Mantua Boulevard (Figure 2I). The proposed area is located in an agricultural field behind a modern commercial building (Photograph 17). The proposed station includes a parking lot for approximately 250 cars between the commercial building and the rail line. The triangular parking lot measures roughly 510 feet by 550 feet by 750 feet.

A recorded precontact site, 28-GI-150, was located on a similar landform on the opposite side of Mantua Creek, and an isolated precontact artifact was recorded in the early twentieth century to the north. Geomorphological investigations conducted by Dan Wagner revealed an Ap-horizon plowzone over a sandy E-horizon and underlying sandy Bt-horizon subsoil (Appendix C). The 1962 soils manual for Gloucester County mapped the portion of the field near the road and railroad as a former sand and gravel pit (United States Department of Agriculture [USDA] 1962). The archaeological potential would appear to be confined to the Ap-horizon. Phase IB survey testing is recommended at the proposed parking lot. Recommended investigation will include systematic testing of TA 8 (formerly PTA 6) with standard-interval STPs.

#### *2.1.9 Test Area 9*

TA 9 (formerly PTA 7) is located in Mantua Township (Figure 2I). The historic location of Sewell Station extends from Sussex Avenue past Essex Avenue to Center Street. The station building still stands near the tracks at the northwest corner of Center Street (Photographs 18 and 19). The proposed new station platforms would extend along the light rail tracks from Sussex to Essex avenues, with landscaping from Center Street to north of Sussex Avenue. The proposed development would apparently result in limited disturbance to most potential railroad features.





**Photograph 17:** View of the open agricultural field and wooded area along the eastern edge of Test Area 8, facing northeast (February 2018).



**Photograph 18:** View of the abandoned Sewell Station south of Test Area 9, facing southwest (February 2018).



**Photograph 19:** View of the open field at the location of the former Sewell Station in Test Area 9, facing southwest (February 2018).



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However, TA 9 is located on the east side of the tracks at the site of a “Freight Ho.” on the 1916 Interstate Commerce Commission (ICC) Valuation map of Sewell Station. Numerous stations remain standing along the GCL corridor, but no surviving freight houses have yet been identified. A limited Phase IB survey investigation is recommended to determine if the outline of the freight house may still survive and be recorded. Standard-interval STPs are recommended at this location.

#### *2.1.10 Test Area 10*

TA 10 is located along Lambs Road, east of the proposed corridor, and south of the proposed Mantua/Pitman Station (Figures 2J and 2K). A parking lot is proposed at this location. Current conditions observed during the most recent reconnaissance include a wooded lot of secondary growth trees with a wetland located near the southwest edge of the TA, a relatively steep man-made road berm, and a steep railroad berm. Photographs 20 to 23 provide an overview of the TA. Relatively flat uplands overlook a wetland, creating an attractive location for Native American occupation. As such, it is recommended that this location be subjected to Phase IB investigations that include systematic shovel testing.

#### *2.1.11 Test Area 11*

A new station is proposed along the tracks immediately north of Mullica Hill Road (NJ Route 322) at Rowan University (Figure 2L). This location would utilize an existing parking lot to the east that is associated with Rowan University. The station would be built along an elevated portion of the tracks. A recorded precontact site, 28-GI-317, is located north of the parking lot. Proposed roadway improvements have expanded the APE along Mullica Hill Road/NJ Route 322 east and west of the GCL corridor near the proposed Rowan University West Station in Glassboro Borough. Most of the planned improvements will occur in areas of obvious disturbance. However, a small area just north of the parking lot does not appear to be as heavily disturbed and will require a Phase IB survey (Photographs 24 and 25). In addition, the GCL line will cross a tributary to Chestnut Branch, and the APE expands onto a relatively flat wooded area west of the Conrail Line (Photograph 26). Phase I testing of TA 11 (former PTA 8) will include standard-interval testing at the two proposed locations.





**Photograph 20:** View of the southeastern edge of Test Area 10 along Lambs Road, facing southwest (February 2018).



**Photograph 21:** View of the western edge of Test Area 10 along the Conrail Line, facing north (February 2018).





**Photograph 22:** View of wetlands located in Test Area 10, facing northeast (February 2018).



**Photograph 23:** View of a wooded lot overlooking wetlands in Test Area 10, facing northwest (February 2018).





**Photograph 24:** View of general conditions observed in Test Area 11, facing north (February 2018).



**Photograph 25:** View of general conditions observed in Test Area 11, facing south (February 2018).





**Photograph 26:** View of the general conditions observed within the APE at the Chestnut Branch tributary crossing on the west side of the Conrail Line in Test Area 11, facing north (February 2018).



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### *2.1.12 Test Area 12*

TA 12 (former PTA 9) occupies a triangular lot between Ellis Street and Girard Road (Figure 2M). Since the wooded location was a former rail yard, as evidenced by the presence of rail lines on the property (Photograph 27), the potential of archaeological resource and hazardous materials contamination is present. Data from an assessment of the presence of such hazardous materials must be provided prior to Phase IB investigations. Once the assessment has been completed, the TA will undergo Phase IB investigation that will include systematic shovel testing at standard intervals.

### *2.1.13 Test Area 13*

An extension of GCL service into the center of Glassboro is under consideration. This extension would lie within a former rail corridor that was in existence by the early 1890s and is shown on the 1916 ICC Valuation maps. An earlier map of Glassboro reveals that the northern portion of the spur line was not in existence in 1876, but it does indicate the presence of numerous houses along Main Street to the west and Academy Street to the east. The proposed line would follow the spur line rail corridor from the main GCL tracks to the west and would extend northward to a point roughly adjacent to the junction of Wilmer and Main streets. In addition, a new station to serve downtown Glassboro is proposed at the end of this extension line between Main and Academy streets. Photographs 28 to 33 illustrate the current conditions of the TA.

TA 13 (former PTA 10) includes the northern end of the proposed rail line into Glassboro at the point where the corridor forms a T-shaped connection with Main Street to the west and Academy Street to the east, the proposed rail line between South Main Street and the T-shaped connection, and southeast of Zane Street (Figure 2M). The T-shaped connection is irregular in shape but measures roughly 60 to 80 feet wide (north-south) and 620 feet in length (east-west). The testable portion of the corridor measures approximate 70 feet wide by 750 feet in length. Since this TA has the potential to impact archaeological deposits in the yards of the nineteenth-century houses in addition to railroad-related features, Phase IB archaeological survey consisting of standard-interval STPs is recommended.





**Photograph 27:** View of the general conditions observed within Test Area 12, facing northeast (February 2018).



**Photograph 28:** View of the western end of Test Area 13 showing some of the nineteenth-century buildings at this location, facing east (February 2018).





**Photograph 29:** View of the eastern end of Test Area 13 showing backyards of nineteenth-century buildings in Glassboro, facing northeast (February 2018).



**Photograph 30:** View of the proposed line into Glassboro, facing south (February 2018).





**Photograph 31:** View of the proposed line into Glassboro, facing north (February 2018).



**Photograph 32:** View of an open lawn where the proposed line enters Glassboro, facing southwest (February 2018).





**Photograph 33:** View of a parking lot and area under development where the line enters Glassboro, facing west (February 2018).



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#### *2.1.14 Test Area 14*

TA 14 is located at the proposed New Glassboro Yard Site, which was formerly referred to as the Sewell Street VMF (Figure 2M). The location measures roughly 1,850 by 920 feet and is mostly covered by a historic glass manufactory building dating from around 1918. Wooded lots are located on the north and south ends of the TA. A large grassy area is present in the northeast corner. Photographs 34 to 36 illustrate the current conditions observed during the most recent survey. Systematic Phase IB shovel testing should occur in the undeveloped portions of the south wooded lot and the northeast lawn area of TA 14.

## **2.2 Assessment of 2014 NJ HPO Recommendations**

As previously mentioned, an April 2014 NJ HPO letter written in response to the A.D. Marble 2014 Phase IA addendum report concurred with the recommendation of Phase IB testing at ten proposed locations. NJ HPO also recommended an additional ten locations. This section of the report addresses those recommendations.

### *2.2.1 Camden, Wright Avenue South to Kaighns Avenue*

A.D. Marble is in agreement with NJ HPO regarding this portion of the APE, and it is now part of TA 2. Phase IB investigation is recommended at this location (Figure 2A). However, considering the unique nature of the area, modified Phase IB methods will be required and are further discussed in the following section.

### *2.2.2 Red Bank Avenue Station in Woodbury*

A new station is proposed south of Red Bank Avenue and north of the former position of Woodbury Creek, currently impounded in lakes (Figure 2F). The station would be located between an existing strip mall (east) and commercial pharmacy building and electrical transformer (west). Although the location is currently extensively developed, the landform indicated on the 1891 USGS map would have been an elevated south-facing point of land above wetlands on the north side of Woodbury Creek. Such a location would be considered highly favorable for precontact occupation. The proposed station developments along the tracks are minimal, consisting primarily of a platform between the tracks and some landscaping with a





**Photograph 34:** View of an open grassy lot in the northeast corner of Test Area 14, facing south (February 2018).



**Photograph 35:** View of the open grassy lot in the northeast corner of Test Area 14, facing north (February 2018).





**Photograph 36:** View of a wooded lot in the south side of Test Area 14, facing southwest (February 2018).



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slight widening of the LOD to the east. No further investigations are recommended. Roadway widening and a sidewalk are proposed along Red Bank Avenue; however, this does not change the recommendation of additional work, as the impacts will fall within heavily developed portions of the APE (A.D. Marble 2014). Current conditions observed during the 2018 pedestrian reconnaissance confirmed the previous assessment. Photographs 37 to 42 show steep man-made berms on which the new station will sit (Figure 2F). A small portion of a grassy lawn is located along Red Bank Avenue. Underground utility lines have likely disturbed this area as well. It is the opinion of A.D. Marble that no Phase IB survey is necessary at this location due to the significant amount of modern disturbance observed during the pedestrian reconnaissance of the area.

### *2.2.3 Woodbury Heights Station*

A.D. Marble agrees with the NJ HPO assessment regarding the necessity for Phase IB investigations in the undeveloped portions of the proposed Woodbury Heights Station (Figure 2H). This area will be subjected to Phase IB investigations as part of TA 6.

### *2.2.4 Monongahela Brook Crossing North of Wenonah (Once Construction Methods Identified)*

A.D. Marble agrees with the NJ HPO assessment regarding the necessity for Phase IB investigations in the undeveloped areas at the Monongahela Brook crossing north of Wenonah (Figure 2I). This area will be subjected to Phase IB investigations as TA 7.

### *2.2.5 Rowan University West Station between Heston and Mullica Hill Roads*

Most of the planned improvements will occur in areas of obvious disturbance. This location would utilize an existing parking lot to the east that is associated with Rowan University. The station would be built along an elevated portion of the tracks (Figure 2L; Photographs 43 and 44). It is recommended that no further investigations are warranted at this location.





**Photograph 37:** View of the proposed Red Bank Avenue Station on the raised Conrail Line, facing northeast (February 2018).



**Photograph 38:** View of the steep berm on the west side of the Conrail Line at the proposed Red Bank Avenue Station, facing southeast (February 2018).





**Photograph 39:** View of the steep berm on the west side of the Conrail Line at the proposed Red Bank Avenue Station, facing northeast (February 2018).



**Photograph 40:** View of the steep berm on the east side of the Conrail Line at the proposed Red Bank Avenue Station, facing southwest (February 2018).





**Photograph 41:** View of the grassy lawn at the intersection of East Red Bank Avenue and the bridge that carries the Conrail Line, showing the location of underground utility lines (water main), facing northwest (February 2018).



**Photograph 42:** View of the steep berm on the east side of the Conrail Line at the proposed Red Bank Avenue Station, facing northeast (February 2018).





**Photograph 43:** View of the proposed Rowan University West Station showing the prepared railroad berm and parking lot on the east side, facing north (February 2018).



**Photograph 44:** View of the proposed Rowan University West Station, facing northeast (February 2018).



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### 2.2.6 *Chestnut Branch Tributary Crossing at Heston Road*

This area was investigated during the pedestrian reconnaissance, and a section of the APE is located in a relatively flat wooded area on the western side of the proposed corridor where Phase IB survey is recommended (Figure 2L). The western side of the tracks will be tested as part of TA 11. The eastern side of the crossing will be confined within the steep Conrail berm where no further studies are recommended (Figure 2L; Photograph 45).

### 2.2.7 *PTA 9: Proposed Rail Line into the Center of Glassboro*

This extension would lie within a former rail corridor that was in existence by the early 1890s and is shown on the 1916 ICC Valuation maps. The proposed line would follow the spur line rail corridor from the main GCL tracks to the west and would extend northward to a point roughly adjacent to the junction of Wilmer and Main streets. It is likely that the spur line has significantly compromised the integrity of the landscape and thereby removed any potential for buried resources; however, no clear evidence of disturbance, other than the section west of South Main Street (Figure 2M; Photograph 33), was observed during the pedestrian reconnaissance. Therefore, it is recommended that systematic Phase IB shovel testing should occur in the areas where no obvious disturbance could be documented as part of TA 12.

### 2.2.8 *Eastern Undeveloped Portion of the Sewell Street VMF*

This location has been renamed as the New Glassboro Yard Site. Much of this area has undergone significant development (Figure 2M; Photographs 46 to 49). The northern woods at the proposed location are heavily disturbed along its western end, as evidenced by large push-piles of building debris (Photographs 46 and 47), and the eastern end is completely inundated with water and appears to be an active wetland (Photograph 49). With the exception of an open lawn area and a wooded lot to the south, the rest of the area is covered by asphalt or buildings (Photograph 48). A.D. Marble is recommending Phase I investigations in the open lawn area and in the southern wooded lot as TA 14.





**Photograph 45:** View of the east side of the corridor where it crosses over the Chestnut Branch tributary north of the Rowan University West Station showing the steep berm, facing north (February 2018).



**Photograph 46:** View of push-piles of rubble, soil, and scrap metal in the woods north of the New Glassboro Yard Site, facing northwest (February 2018).





**Photograph 47:** View of concrete rubble in the north woods at the New Glassboro Yard Site, facing northwest (February 2018).



**Photograph 48:** View of a paved area in the northwest corner of the New Glassboro Yard Site, facing southwest (February 2018).





**Photograph 49:** View of wetlands along the eastern edge of the New Glassboro Yard Site, facing north (February 2018).



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### *2.2.9 Off-Alignment at Cooper Street and South Evergreen Avenue*

Proposed off-alignment construction activities include intersection widening for traffic mitigation at Cooper Street and South Evergreen Avenue in Woodbury (Figure 2F). A significant amount of modern disturbance was documented at this location during the pedestrian reconnaissance. Turn lanes, sidewalks, and underground utilities comprise the APE (Photographs 50 to 54). Disturbance caused by their construction has very likely removed any potential for the presence of intact resources; therefore, it is the opinion of A.D. Marble that no additional studies are recommended at this off-alignment portion of the APE.

### *2.2.10 Off-Alignment at Tylers Mill Road and Main Street*

A reconfigured intersection for traffic mitigation is proposed at Tylers Mill Road and Main Street in Mantua (Figure 2J). Conditions observed at this proposed location (Photographs 55 to 58) are similar to those observed at the Cooper Street location. Modern disturbances caused by road and belowground utility lines (i.e., water main) very likely removed any potential for the presence of intact resources; therefore, it is the opinion of A.D. Marble that no additional studies are recommended at this off-alignment portion of the APE.





**Photograph 50:** View of the southwest quadrant of the Cooper Street intersection improvement area, showing the road and sidewalk within the APE, facing southeast (February 2018).



**Photograph 51:** View of the northwest quadrant of the Cooper Street intersection improvement area showing the road, a sidewalk, and a very small portion of a landscaped yard within the APE, facing southeast (February 2018).





**Photograph 52:** View of the southwest quadrant of the Cooper Street intersection improvement area showing the road and sidewalk within the APE, facing southwest (February 2018).



**Photograph 53:** View of the northwest quadrant of the Cooper Street intersection improvement area showing the road, a sidewalk, and a portion of a landscaped yard within the APE, facing northeast (February 2018).





**Photograph 54:** View of the northwest quadrant of the Cooper Street intersection improvement area showing the road, sidewalk, and landscaped yard, facing northwest (February 2018).



**Photograph 55:** View of the intersection at Tylers Mill Road and Main Street in Mantua Township showing the road, road berms, and underground utility corridors, facing northwest (February 2018).





**Photograph 56:** View of the northeast quadrant of the Tylers Mill Road and Main Street intersection showing the location of subsurface utility lines within the APE, facing northwest (February 2018).



**Photograph 57:** View of the northeast quadrant of the Tylers Mill Road and Main Street Intersection, facing northeast (February 2018).





**Photograph 58:** View of the intersection of Tylers Mill Road and Main Street in Mantua Township, facing southeast (February 2018).



### *3.0 Summary and Recommendations*

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## 3.0 SUMMARY AND RECOMMENDATIONS

### 3.1 Assessment Summary

Following the reassessment of PTAs in the A.D. Marble 2014 Phase IA addendum report, the assessment of ten areas recommended for testing in an NJ HPO response letter, and a review of the addition of areas of new alignment throughout the APE, A.D. Marble recommends the following actions as a result of the revised Phase IA archaeological investigations.

#### *No Further Work Required*

- The 12 areas not recommended for Phase IB testing in the 2014 A.D. Marble report and concurred upon in the 2014 NJ HPO letter are not recommended for further work. Photographs 59 to 64 depict the typical disturbed conditions and areas of low archaeological sensitivity observed throughout the bulk of the GCL corridor. The small changes to the APE throughout the 12 agreed-upon locations do not change the assessment of low potential to provide any significant information regarding precontact or historic occupation in the GCL corridor. Therefore, it is the opinion of A.D. Marble that no further investigations are required at these 12 locations.
- The relocation of a belowground gas pipeline for south of Chelton Avenue in Camden City to south of Little Somerset Street in Gloucester City will occur below a paved street where previous disturbance has more than likely removed any potential for intact historic or precontact resources.

#### *Response to the NJ HPO Recommendations*

- The location of the proposed Red Bank Avenue Station in Woodbury will be constructed in an area that has undergone significant modern disturbance on steep railroad berms. No further investigation is recommended at this location.
- The APE expansion at Woodbury Station requires no further work. The APE was expanded approximately 1.63 acres southeast of the former Woodbury Station (now a café). The expansion is proposed through a juror's parking lot (Photograph 65) where previous disturbance has more than likely removed any potential for intact historic or precontact resources.





**Photograph 59:** View of the proposed GCL corridor southeast of the Sewell Station in Gloucester County showing the at-grade rail lines, facing southeast (February 2018).



**Photograph 60:** View of the proposed GCL corridor south of Lambs Road in Pitman Borough, facing south (February 2018).





**Photograph 61:** View of the proposed GCL corridor along Railroad Avenue in Camden, facing south (February 2018).



**Photograph 62:** View of the proposed GCL corridor along Railroad Avenue in Camden, facing north (February 2018).





**Photograph 63:** View of a channelized creek at the base of the steep berm carrying the Conrail Line through Deptford Township, facing south (February 2018).



**Photograph 64:** View of the proposed GCL corridor over Little Timber Creek showing the extensive mud flats observed at the stream crossings throughout the APE, facing east (February 2018).





**Photograph 65:** View of the proposed expansion at Woodbury Station across a paved parking lot in Woodbury Township, facing south (February 2018).



- Proposed project activities at the Rowan University West Station will occur mostly in areas where previous disturbance has been documented, including the eastern side of the Chestnut Branch tributary crossing at Heston Road.
- Off-alignment activities at Cooper Street and South Evergreen Avenue, and Tylers Mill Road and Main Street will occur in areas of obvious modern disturbance that has more than likely removed any potential for the presence of intact precontact or historic resources.
- A section of the proposed line into Glassboro Borough west of Union Street is heavily disturbed due to ongoing construction, which has likely removed any potential for the presence of intact resources (Photograph 33).

### *Phase IB Survey Required*

It is the opinion of A.D. Marble that 14 locations throughout the entire APE are considered moderately to highly sensitive for the presence of precontact and historical archaeological resources. Table 1 provides a list of areas and recommendations for investigation.

**Table 1. Phase IB Recommendations by Test Area.**

<b>TA</b>	<b>Location</b>	<b>Size</b>	<b>Recommendations</b>
1	Camden	0.40 acre	2 backhoe trenches and up to 10 STPs
2	Camden	6.43 acres	Monitoring, 40 backhoe trenches, and up to 50 STPs
3	Camden	1.6 acres	4 backhoe trenches and up to 10 STPs
4	Camden	0.4 acre	10 STPs
5	Westville Borough	1.6 acres	30 STPs
6	Woodbury Heights	6.71 acres	115 STPs
7	Wenonah Borough	1.7 acres	30 STPs
8	Mantua Township	5.5 acres	95 STPs
9	Mantua Township	0.43 acre	10 STPs
10	Mantua Township	13.0 acres	221 STPs
11	Glassboro Borough	0.29 acre	8 STPs
12	Glassboro Borough	2.3 acres	40 STP
13	Glassboro Borough	1.8 acres	34 STPs
14	Glassboro Borough	4.0 acres	68 STPs
<b>Approximate Totals</b>			<b>46 backhoe trenches and 731 STPs</b>

### **3.2 Proposed Phase IB Workplan**

All archaeological studies undertaken in association with this project will be done in consultation with the NJ HPO. Prior to the onset of field studies, A.D. Marble will contact New Jersey One Call to mark out areas of underground utilities to be avoided during subsurface investigations.



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A.D. Marble recommends the following methods to complete the Phase IB investigations: backhoe trenching, systematic survey, and monitoring during construction.

### *3.2.1 Backhoe Trenching*

Backhoe trenching/stripping is an effective method for investigating potentially significant resources in an urban setting where a significant amount of demolition has taken place. Intact resources such as historic privies and basements, as well as backyard and alleyway ground surfaces, can survive below demolition rubble. Backhoe trenching is recommended in TAs 1, 2, and 3 due to their potential for resources buried under rubble.

Historic maps, particularly fire insurance maps, can be used to identify areas where these valuable resources may exist. A mechanical backhoe is used to excavate trenches at those locations. The overlying debris is removed in measured increments to expose the potential resources. In the event that intact ground surfaces are exposed, they can be subjected to systematic shovel testing to determine whether subsurface resources are present. This method of investigation has been widely successful throughout the Mid-Atlantic region.

### *3.2.2 Systematic Survey*

*STPs:* It is anticipated that archaeological testing will be conducted through the excavation of STPs at the TAs identified in this report. The testing strategy will involve stratified sampling, as described in the state guidelines for archaeological investigations. Shovel test excavation in the APE will be undertaken at 15-meter intervals. Additional STPs may be excavated to bracket isolated finds and to better delimit boundaries of any sites encountered during the initial 15-meter testing. It is anticipated that a maximum of 731 STPs will be excavated for this project. All soils excavated from STPs will be screened through 0.25-inch hardware cloth. Each STP will be recorded for its stratigraphy and location. All identified cultural features will be mapped and photographed according to state guidelines.

*Artifacts:* All cultural material collected in the project area will be appropriately processed, inventoried, catalogued, and analyzed. The analysis will consider all potential sites within the project study limits. At present, the state museum is not accepting site assemblages. In the event



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that a site is identified, A.D. Marble will make a concerted effort to locate a suitable repository for the site assemblage

### *3.2.3 Monitoring during Construction*

Areas that are inaccessible during the Phase I survey and maintain at least a moderate potential for the presence of buried resources should be subjected to archaeological monitoring during construction. Archaeological monitoring is recommended at the northern end of TA 2 due to the inaccessibility of the I-676 road berm during the Phase IB investigations.

## **3.3 Summary**

This addendum provides an opportunity to present proposed design changes and project conditions as of May 2018 and recommendations for Phase IB investigations throughout portions of the APE. Much of the project corridor will pass through areas with limited archaeological potential or would remain within the confines of the previously disturbed rail corridor. A.D. Marble has identified 14 locations where the potential for the presence of significant archaeological resources exists within the APE that require Phase IB survey. The 14 proposed locations include the PTAs recommended by A.D. Marble in the 2014 Phase IA report as well as areas recommended in a 2014 NJ HPO letter. As a result, A.D. Marble recommends a variety of Phase IB methods that should include backhoe trenching, systematic survey, and monitoring during construction as a means to determine the presence or absence of potentially significant resources within the 14 areas identified during the current sensitivity survey.



## *References*

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## REFERENCES

A.D. Marble

2013 Phase IA Archaeological Survey Report, Glassboro-Camden Line Camden and Gloucester Counties, New Jersey. Report on file at HPO in Trenton, New Jersey.

2014 Phase IA Archaeological Addendum, Glassboro-Camden Line Camden and Gloucester Counties, New Jersey. Report on file at HPO in Trenton, New Jersey.

Interstate Commerce Commission (ICC) Valuation

1916 Interstate Commerce Commission Railroad Valuation Maps for the West Jersey & Seashore Railroad, June 30, 1916. Record Group 134, Bundle 1180, National Archives and Records Administration, College Park, Maryland.

Mounier, R. Alan

1976 An Archaeological Survey of Proposed Construction of I-676 (Alignment Scheme 1-W), Camden, New Jersey. Report prepared February 23, 1976 (CAM F 6 ID3951).

Sanborn Map Company

1891 Insurance Map of Camden, New Jersey. Sanborn Map Company, Pelham, New York (copy from Free Library of Philadelphia, Pennsylvania).

1906 Insurance Map of Camden, New Jersey. Sanborn Map Company, Pelham, New York (copy from Free Library of Philadelphia, Pennsylvania).

United States Department of Agriculture (USDA)

1962 *Soil Survey of Gloucester County, New Jersey*. Report by Marco Markley, Soil Conservation Service, United States Department of Agriculture in Cooperation with the College of Agriculture and the New Jersey Agricultural Experiment Station of Rutgers University. United States Department of Agriculture, Washington, D.C.

United States Geological Survey (USGS)

1891 Philadelphia, Pennsylvania, United States Geological Survey 15-minute quadrangle. <http://historical.mytopo.com>, accessed December 2013.

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*Appendix A*

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**Qualifications of Researchers**

**Richard L. White, M.A., RPA**  
**Archaeological Principal Investigator**

Richard White is an archaeological principal investigator with 20 years of experience in the excavation of archaeological sites and laboratory work. He has served in a supervisory role for more than 13 years. His areas of expertise include OSHA standards, field excavations, and public outreach programs, in which he has extensive experience. He was in a supervisory field position for the Phase III Data Recovery excavations at the Independence Mall National Historic Park and the SugarHouse Casino Phase III Data Recovery Studies in Philadelphia. He has authored and coauthored more than 60 professional reports for submission to various state repositories including Pennsylvania, Virginia, Delaware, and New Jersey. At the request of individual clients, he has presented seven papers at professional conferences throughout the Middle Atlantic States.

**Education**

- 2007 M.A., Archaeology and Heritage, University of Leicester
- 1995 B.A., Anthropology, Bloomsburg University, Pennsylvania

**Professional Experience**

2008 to Present	A.D. Marble	<i>Principal Investigator</i>
2007 to 2008	A.D. Marble	<i>Field Director</i>
2003-2007	McCormick Taylor Inc.	<i>Field Director</i>
2002	Richard Grubb and Associates	<i>Field Technician</i>
2000-2002	Kise, Straw & Kolodner	<i>Project Archaeologist</i>
1997-2000	Skelly and Loy Inc.	<i>Field Director/ Field Technician</i>
1996	Kittatinny Archaeological Research	<i>Field Technician</i>
1995	Ecoscience Inc.	<i>Field Technician</i>

**Training**

- 2010 Pennsylvania Historical & Museum Commission Cultural Resources Essentials Workshop Certificate
- 2010 Pennsylvania Department of Transportation Cultural Resources Handbook for Business Partners Certificate
- 2006 OSHA Certification, Cocciardi and Assoc.



2006 Hazardous Waste Operations and Emergency Response Supervisor/Incident Command Training,  
Cocciardi and Assoc.

2004 “Section 106 Essentials,” Advisory Council on Historic Preservation

**Professional Affiliations**

Register of Professional Archaeologists  
Mid-Atlantic Archaeological Conference  
Society for New Jersey Archaeology  
Archaeological Society of Delaware  
Eastern States Archaeological Federation  
Society of Historical Archaeology





*Appendix B*

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**NJ HPO Correspondence**



## State of New Jersey

MAIL CODE 501-04B

DEPARTMENT OF ENVIRONMENTAL PROTECTION

NATURAL & HISTORIC RESOURCES

HISTORIC PRESERVATION OFFICE

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CHRIS CHRISTIE  
*Governor*

BOB MARTIN  
*Commissioner*

KIM GUADAGNO  
*Lt. Governor*

December 3, 2013

Letitia A. Thompson  
United States Department of Transportation  
Federal Transit Administration  
1716 Market Street, Suite 500  
Philadelphia, Pennsylvania 19103

Dear Ms. Thompson:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40544-40555), I am providing Consultation Comments for the following proposed undertaking:

**Gloucester & Camden Counties, New Jersey  
Glassboro-Camden Line  
Phase IA Archaeological Survey  
United States Department of Transportation  
Federal Transit Administration**

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Thank you for providing the Historic Preservation Office (HPO) with the opportunity to review and comment on the potential for the above-referenced project to affect historic and archaeological properties. The following comments are in reply to your request for Consultation Comments on the above-referenced project based upon the following archaeological report:

Blades, Brooke and Frank Dunsmore

November 15, 2013 *Phase IA Archaeological Survey Report, Glassboro-Camden Line, Camden and Gloucester Counties, New Jersey.* Prepared by A.D Marble & Company, Conshohocken, PA. Prepared for STV, Inc., Philadelphia, PA.

### 800.4 Identifying Historic Properties

The above-referenced project includes the construction of a proposed light commuter rail line in Gloucester and Camden counties in southern New Jersey, primarily along an existing Conrail right-of-way. The project site consists of an 18 miles stretch from Glassboro Borough



northward to Camden City, passing through the communities of Glassboro Borough, Pitman Borough, Mantua Township, Deptford Township, Wenonah Borough, Woodbury Heights Borough, Woodbury City, Westville Borough, Brooklawn Borough, Gloucester City, and Camden City. The Phase IA report includes valuable information to understand the previous historic and Native American land use within the project's area of potential effect (APE). The HPO agrees with the background research and the general sensitivity outlined in the report. However, due to the preliminary nature of project plans, it is not possible to fully assess the potential to encounter archaeological resources throughout the APE. *Therefore, the HPO cannot concur with the need or lack of need for additional archaeological survey within portions of the APE at this time based on the lack of detailed project plans. Once plans for the construction of the light rail are fully developed, the HPO will be better able to provide guidance on the need for any further survey.*

Additionally, the historic Woodbury and Camden Railroad/West Jersey Railroad itself, as well as the numerous historic districts and properties the line will pass through, will need to be assessed for above ground impacts to historic properties. If avoidance of direct or indirect effects on above-ground structures is not possible, intensive level architectural survey to evaluate eligibility of the structures for listing on the National Register of Historic Places and/or assessment of effects may be necessary.

#### **Additional Comments**

Thank you again for providing the opportunity to review and comment on the potential for the above-referenced project to affect historic and archaeological properties. The HPO looks forward to continued consultation on the potential for the above referenced undertaking to affect historic properties as more detailed plans are developed. Please reference HPO project number 10-1360, in any future calls, emails, submissions, or written correspondence to help expedite your review and response. If you have any questions, please do not hesitate to contact Vincent Maresca of my staff at (609-633-2395) with questions regarding archaeology or Caroline Charlese Scott (609-633-2396) with questions regarding historic architecture, historic districts, or historic landscapes.

Sincerely,



Daniel D. Saunders  
Deputy State Historic  
Preservation Officer

Cc: Keith Lynch, FTA  
Nicole Minnichbach, US ACOE  
Xavier Riva, A.D. Marble & Company  
Brooke Blades, A.D. Marble & Company



## State of New Jersey

MAIL CODE 501-04B

DEPARTMENT OF ENVIRONMENTAL PROTECTION

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CHRIS CHRISTIE  
Governor

BOB MARTIN  
Commissioner

KIM GUADAGNO  
Lt. Governor

April 25, 2014

Letitia A. Thompson  
United States Department of Transportation  
Federal Transit Administration  
1716 Market Street, Suite 500  
Philadelphia, Pennsylvania 19103

Dear Ms. Thompson:

As Deputy State Historic Preservation Officer for New Jersey, in accordance with 36 CFR Part 800: Protection of Historic Properties, as published in the *Federal Register* on December 12, 2000 (65 FR 77725-77739) and amended on July 6, 2004 (69 FR 40544-40555), I am providing Consultation Comments for the following proposed undertaking:

**Gloucester & Camden Counties, New Jersey  
Glassboro-Camden Line  
Phase IA Archaeological Survey &  
Architectural Reconnaissance Survey  
United States Department of Transportation  
Federal Transit Administration**

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**SUMMARY:** Through this review sixteen (16) **previously identified** historic resources listed in or eligible for listing in the New Jersey and National Registers of Historic Places have been identified within the project's Area of Potential Effects (APE). Intensive Level Survey Forms will be completed for fourteen (14) potentially eligible resources. In addition, Phase IB archaeological survey is appropriate at twenty-one (21) locations.

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Thank you for providing the Historic Preservation Office (HPO) with the opportunity to review and comment on the potential for the above-referenced project to affect historic and archaeological properties. The comments below are in response to the following cultural resource reports received at the HPO for review and comment:

Amisson, Elizabeth  
December 5, 2013 *Historic Architectural Reconnaissance Survey Report, Glassboro-Camden*



*Line Light Rail Project, Camden and Gloucester Counties, New Jersey*  
Prepared by A.D. Marble & Company, Conshohocken, PA  
Prepared for STY, Inc., Philadelphia, PA

Blades, Brooke and Richard White

February 7, 2014 (Draft) *Phase IA Archaeological Addendum, Glassboro-Camden Line, Camden and Gloucester Counties, New Jersey*. Prepared by A.D Marble & Company, Conshohocken, PA. Prepared for STV, Inc., Philadelphia, PA.

And

Amission, Elizabeth

February 7, 2014 (Draft) *Historic Architectural Reconnaissance Survey Report, Addendum 1 (to Report dated December 5, 2013), Glassboro-Camden Line Light Rail Project, Camden and Gloucester Counties, New Jersey*. Prepared by A.D Marble & Company, Conshohocken, PA. Prepared for STV, Inc., Philadelphia, PA.

The proposed project consists of an 18 mile expansion of transit service, north to south through Camden City, Gloucester City, and Brooklawn Borough in Camden County; and Westville Borough, Woodbury City, Woodbury Heights Borough, Deptford Township, Wenonah Borough, Mantua Township, Pitman Borough and Glassboro Borough in Gloucester County. The project will restore service primarily along an existing Conrail Freight Corridor (the former West Jersey & Seashore Railroad, Pennsylvania Reading Seashore Lines) and at the northern end, share track with the existing Riverline from the Camden Waterfront to the Walter Rand Transportation Center Stations (WRTC). Fourteen (14) potential new stations are proposed as well as a Maintenance and Storage facility (Vehicle Maintenance Facility -VMF).

#### **800.4 Identifying Historic Properties**

I note that the Area of Potential Effects (APE) delineated in the December 2013 Historic Architectural Reconnaissance Report has been revised in the submitted Addendum dated February 7, 2014 due to project revisions. I concur with the findings of the submitted reports that the following previously identified properties either listed in or eligible for listing in the New Jersey (NJRHP) and National Registers of Historic Places (NRHP) are located within the boundaries of the Area of Potential Effects (APE) for the Glassboro-Camden Line project:

- **Noreg Village Historic District** (Brooklawn Borough, Camden County) SHPO Opinion 6/12/1996
- **Cooper Plaza Historic District** (Camden City, Camden County) SHPO Opinion 10/30/1991; Local Certified District 10/6/1983
- **Cooper Plaza Historic District Extension** (Camden City, Camden County) SHPO Opinion 11/7/1997
- **Jesse Starr School** (Camden City, Camden County) SHPO Opinion 10/19/1992
- **South Jersey Gas, Electric & Traction Company Building** (Camden City, Camden County); NJRHP 2004; NRHP 2005



- **South Camden Historic District** (Camden City, Camden County) NJRHP 8/14/1990; NRHP 9/28/1990
- **Glassboro Train Station** (Glassboro Borough, Gloucester County) Certificate of Eligibility (COE) 1/13/2011
- **Millville & Glassboro Railroad Historic district** (Glassboro Borough, Gloucester County to Millville City, Cumberland County) SHPO Opinion 1/4/2002
- **New Jersey State Teachers College at Glassboro Historic District**, Rowan University Campus (Glassboro Borough, Gloucester County) SHPO Opinion 6/6/2008
- **Jesse Chew House** (Mantua Township, Gloucester County) NJRHP 3/15/1972; NRHP 10/18/1972
- **Wenonah Historic District** (Wenonah Borough, Gloucester County) SHPO Opinion 4/10/1989
- **Wenonah Train Station** (Wenonah Borough, Gloucester County) SHPO Opinion 9/14/2005
- **Newton Historic District** (Woodbury City, Gloucester County) NJRHP 2/19/1988; eligible NRHP
- **Woodbury Historic District** (Woodbury City, Gloucester County) SHPO Opinion 7/13/1983; Local Certified District 7/13/1983
- **Green Era Historic District** (Woodbury City, Gloucester County), NJRHP 1988; eligible for NRHP as part of Woodbury Multiple Resource Area (MRA) 1988

Please add to the list of **previously identified** properties the following:

- **Brooklawn Traffic Circle** (Brooklawn Borough, Camden County) SHPO Opinion 8/29/11) (The opinion is appended to this letter)

I also concur that Intensive Level Survey Forms should be completed for the following resources potentially eligible for the NJ and NRHP:

- West Jersey & Seashore Railroad/Pennsylvania Reading Seashore Lines (Camden City to Glassboro Borough, Camden & Gloucester Counties)
- 740 Chestnut Street/John G. Whittier School (Camden City, Camden County)
- Farr & Bailey Manufacturing Co. (later Congoleum Nairn Co.) Linoleum Plant, Camden City, Camden County
- Glassworks Residential District/South Glassboro, Glassboro Borough, Gloucester County
- 70 Sewell Street/Owens Illinois Glass company (former Owens Bottle Company) plant No.8, Glassboro Borough, Gloucester County
- 811 Market Street, Gloucester City, Camden County
- Monmouth St. Streetscape, Railroad Ave., to Johnson Blvd., Gloucester City, Camden County
- West Atlantic Avenue/Sewell Train Station, Mantua Township, Gloucester county
- 791 West Jersey Avenue, Woodbury Heights Borough, Gloucester County
- 7 North Evergreen Avenue, Woodbury City, Gloucester County (potentially contributing to the Green Era Historic District)

The HPO also believes that Intensive Level Survey Forms should be completed for the following potentially eligible resources:

- 85 and 86 Aberdeen Place, Woodbury City, Gloucester County