
3.0 DESCRIPTION OF THE AFFECTED ENVIRONMENT

3.0 DESCRIPTION OF THE AFFECTED ENVIRONMENT

3.1 Introduction

This section provides a description of the existing environmental resources and conditions (baseline) in the vicinity of the Project Corridor for the proposed Interchange 6 to Interchange 9 Widening Project (the Proposed Project). Existing environmental resources described herein are based on conditions as they existed in either 2005 or 2006, depending on the specific date of the field work performed and/or the secondary data sources used for assessing each resource.

The descriptions of existing conditions presented in this section provide the context for assessment of the environmental impacts of the Proposed Project (discussed in Section 4.0). Specifically, the following environmental disciplines are presented in this section:

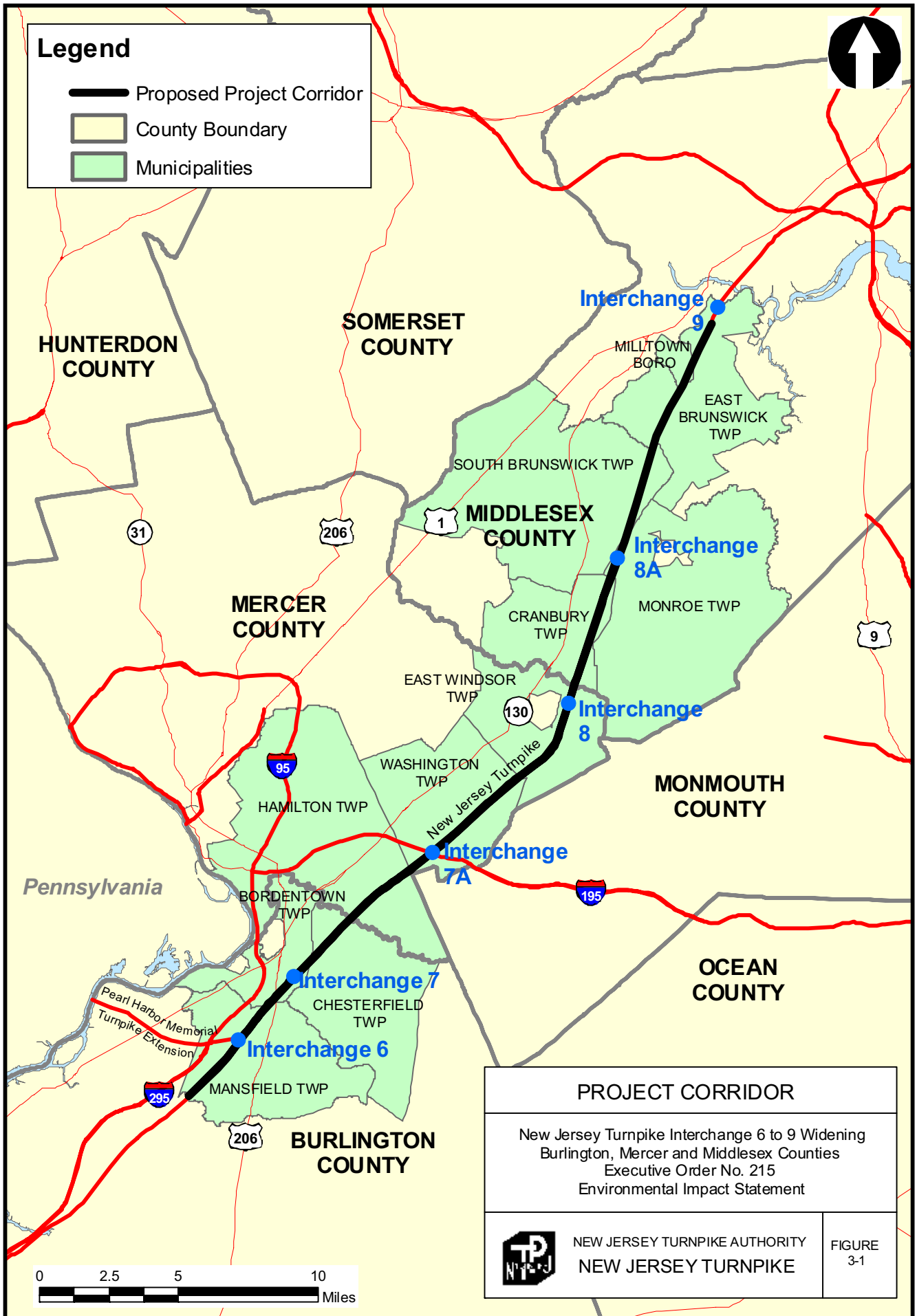
- Land Use and Zoning
- Socioeconomics
- Environmental Justice
- Farmlands
- Community Facilities
- Parks, Open Space and Recreational Facilities
- Cultural Resources
- Visual Quality and Aesthetics
- Soils and Geology
- Water Resources
- Floodplains
- Ecology
- Infrastructure
- Solid Waste
- Contaminated Materials
- Traffic and Transportation
- Air Quality
- Noise and Vibration

This section is subdivided into separate sections based on each of the above-stated environmental disciplines. In turn, each separate section is further organized into separate subsections that generally provide an introduction first, followed by a description of the data sources and methodology used for studying each resource, and finally, followed by the actual existing conditions within the Project Corridor.

3.2 Regional Environment

The Project Corridor extends from a point approximately three miles south of the interconnection with the Pearl Harbor Memorial Turnpike Extension (PHMTE) at Interchange 6 in Mansfield Township, Burlington County, to a point just south of Interchange 9 in East Brunswick Township, Middlesex County, for a total length of approximately 35 miles (Figure 3-1). It traverses the following central New Jersey communities in south-to-north order:

- Mansfield, Bordentown and Chesterfield Townships, in Burlington County;
- Hamilton, Washington and East Windsor Townships, in Mercer County; and



- Cranbury, Monroe, South Brunswick and East Brunswick Townships, and the Borough of Milltown, in Middlesex County.

The Project Corridor and its surrounding region has undergone and is continuing to experience a rapid transformation from a rural environment to a more suburban one, as urbanization and population growth have spread into central New Jersey, situated to the northeast of Philadelphia and its older suburbs and to the southwest of New York City and its older suburbs.

The southern end of the Project Corridor is primarily agricultural or undeveloped land, with widely scattered villages and isolated residential subdivisions located mainly on the southbound side of the Turnpike. While agriculture is still an important land use within the Project Corridor, commercial development, primarily in the form of warehousing and distribution centers, becomes more dominant in Cranbury Township and to the north. In the northern end of the Project Corridor, East Brunswick Township and Milltown can be characterized as older suburban municipalities. Although there are agricultural and undeveloped lands remaining in East Brunswick, very little is located within the Project Corridor. Milltown, an old industrial center, has remained almost unchanged since its founding in 1816.

3.3 Land Use and Zoning

3.3.1 Introduction

Land use refers to the activity that occurs on land and within the structures that occupy it. Types of land use include: residential; commercial; industrial; public and semi-public institutional; transportation, communications and utilities; open space; and vacant land. These basic types of land use can be further broken down where appropriate (e.g., single-family residential, two-family residential or multi-family residential; retail commercial, office commercial or warehouse commercial, etc.).

A municipality's zoning ordinance controls the use, density, and bulk (i.e., the size of the building in relation to the size of the lot) of development within the municipality. A zoning ordinance is divided into two parts: zoning text and zoning maps. The text establishes zoning districts and sets forth the regulations governing land use and development in each district. The maps depict the location of the zoning districts. The three basic types of zoning districts are residential, commercial, and industrial. As with land use, these basic categories can be further broken down (e.g., lower-, medium- and higher-density residential; neighborhood commercial, highway commercial or office commercial; light industrial or heavy industrial).

This section provides a basic description of land use and zoning in the Project Corridor and the public policies that govern them. Following a general overview of the three counties comprising the Project Corridor, each municipality is first discussed in terms of land use, followed by a discussion of zoning within each municipality. Although a general overview of land use conditions is presented for each municipality as a whole, the focus of the municipal discussions is on the immediate Project Corridor. Each county and municipality is presented in a south-to-north order.

3.3.2 Data Sources and Methodology

Each of the 11 municipalities located in the Project Corridor were visited. Local planning and community development officials were interviewed, as necessary, and master plans, zoning maps and any special studies were obtained in order to inventory current conditions and trends. A field reconnaissance of the Project Corridor within each municipality was conducted to inventory specific existing land use.

The Project Corridor for the analysis of land use and zoning is defined as the area within 500 feet of either side of the existing Turnpike mainline right-of-way between the southern terminus located south of Interchange 6 and the northern terminus near Interchange 9. The Project Corridor also generally includes an equivalent distance around the Turnpike interchanges, except the area around Interchange 8, where an expanded area was considered to incorporate potential toll plaza relocation alternatives that have been studied.

General land use patterns in the 11 affected municipalities are first described. A brief description of each of the municipalities is also provided. Within the Project Corridor, a more specific description of existing land use patterns, based on the field reconnaissance, is then also provided.

Each of the 11 municipalities encompassing the Project Corridor has adopted its own zoning ordinance. Because each has its own unique designations and descriptions for a given zoning category, a composite zoning map has been prepared that standardizes the various local zoning categories into a uniform zoning classification, allowing for consistency of presentation in the EIS.

Any state planning efforts or initiatives within the 11 municipalities resulting from the *New Jersey State Development and Redevelopment Plan* (March, 2001) are also identified and discussed.

3.3.3 Land Use Overview

3.3.3.1 Burlington County

Burlington County, the largest of New Jersey's 21 counties in terms of area, encompasses a range of land use across its span of south central New Jersey, from pineland forests and farmlands to historic villages and new residential subdivisions. The county's total land mass is 805 square miles. Many of its 40 municipalities are heavily concentrated in the northwest side of the county, along the Delaware River. Located south of Chatsworth are the "Burlington Plains", a large mass of land covered with bush-like growth of scrub-oak, pine and laurel, unique to the east coast. Also located beneath large portions of the county is the Kirkwood-Cohansey aquifer, the largest freshwater aquifer east of the Mississippi River. Most of the land in the county is coastal and alluvial plain with little relief. There are a few anomalous hills, however, and one of them, Arneys Mount, with an elevation of approximately 260 feet above sea level, is the highest point in the county, as well as all of south central New Jersey. The low point in the county is sea level along the Delaware River. The Project Corridor between the southern terminus at Assiscunk Creek (near M.P. 48.0) and Crosswicks Creek (near M.P. 57.0) is located within Burlington County.

3.3.3.2 Mercer County

Mercer County comprises a total of 226 square miles and is 16th in size of New Jersey's 21 counties. More than 27,000 acres (19 percent of the county's total land area) is protected open space, and 1,751 acres of open space have been preserved since 2004. The county is generally flat and low-lying, with a few hills located closer to the Delaware River. One of them, Baldpate Mountain near Pennington, has the highest elevation in the county, at 480 feet above sea level. The lowest point in the county is sea level along the Delaware River. The Project Corridor between Crosswicks Creek (near M.P. 57.0) and the Millstone River (near M.P. 68.9) is located within Mercer County.

3.3.3.3 Middlesex County

Middlesex County is known for the extensive industrial, office, and residential development located throughout its 310 square miles. In addition to this development, there are over 6,600 acres of parks in the county, as well as over 5,000 acres of open space and 3,400 acres of preserved farmland. Topography in the county is typical of central New Jersey in that it is primarily flat, with minimal

relief. The highest point in the county is a hill in a residential neighborhood in South Brunswick Township, having an elevation of approximately 300 feet above sea level; the lowest elevation in the county is sea level along the eastern shore. The Project Corridor between the Millstone River (near M.P. 68.9) and the northern terminus at Interchange 9 (near M.P. 83.0) is located within Middlesex County.

3.3.4 Existing Land Use

For the length of the Project Corridor, between Assiscunk Creek south of Interchange 6 in Mansfield Township and Interchange 9 in East Brunswick Township, observed land use characteristics are discussed by consecutive municipality from south to north, as follows. Existing land uses in each municipality are depicted in Figures 3-2a through 3-2f.

3.3.4.1 Mansfield Township

Mansfield Township has an area of approximately 21.9 square miles, of which, approximately 99.36 percent is land and the remaining 0.64 percent is water. The township is bordered by Bordentown, Chesterfield, Springfield and Florence Townships, as well as the Delaware River. Four small villages (Columbus, Georgetown, Hedding, and Kinkora) are located within the township, as well as the hamlets of Mansfield, Rising Sun Square and Sharp. “Homestead”, a retirement village, consists of 1,200 homes and is located in Columbus. U.S. Routes 130 and 206 and N.J Route 68, as well as Route I-295 and the New Jersey Turnpike run through the township, providing excellent access to neighboring towns and beyond. The portion of the Turnpike running through Mansfield includes the mainline and the Pearl Harbor Memorial Highway Extension, a roadway that provides a direct connection to the Pennsylvania Turnpike. Mansfield has little retail and commercial development; residents often must travel outside of the township for shopping, work, and recreational activities. Along the Turnpike, Mansfield is located between the Project Corridor’s southern terminus at Assiscunk Creek (near M.P. 48.0) and M.P. 52.5. The land uses within the Mansfield Township portion of the Project Corridor are specifically depicted in Figure 3-2a.

Northbound Side of Turnpike

Beginning from the point where the Turnpike crosses Assiscunk Creek, land use along the northbound side of the Turnpike up to Columbus-Florence Road is primarily agricultural, with two large contiguous tracts of undeveloped land also present. Additionally, a PSE&G high-voltage overhead transmission line, the New Freedom – Deans Line, approaches the Turnpike from the southeast, then runs parallel to the roadway starting at M.P. 48.5. From Columbus-Florence Road to Hedding Road, the land is primarily agricultural with a few isolated rural residences. Between Hedding Road and Hedding Avenue, land is agricultural and undeveloped, and an inactive railroad runs parallel to Hedding Avenue.

Between Hedding Avenue and Columbus-Hedding Road/Interchange 6, land remains primarily agricultural, with several isolated undeveloped areas. North of Columbus-Hedding Road to Hedding-Mansfield Road, land is almost entirely agricultural, with a few widely scattered private residences. Land between Hedding-Mansfield Road and the Bordentown border is mainly undeveloped woodland, with a few small agricultural areas. This segment of the Turnpike also crosses over a tributary to Crystal Lake, along which land is entirely undeveloped woodland.

Southbound Side of Turnpike

Located on the southbound side of the Turnpike between Assiscunk Creek and Columbus-Florence Road, is Burlington County’s 522-acre Resource Recovery Complex (landfill). This facility: manages residential and commercial solid waste; recycles and reuses tires, construction material, and old appliances; and processes sewage sludge into compost fertilizer. The Rutgers Environmental Research

and Extension Center is located on the south side of Columbus-Florence Road. Located on the north side of Columbus- Florence Road are small patches of land used for commercial and residential use. Immediately north, to Crafts Creek, is the Liberty Lake Day Camp. From the camp north to Hedding Road, land is almost entirely agricultural, with one narrow strip of undeveloped woodland forming the boundary between two farms.

From Hedding Road to Hedding Avenue, the land is agricultural (horse farm), with an isolated residence. From Hedding Avenue to the Interchange 6 ramps, the land remains undeveloped woodland aside from an abandoned residence on an agricultural lot. From Columbus-Hedding Road north to Hedding-Mansfield Road, the land is almost entirely agricultural with a few isolated residences, and from Hedding-Mansfield Road to the township border (which follows the south side of Old York Road in this area), the land is agricultural except where it remains undeveloped woodland along the tributary to Crystal Lake.

3.3.4.2 Bordentown Township

Bordentown Township has an area of approximately 9.3 square miles, of which approximately 91.7 percent is land and 8.3 percent is water. The township is bordered by the city of Bordentown, the borough of Fieldsboro, and the townships of Florence, Mansfield, and Chesterfield, all in Burlington County. Bordentown Township also borders on Hamilton Township in Mercer County and the Delaware River.

Bordentown Township is one of the state's oldest townships, originally settled because of its proximity to both Philadelphia and New York City. The township has consistently made efforts to preserve open space, dedicating new parks in 1980 and 1984, and voting in favor of an Open Space referendum in 1999. Along the Turnpike, Bordentown Township is located between M.P. 52.5 and approximately M.P. 55.0. The land uses within the Bordentown Township portion of the Project Corridor are specifically depicted in Figures 3-2a and 3-2b.

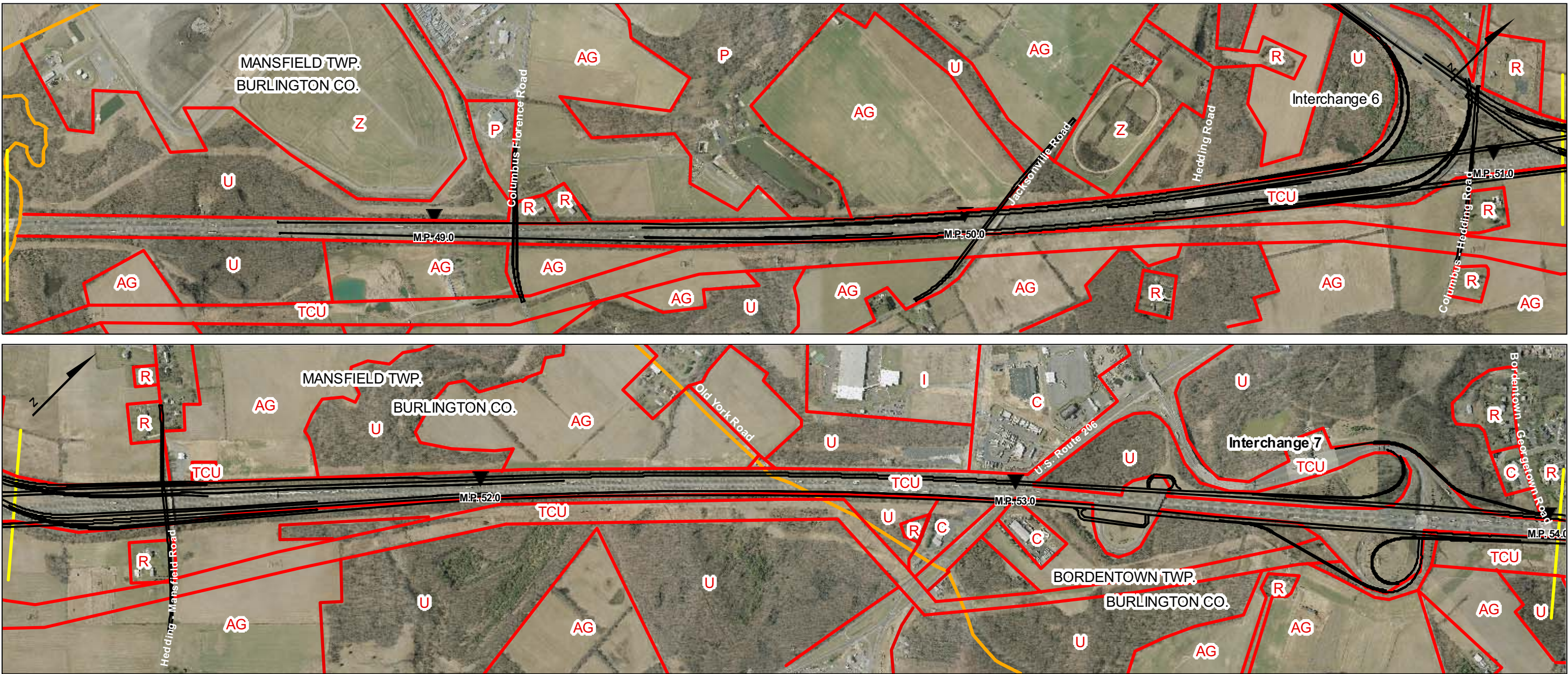
Northbound Side of Turnpike

Starting along the Mansfield-Bordentown border on the northbound side of the Turnpike, the triangle of land formed by the township border, the Turnpike, and U.S. Route 206 contains commercial and residential uses. Between Route 206 and Turnpike Interchange 7, there is a large commercial parcel located on the north side of Route 206 at its intersection with the Turnpike. North of this parcel to Interchange 7, the land is a mix of undeveloped woodland and agricultural land. The PS&G transmission line generally parallels the roadway in this area as well.

Between Interchange 7 and Bordentown-Georgetown Road, the land remains a mix of agricultural land and undeveloped woodland, with the PSE&G transmission line remaining. North of Bordentown-Georgetown Road to the township's border with Chesterfield, the land is agricultural, with a large residential development nestled amongst it.

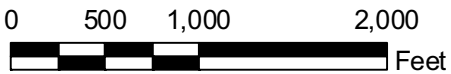
Southbound Side of Turnpike

Along the southbound side of the Turnpike, beginning along Old York Road through Route 206, the land is first agricultural, followed by a parcel of undeveloped woodland, west of which lies the Interchange 7 Business Park, with multiple commercial uses abutting Route 206. Between Route 206 and Interchange 7, all land not used for roadways and the toll plaza remains undeveloped.



Legend

- Matchline
- Municipal / County Boundary
- Land Use
 - I - Industrial
 - TCU - Transportation, Communication, or Utility
 - U - Undeveloped
 - R - Residential
 - O - Public Open Space/Recreation
 - C - Commercial
 - P - Public & Semi-Public Institutional
 - Z - Non-public Open Space / Landfill
 - AG - Agriculture



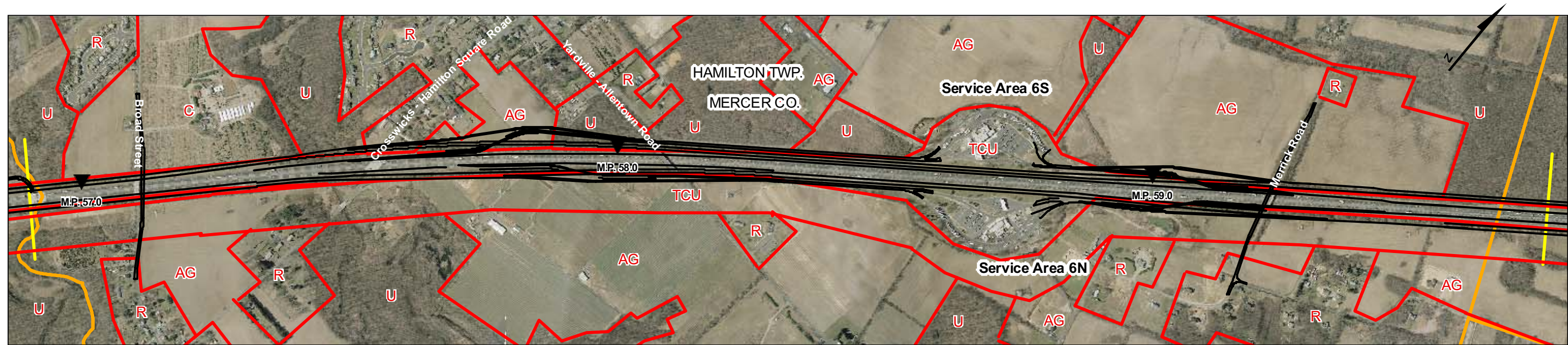
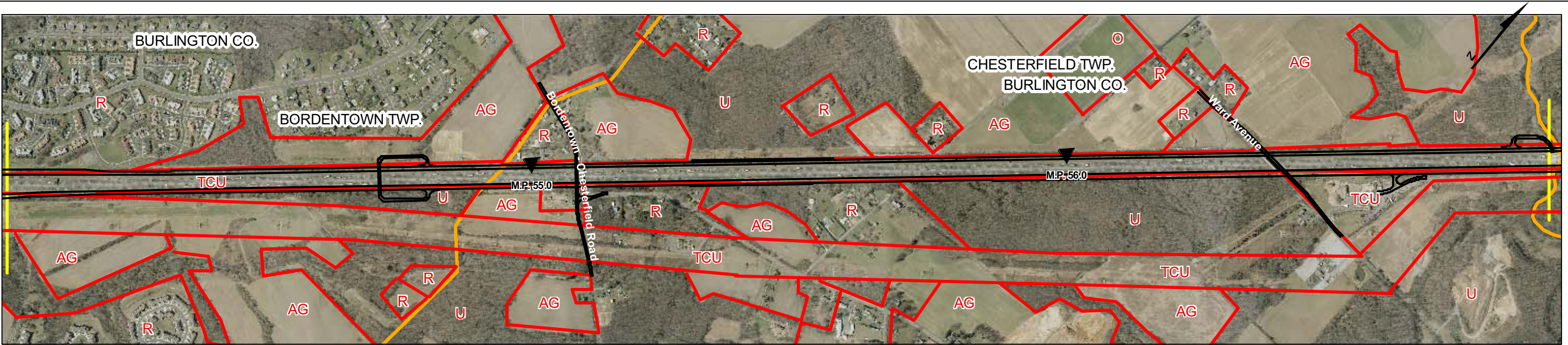
EXISTING LAND USE

New Jersey Turnpike Interchange 6 to 9 Widening
Burlington, Mercer and Middlesex Counties
Executive Order No. 215
Environmental Impact Statement



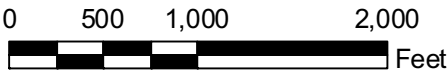
NEW JERSEY TURNPIKE AUTHORITY
NEW JERSEY TURNPIKE


FIGURE
3-2a



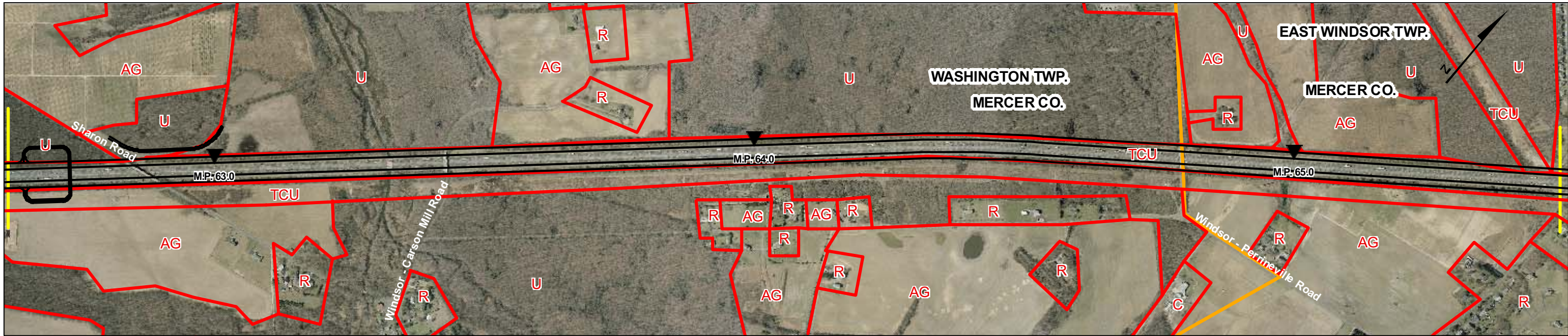
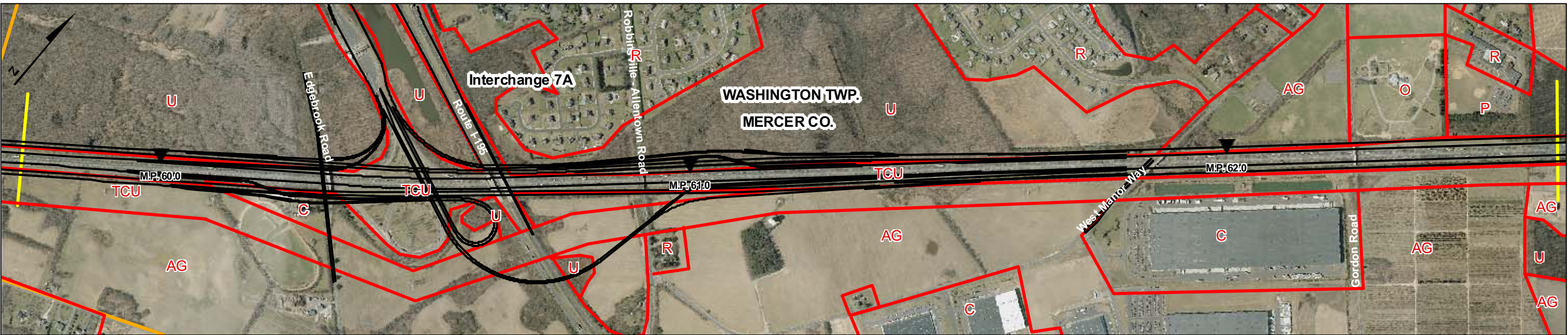
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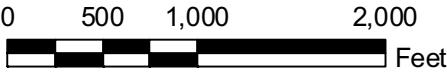
EXISTING LAND USE		
New Jersey Turnpike Interchange 6 to 9 Widening Burlington, Mercer and Middlesex Counties Executive Order No. 215 Environmental Impact Statement		
	NEW JERSEY TURNPIKE AUTHORITY NEW JERSEY TURNPIKE	FIGURE 3-2b


Source: Digital Orthophotos - 2006 Aerial Photography.



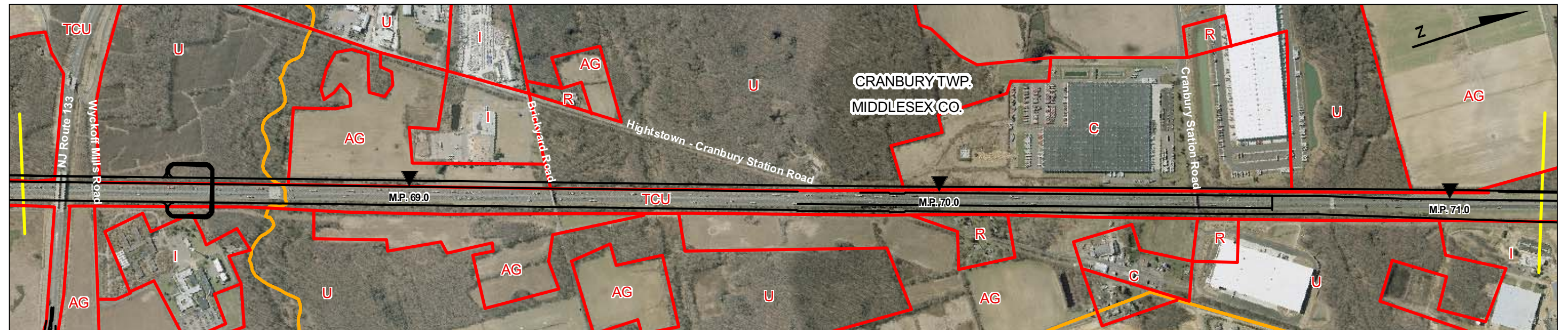
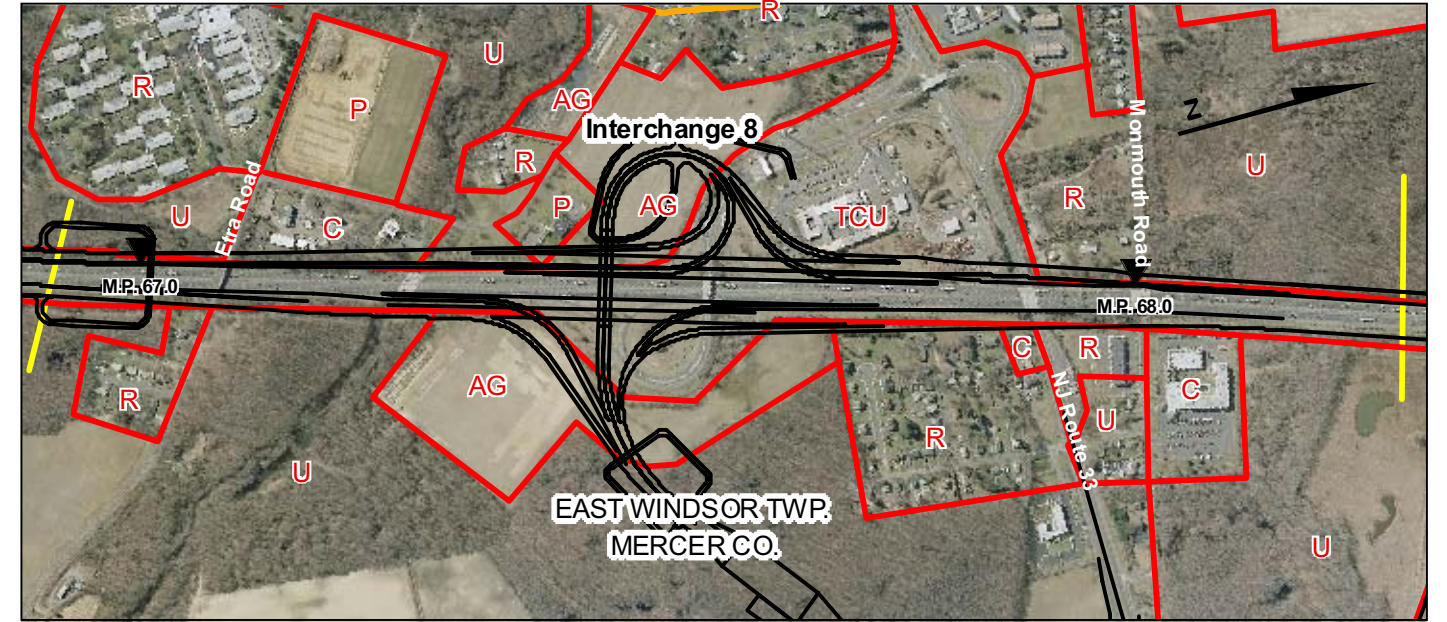
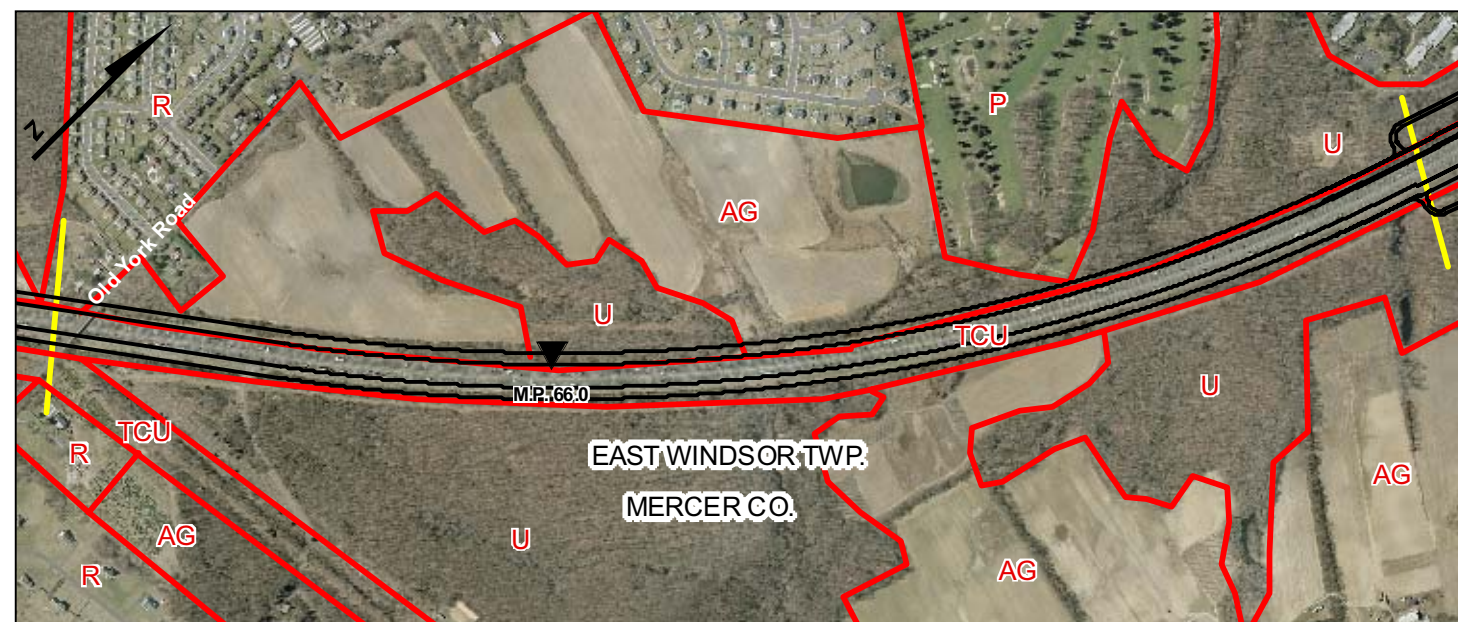
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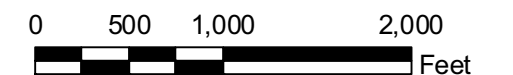
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New Jersey Turnpike Interchange 6 to 9 Widening Burlington, Mercer and Middlesex Counties Executive Order No. 215 Environmental Impact Statement		
	NEW JERSEY TURNPIKE AUTHORITY NEW JERSEY TURNPIKE	FIGURE 3-2c

Source: Digital Orthophotos - 2006 Aerial Photography.



Legend

-  Matchline
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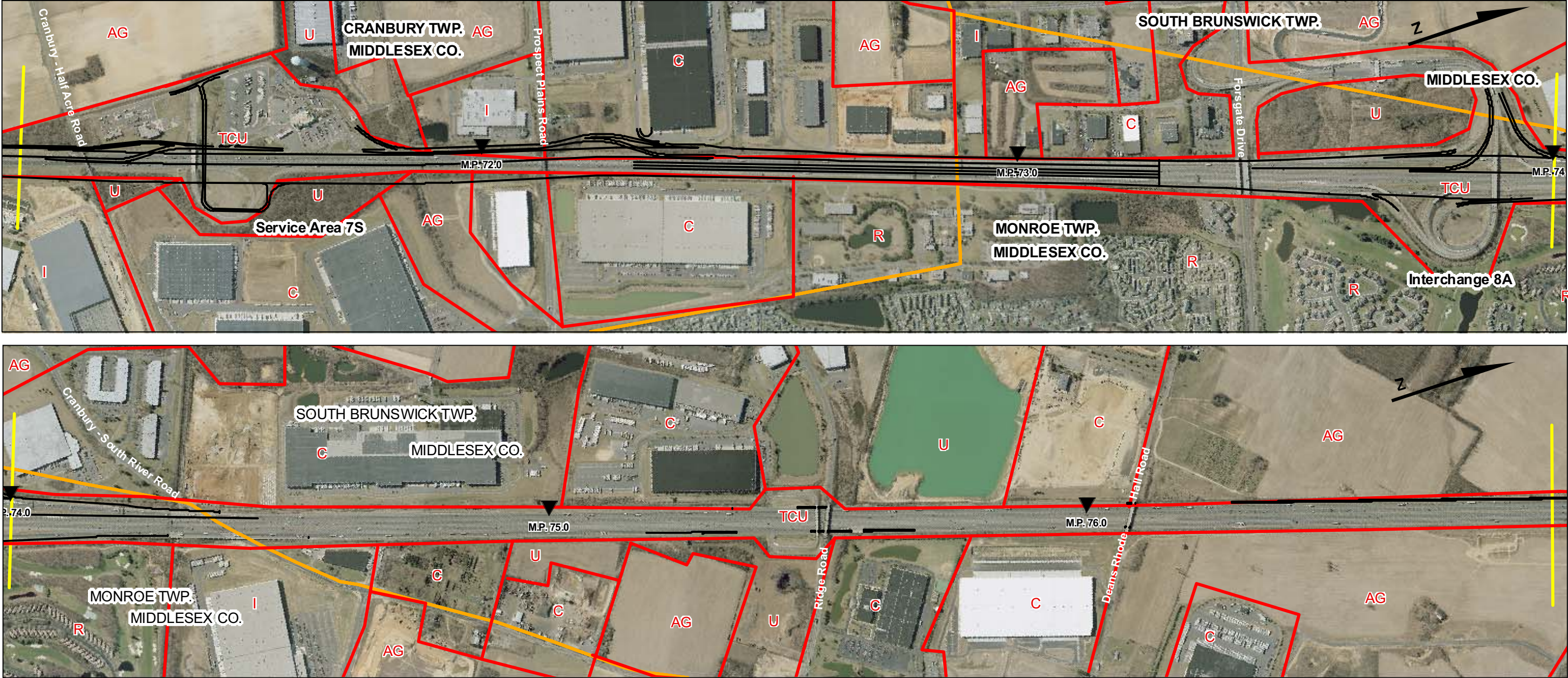
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FIGURE
3-2d


Source: Digital Orthophotos - 2006 Aerial Photography.



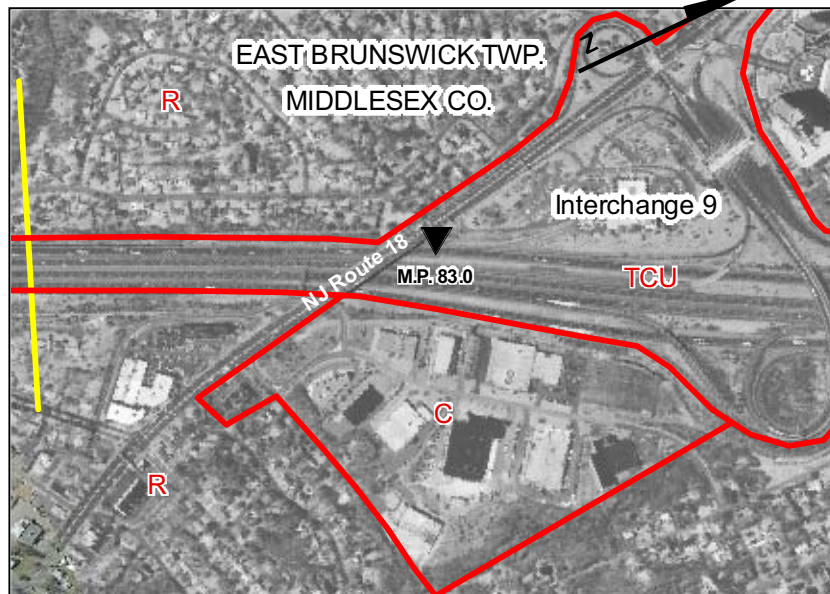
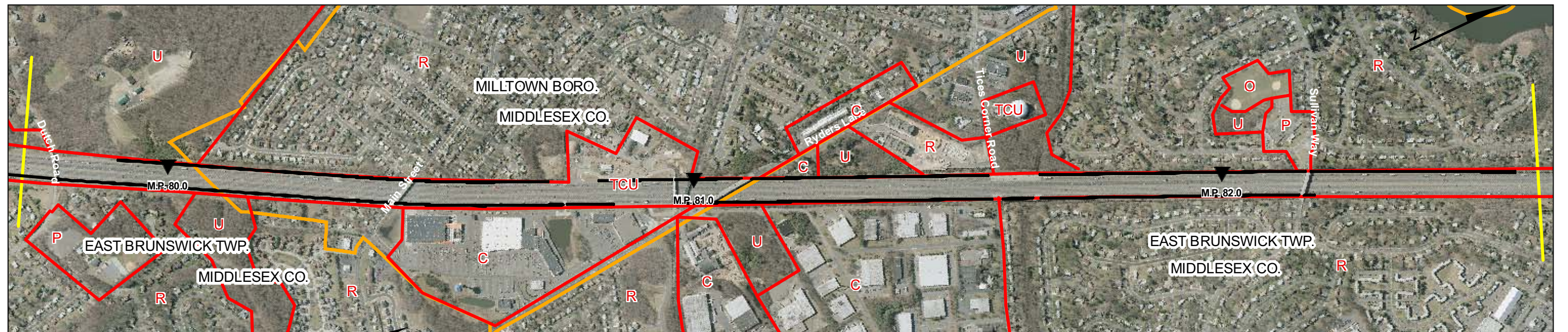
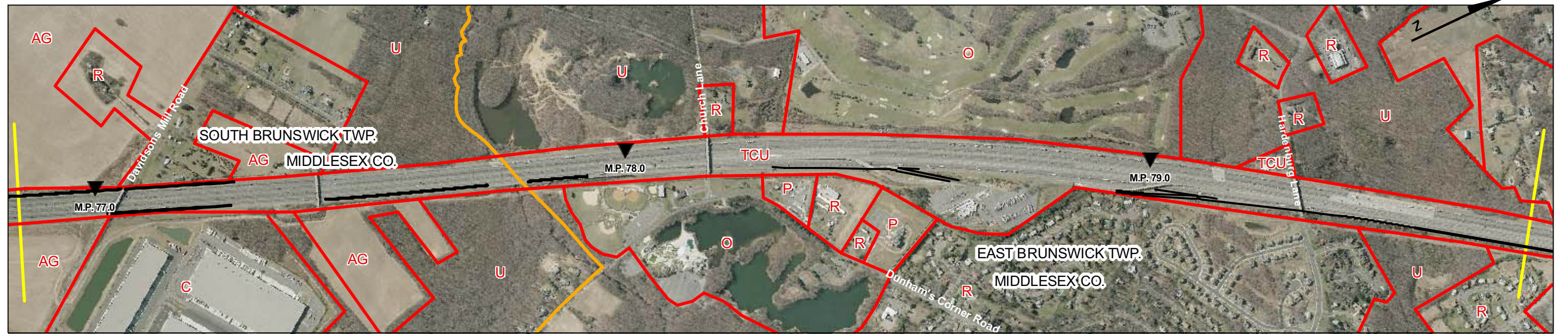
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EXISTING LAND USE	
New Jersey Turnpike Interchange 6 to 9 Widening Burlington, Mercer and Middlesex Counties Executive Order No. 215 Environmental Impact Statement	
 NEW JERSEY TURNPIKE AUTHORITY NEW JERSEY TURNPIKE	FIGURE 3-2e

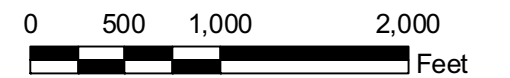
Source: Digital Orthophotos - 2006 Aerial Photography.



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Source: Digital Orthophotos - 2006 Aerial Photography.



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NEW JERSEY TURNPIKE

FIGURE
3-2f

Between Interchange 7 and Bordentown-Georgetown Road there is undeveloped land backing into commercial and residential uses along the southern side of Bordentown-Georgetown Road. From here to the Chesterfield border are two residential subdivisions, buffered from the Turnpike by undeveloped land and an agricultural field.

3.3.4.3 Chesterfield Township

Chesterfield Township has an area of approximately 21.5 square miles, of which approximately 99.6 percent is land and 0.4 percent is water. The township is bordered by the townships of Bordentown, Mansfield, Springfield and North Hanover, as well as Hamilton Township in Mercer County.

Agriculture and horse farming are the predominant land uses in Chesterfield. Nearly one-third of the Township's land area has been permanently deed restricted for agricultural use. Chesterfield Township ranks second among the state's 566 municipalities in farmland preservation, with 4,575 acres preserved to date through a variety of local, county, and state programs. Chesterfield is sparsely settled, with only 924 dwelling units among its 21 square miles. The township's traditional development pattern consists of farms surrounding the historic village of Crosswicks and the hamlets of Chesterfield and Sykesville. Along the Turnpike, Chesterfield Township is located between approximately M.P. 55.0 and Crosswicks Creek (near M.P. 57.0). The land uses within the Chesterfield Township portion of the Project Corridor are specifically depicted in Figure 3-2b.

Northbound Side of Turnpike

Between the border with Bordentown Township and Bordentown-Chesterfield Road along the northbound side of the Turnpike, land remains mostly undeveloped, with an agricultural parcel located on the south side of Bordentown-Chesterfield Road. Once in Chesterfield, the PSE&G overhead transmission lines continue to parallel the Turnpike, but move further away from the roadway than through Bordentown Township. North of Bordentown-Chesterfield Road, the land remains a mix of undeveloped, isolated residential and agricultural uses to Ward Avenue. PSE&G's Crosswicks Substation is located on the south side of Bordentown-Crosswicks Road, and located on the south side of Ward Avenue are a commercial parcel and the Colonial Pipeline Company's Allentown Pressure Station. Between Ward Avenue and Crosswicks Creek, the Turnpike Authority's Maintenance District No. 3 facilities are located on the north side of Ward Avenue. The land north of here to the creek is undeveloped. It is also in this area that the PSE&G transmission lines once again closely parallel the Turnpike. The creek is the border between Chesterfield and Hamilton Townships, and the counties of Burlington and Mercer.

Southbound Side of Turnpike

On the southbound side of the Turnpike, in the triangle formed by the Bordentown Township border, the Turnpike, and Bordentown-Chesterfield Road, the land is occupied by a small residential subdivision. North of Bordentown-Chesterfield Road to Ward Avenue the land is largely agricultural, with several undeveloped parcels and some isolated residences. Located on the south side of Ward Avenue are several residences, an agricultural parcel, and a soccer field (Friendship Field). Four residences are located on the north side of Ward Avenue; the land beyond the homes is agricultural and part of the Albert Wagner Youth Correctional Facility. Along Crosswicks Creek, the land is undeveloped woodland.

3.3.4.4 Hamilton Township

Hamilton Township has a total area of approximately 40.4 square miles, of which, approximately 97.7 percent is land and 2.3 percent is water. The township is bordered by the city of Trenton, and the townships of Lawrence, West Windsor, and Washington, located in Mercer County; the townships of

Bordentown and Chesterfield in Burlington County; Upper Freehold Township in Monmouth County; and the Delaware River.

Mercerville-Hamilton Square, White Horse and Yardville-Groveville are all census-designated places and unincorporated areas located within Hamilton Township. As of early 2006, much of the new residential development in Hamilton has been geared to accommodating the aging baby boomer generation. Construction of retirement communities and assisted-living facilities has outpaced that of traditional residential communities. Such construction has been spurred by several factors, including the township's perennially low school budgets, as well as the emergence of Robert Wood Johnson University Hospital into a highly respected source of care in the state. Along the Turnpike, Hamilton Township begins at Crosswicks Creek at its southern end (near M.P. 57.0) and ends at approximately M.P. 59.6. The land uses within the Hamilton Township portion of the Project Corridor are specifically depicted in Figure 3-2b.

Northbound Side of Turnpike

Along the northbound side of the Turnpike from Crosswicks Creek north, land is undeveloped until Broad Street, along which there are 12 residences along the south side of the street. Located between Broad Street and Crosswicks-Hamilton Square Road, the land is primarily agricultural with a few residences and a cemetery. Located between Crosswicks-Hamilton Square Road and Yardville-Allentown Road are two isolated residences on Crosswicks-Hamilton Square Road and a large agricultural parcel.

On the northern side of Yardville-Allentown Road, the land that surrounds the St. James Episcopal Church property fronting on Yardville-Allentown Road is still agricultural. Agricultural land continues north, past Turnpike Service Area 6N, at which point the PSE&G transmission lines slope away from the Turnpike roadway to follow around the service area parking lot. Located between the service area and Merrick Road are newly constructed residences among agricultural land. Between Merrick Road and the border of Washington Township, there are some residential parcels, with the remaining area being agricultural.

Southbound Side of Turnpike

On the southbound side of the Turnpike, there is a minimal area of undeveloped woodland adjacent to Crosswicks Creek, then an agricultural parcel that borders on Broad Street. Located between Broad Street and Crosswicks-Hamilton Square Road is the Crosswicks Tree Farm, undeveloped woodland, and several residences along Crosswicks-Hamilton Square Road. Located in the triangle formed by Crosswicks-Hamilton Square Road, the Turnpike, and Yardville-Allentown Road, there are a total of 21 single-family homes, agricultural land, and undeveloped land.

From Yardville-Allentown Road and along Uncle Pete's Road, which begins parallel to the Turnpike's southbound lanes and continues away from it to the northwest, land is mainly undeveloped woodland, with a parcel used by the German American Club and some agricultural land. Beyond and continuing on from Turnpike Service Area 6S, the land is entirely agricultural, all the way up to Merrick Road. Between Merrick Road and the Washington Township border, located about 1,600 feet to the north, the land is primarily agricultural, with the exception of a small residential area and an undeveloped wooded area at the border.

3.3.4.5 Washington Township

Washington Township has a total area of approximately 20.5 square miles, of which, approximately 99.9 percent is land and 0.1 percent is water. The township is bordered by the townships of Hamilton,

West Windsor, and East Windsor in Mercer County, as well as the townships of Upper Freehold and Millstone and the borough of Allentown in Monmouth County.

Washington Township has worked aggressively over the past decade to ensure appropriate use of its land, with 1,547 of its 2,845 open space/farmland acres preserved (896 acres since 1995). With only 123 commercial units and 4,163 farm and residential units, Washington Township is mainly rural with pockets of development. Washington Town Center, completed in 2002, is a Neo-Traditional neighborhood development, featuring mixed-use buildings and a walkable town center in proximity to Routes 33 and 130, two of the major highways passing through the town. Washington Township's hamlets include: Windsor, Robbinsville (also known as Newtown Station), Sharon, and New Canton. Along the Turnpike, Washington Township is located between approximately M.P. 59.6 and Windsor Perrineville Road (near M.P. 64.75). The land uses within the Washington Township portion of the Project Corridor are specifically depicted in Figure 3-2c.

Northbound Side of Turnpike

Along the northbound side of the Turnpike to Edgebrook Road, land is predominantly agricultural with a few patches of undeveloped woodland and a few residences. Beyond Edgebrook Road, around Interchange 7A and up to Route I-195, the land is comprised of irregularly-shaped agricultural fields and undeveloped parcels. The PSE&G transmission lines continue to parallel the northbound edge of the Turnpike, moving away from the roadway near the interchange, but returning as they cross Route I-195. The land located between Route I-195 and West Manor Way is almost entirely agricultural with a few isolated residences. Located between West Manor Way and Gordon Road is a large furniture warehouse, beyond which is almost entirely agricultural with patches of undeveloped woodland to Sharon Road.

North of Sharon Road to Windsor-Carson Mills Road, all land is either agricultural or undeveloped woodland. Land remains undeveloped woodland north of Windsor-Carson Mills Road, with several isolated agricultural parcels and a few residences up to the East Windsor border.

Southbound Side of Turnpike

Along the southbound side of the Turnpike, the land is entirely undeveloped woodland up to Interchange 7A and Route I-195. Between Route I-195 and Robbinsville-Allentown Road, is a 31-unit residential development. North of Robbinsville-Allentown Road, the land is undeveloped to West Manor Way. Located between West Manor Way and Sharon Road are a municipal park, a cemetery, an elementary school and undeveloped woodland.

Beyond Sharon Road to Windsor-Carson Mills Road, the land is entirely undeveloped. Hill Crest Farm is located on the north side of Windsor-Carson Mills Road. Beyond the farm there is undeveloped land all the way to the East Windsor border with the exception of a small residential area.

3.3.4.6 East Windsor Township

East Windsor Township has a total area of approximately 15.7 square miles, of which, approximately 99.7 percent is land and 0.3 percent is water. The township is bordered by the townships of West Windsor, Plainsboro, and Washington in Mercer County, the townships of Upper Freehold and Millstone in Monmouth County, and the townships of Cranbury and Monroe in Middlesex County. Hightstown Borough is an independent municipality located entirely within the boundaries of East Windsor Township, although it is directly outside of the Project Corridor.

The township currently is considering the acquisition of 153 acres of open space, and is simultaneously expecting many commercial and retail developments to be completed in the coming year. East

Windsor's only village is named Etra, and Twin Rivers is a census-designated place within the township. Along the Turnpike, East Windsor Township is located between Windsor Perrineville Road (near M.P. 64.75) and the Millstone River (near M.P. 68.9). The land uses within the East Windsor Township portion of the Project Corridor are specifically depicted in Figure 3-2c and 3-2d.

Northbound Side of Turnpike

Along the northbound side of the Turnpike to Old York Road, the land is entirely agricultural. One PSE&G transmission line runs closely parallel to the Turnpike until it crosses Old York Road, at which point it moves to the east away from the Turnpike and out of the Project Corridor. Land use north of Old York Road is initially agricultural for a few acres, then predominantly undeveloped, with the exception of one large farm, up to Etra Road. On the south side of Etra Road is a single residence, and on Philyet Drive there is a 9-unit residential development. Between Etra Road and Rocky Brook, the land is undeveloped woodland.

From Rocky Brook around the Turnpike Interchange 8 access ramp, land is agricultural until the Timber Run Creek development, a development of 42 single-family residences located adjacent to N.J. Route 33, along which two commercial uses exist (Mom's Diner and Royal Limousine). East of Interchange 8 to Milford Road, the land is undeveloped woodland. Beyond Milford Road to the east is a mix of agricultural and undeveloped land, as well as several offices located on Twin Rivers Drive. Located between N.J. Route 33 and Monmouth Road are two residences and a hotel. A second hotel and undeveloped land is located between Monmouth Road and N.J. Route 133. Located between N.J. Route 133 and the Cranbury border is an industrial facility and undeveloped land.

Southbound Side of Turnpike

On the southbound side of the Turnpike, land is first agricultural, then mostly undeveloped up to Old York Road. Located on the south side of Old York Road is a development containing 92 homes. Between Old York Road and Etra Road, the land is mainly agricultural with patches of undeveloped woodland land and a golf course associated with a nearby private school. The Meadow Lakes Health Center and Homes complex is located on the south side of Etra Road, surrounding a lake along Peddie Brook. Between Etra Road and along Ward Street, the East Windsor Township Department of Public Works and the township's recycling center abut the Turnpike, as does the New Jersey Credit Union League building. A tract of land at the northwest corner of Etra Road and Ward Street is currently being developed.

Between Ward Street and the Interchange 8 toll plaza, the land is agricultural, with two residences fronting Ward Street. At the interchange, the Turnpike Authority's Central Shops complex is located immediately east of the plaza buildings. Between the interchange and Monmouth Street, land is undeveloped east of the interchange ramps and commercial (a hotel) west of the ramps. There are three residences located on the south side of Monmouth Street, immediately adjacent to the Turnpike. Between Monmouth Street and the Cranbury border, all land remains undeveloped.

3.3.4.7 Cranbury Township

Cranbury Township has a total area of approximately 13.4 square miles, of which, approximately 99.7 percent is land and 0.3 percent is water. The township is bordered by the townships of Monroe, Plainsboro, and South Brunswick in Middlesex County, and the townships of East Windsor and West Windsor and the Borough of Hightstown in Mercer County. The historic Village of Cranbury, which has been on the New Jersey and National Registers of Historic Places since 1979 and 1980, is located within the township. Although Cranbury Township has grown in recent years to include factory outlets, warehouses and office buildings on its outer rim, approximately 75 percent of available farmland has been preserved. Along the Turnpike, Cranbury Township is located between the Millstone River (near

M.P. 68.9) and approximately M.P. 72.9. The land uses within the Cranbury Township portion of the Project Corridor are specifically depicted in Figures 3-2d and 3-2e.

Northbound Side of Turnpike

On the northbound side of the Turnpike from the East Windsor border to Hightstown-Cranbury Station Road, land remains about half undeveloped woodland and half agricultural. Located on the west side of Hightstown-Cranbury Station Road are three residences. Three more residences and agricultural land are located on the east side. Opposite Cranbury Station Road, the Renaissance Adult Community is under construction. At the southwest intersection of Cranbury Station Road and Hightstown-Cranbury Station Road, a small parcel of undeveloped land surrounds a garden center and a truck station. A new outlet is under construction on the northwest corner of the same intersection. Beyond this construction, up to and surrounding Cranbury Brook, land remains undeveloped. North of the brook to Cranbury-Half Acre Road, new large warehouse/industrial buildings are present. North of Cranbury-Half Acre Road, and around the Service Area 7S ramp, there are three large warehouses. Between the service area and Prospect Plains Road, just north of Cedar Brook (which has undeveloped and agricultural land comprising its border), a newly constructed warehouse is for lease on the south side of Prospect Plains Road. From the north side of Prospect Plains Road to the Monroe border are two warehouses and an industrial facility.

Southbound Side of Turnpike

Similar development patterns follow on the southbound side of the Turnpike, where land between the township border at the Millstone River and Brick Yard Road is agricultural first, then used by American Cabinetry Inc., Plant Food Company, Inc., and MFS up to Brick Yard Road. North of Brick Yard Road, land remains undeveloped, aside from one residence, up to a newly constructed warehouse on the south side of Cranbury Station Road, labeled as 600,000± sq. ft. available. North of Cranbury Station Road is a new Home Depot Import Distribution Center, north of which undeveloped land borders Cranbury Brook. Beyond the brook to the north, land remains almost entirely agricultural up to Cranbury-Half Acre Road, with a small patch of undeveloped land immediately adjacent to the Turnpike and the south side of Cranbury-Half Acre Road. Located north of Cranbury-Half Acre Road are the headquarters of State Police Troop D and Service Area 7S. To the west of these facilities, land remains agricultural with a patch of undeveloped land, as well as the newly constructed Ford Motor Parts Distribution Center, which is adjacent to ABLE Laboratories, Inc. on the south side of Prospect Plains Road. Located north of Prospect Plains Road are warehouses, occupying all land up to an agricultural parcel on the Monroe border.

3.3.4.8 Monroe Township

Monroe Township has a total area of approximately 42.0 square miles, of which approximately 99.8 percent is land and 0.2 percent is water. The township is bordered by the townships of Cranbury, South Brunswick, East Brunswick, and Old Bridge, and the boroughs of Helmetta and Spotswood, all located in Middlesex County, as well as East Windsor Township in Mercer County and the townships of Millstone and Manalapan in Monmouth County.

The township's largely agricultural landscape started to become more suburbanized in the mid-1970s, when the Turnpike Authority opened Interchange 8A in the western part of Monroe, in conjunction with the effort to develop the age-restricted community of Rossmoor. Since then, at least five more communities for senior citizens have joined Rossmoor: Concordia, Clearbrook, Greenbriar at Whittingham, The Ponds, and Encore, and more are under development. At the same time, and over the next few decades, conventional suburbs spread into the northern parts of the township. Along the Turnpike, Monroe Township is located between approximately M.P. 72.9 and Cranbury – South River

Road (near M.P. 74.3). The land uses within the Monroe Township portion of the Project Corridor are specifically depicted in Figure 3-2e.

Northbound Side of Turnpike

Along the northbound side of the Turnpike, land use is industrial from the Cranbury border northward until the residential development of Rossmoor, located along the south side of Forsgate Drive. An assisted-living facility, Castle Senior Living at Forsgate, is located on the south side of Forsgate Drive, immediately adjacent to the Turnpike. Beyond Forsgate Drive, The Communities at Forsgate, a residential development, and the Forsgate Country Club golf course occupy all land along the Turnpike surrounding Interchange 8A. Conrail Shared Assets Operations' Jamesburg Branch demarks the northern border of The Communities at Forsgate. From the railroad to the South Brunswick border, the land is industrial.

Southbound Side of Turnpike

From the Cranbury border on the southbound side of the Turnpike to N.J. Route 32, land is used primarily for office buildings and warehouses, with patches of undeveloped land interspersed (most of which is posted as being for sale for future construction). Land between N.J. Route 32 and the Interchange 8A ramps/toll plaza is undeveloped and agricultural further west of the plaza.

3.3.4.9 South Brunswick Township

South Brunswick Township has a total area of approximately 41.1 square miles, of which, approximately 99.4 percent is land and 0.6 percent is water. The township is bordered by the townships of Cranbury, North Brunswick, East Brunswick, Plainsboro and Monroe in Middlesex County, as well as Franklin Township in Somerset County and Princeton Township in Mercer County. The township encompasses the census-designated places and unincorporated areas of Dayton, Heathcote, Kendall Park, Kingston and Monmouth Junction. Deans is also an unincorporated area within the Township.

Historically, development in the township has been linked to transportation improvements. With the emergence of U.S. Route 1 as the east coast's major north-south highway in the 1930s, the township's development pattern shifted from being primarily rural and agricultural to more residential. The completion of the Turnpike through the township in 1951 accelerated this transformation. Despite this rapid growth, over 16,000 of South Brunswick's 26,172 acres remain undeveloped in the form of agricultural, forest, open water, and wetland areas. Along the Turnpike, South Brunswick Township is located between Cranbury South River Road (near M.P. 74.3) and approximately M.P. 77.8. The land uses within the South Brunswick Township portion of the Project Corridor are specifically depicted in Figures 3-2e and 3-2f.

Northbound Side of Turnpike

On the northbound side of the Turnpike, along Cranbury-South River Road, the land is used mainly for commercial purposes, with agricultural and undeveloped parcels located closer to Ridge Road. The former JIS Landfill, a Superfund site, is located between Cranbury-South River Road and the Turnpike in this area. In the southwest quadrant of the Ridge Road and Cranbury-South River Road intersection, a sign denotes "Coming Soon – Sunoco Gas" on currently undeveloped property. North of Ridge Road toward Deans Rhode Hall Road is the Canon complex, an office/warehouse, followed by agricultural land and a newly constructed building for rent. North of Deans Rhode Hall Road up to Davidson's Mill Road, there is mainly agricultural land, with a Barnes & Noble Distribution Center located on the north side of Deans Rhode Hall Road. Beyond Davidson's Mill Road, there is an office park known as

Turnpike Crossings, followed by agricultural and undeveloped land north to the East Brunswick border.

Southbound Side of Turnpike

On the southbound side of the Turnpike, the Hyundai Motor America building is located on the south side of Cranbury-South River Road. Immediately north of Cranbury-South River Road is a tract of vacant land that was, until recently, a BASF industrial facility. Located further north are a number of commercial buildings, including the AMB Property Corporate Center, which contains facilities for The Home Depot, Cooper Tire, Barnes & Noble, and France Apparel. A short distance of undeveloped land separates the AMB Center from more warehouses, all the way up to Ridge Road. Between Ridge Road and Deans Rhode Hall Road are the facilities of the Dallenbach Sand Company. Between Deans Rhode Hall Road and Davidson's Mill Road, the land is entirely agricultural. Between Davidson's Mill Road and the East Brunswick border, there are a few residences, some agricultural land, and mostly undeveloped land approaching Ireland Brook.

3.3.4.10 East Brunswick Township

East Brunswick Township has a total area of approximately 22.4 square miles, of which, approximately 98.1 percent is land and 1.9 percent is water. The township is bordered by the boroughs of South River, Sayreville, Milltown, Spotswood, and Helmetta, the townships of Old Bridge, Monroe, South Brunswick and North Brunswick, and the city of New Brunswick, all in Middlesex County, as well as the Raritan River.

The township grew steadily as a rural community since the mid-1800s. After decades as a quiet farming area, East Brunswick began to change in the 1930s. Large-scale housing and road construction, especially after World War II, transformed the rural community into a large suburban town. The opening of the Turnpike to East Brunswick in 1951 led to a sharp spike in population growth and development. Today, development is concentrated on the eastern side of the township, while the western side is the sparsely developed 6.7 square mile Rural Preservation Zone. Along the Turnpike, East Brunswick is located between approximately M.P. 77.8 and M.P. 80.1; and between Ryders Lane (near M.P. 81) and the Project Corridor's northern terminus at Interchange 9 (near M.P. 83.0). The land uses within the East Brunswick Township portion of the Project Corridor are specifically depicted in Figure 3-2f.

Northbound Side of Turnpike

On the northbound side of the Turnpike, some of the land is used for public recreation in the form of a softball complex and a large community park. A firehouse is located at the intersection of Church Lane and Dunham's Corner Road. North of Church Lane, between the Turnpike and Dunham's Corner Road, are the township's recycling center and two residences. Also located in this area is a mosque belonging to the Dawoodi Bohra community. Adjacent to Service Area 8N land is entirely residential up to Hardenburg Lane. Located on the south side of Hardenburg Lane, is the "Brookside at East Brunswick", a new 65-home development. Between Hardenburg Lane and Dutch Road, all land is residential except from a small area of undeveloped woodland along the North Branch of Beaver Dam Brook. North of Dutch Road to the Milltown border (see below), land is residential and public, with an undeveloped tract immediately adjacent to the border. East Brunswick Township surrounds the Borough of Milltown, and resumes paralleling the Turnpike further north, at Ryders Lane.

North of Ryders Lane to Tices Lane, land use is mainly light industrial and commercial (office). Tices Lane is lined on its north side by residential development, behind which runs Sawmill Brook. North of

the brook, all the way to N.J. Route 18 at Interchange 9, is residential development, with commercial use along Route 18. From Route 18 to the actual Interchange 9 ramps is commercial development.

Southbound Side of Turnpike

On the southbound side of the Turnpike, land is undeveloped from the South Brunswick border up to Church Lane. On the north side of Church Lane are three residential parcels. Between these residences and the South Branch of Beaver Dam Brook is the Tamarack County Golf Course. North of the golf course to Hardenburg Lane is undeveloped woodland. There is one commercial parcel located on the south side of Hardenburg Lane, immediately adjacent to the Turnpike. From Hardenburg Lane to Dutch Road, the land is primarily undeveloped woodland, with some farms and farmhouses along the south side of Dutch Road. From Dutch Road to the Milltown border, land remains undeveloped.

East Brunswick resumes paralleling the Turnpike at Ryders Lane. North of Ryders Lane to Sawmill Brook, the land is undeveloped woodland. Beyond the brook to N.J. Route 18, the land is almost entirely residential, with the exception of Lawrence Brook Elementary School, located in the southwest quadrant of Sullivan Way and Corona Road. At Interchange 9, the Authority's Administration Building is located within the triangle formed by the Turnpike mainline, Route 18, and the toll plaza. Commercial development (Town Center/Hilton, Holiday Inn Express, PNC Bank, Neilson Plaza Park-and-Ride) is located in the triangle formed by the toll plaza, Route 18 and Lawrence Brook.

3.3.4.11 Milltown Borough

The Borough of Milltown has a total area of approximately 1.6 square miles, of which, approximately 98.1 percent is land and 1.9 percent is water. An old industrial town dating to the early 1800s, the borough is bisected by Lawrence Brook (Mill Pond) and is entirely surrounded by East Brunswick Township. Along the Turnpike, Milltown is located between approximately M.P. 80.1 and Ryders Lane (near M.P. 81). The land uses within the Milltown portion of the Project Corridor are specifically depicted in Figure 3-2f.

Northbound Side of Turnpike

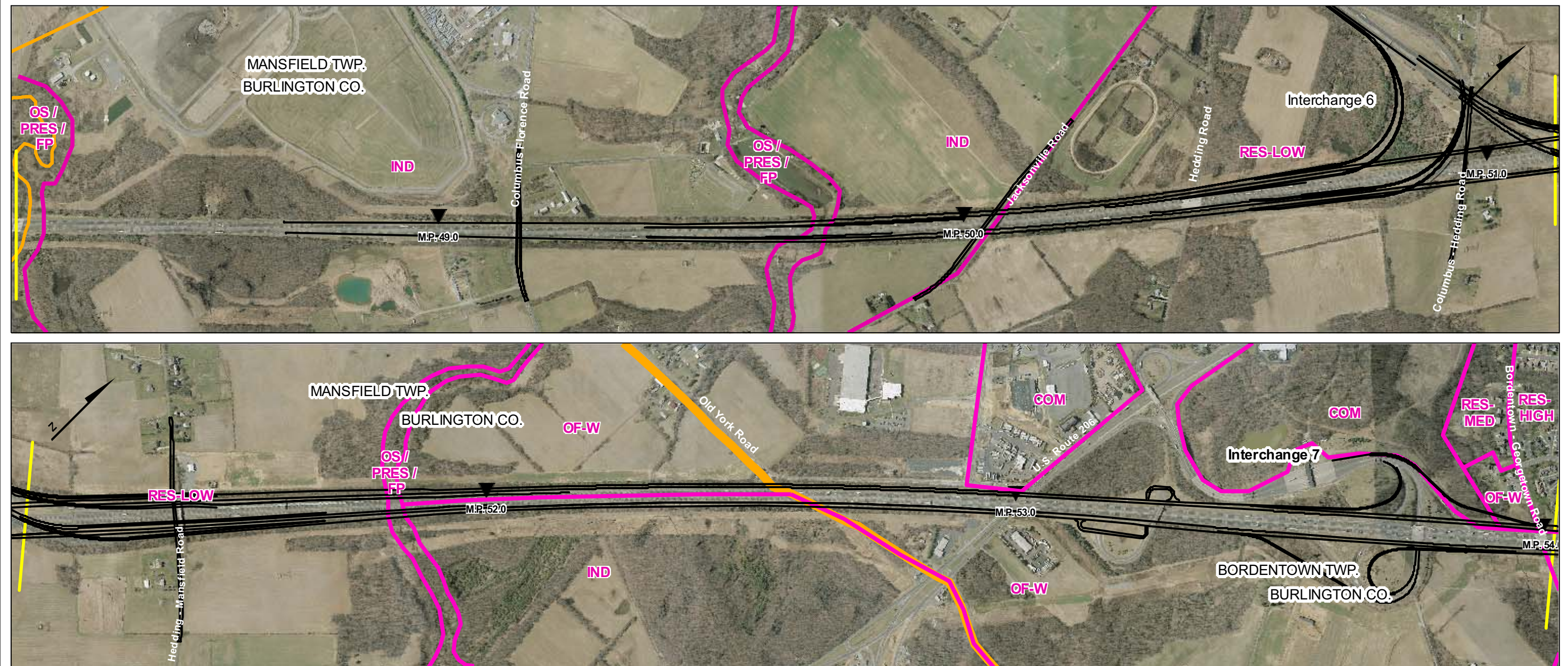
On the northbound side of the Turnpike, the land is residential up to Main Street. Located north of Main Street are "big box" retail commercial uses including Target and Home Depot, which front on Ryders Lane. An Acme grocery store is located on the south side of Ryders Lane immediately adjacent to the Turnpike.

Southbound Side of Turnpike

On the southbound side of the Turnpike, there is residential development from the East Brunswick border to the South Tributary to Westons Mill Pond. Located north of the tributary is the Turnpike's Maintenance District No. 4. To the west of Maintenance District No. 4 and to the north, to the East Brunswick border, are residential properties. Conrail Shared Assets Operations' former Raritan River Railroad crosses the Turnpike immediately south of Ryders Lane, which serves as the East Brunswick border.

3.3.5 Existing Zoning

Each municipality encompassing the Project Corridor has adopted its own zoning ordinance which controls the use and development of the land in that municipality. Figures 3-3a through 3-3f present composite zoning maps for the Project Corridor. Within the subsections below, each municipality's



Legend

- Matchline
- Municipal / County Boundary
- Zoning

RES-LOW - Low Density Residential Zoning, including Rural Agriculture, and Rural Residential
 RES-MED - Residential, Medium Density, including single-family and townhouse developments
 RES-HIGH - Residential, High Density, specifically planned and age-restricted communities
 IND - Industrial
 COM - Commercial
 OF-W - Office Use and/or Warehouse
 OS/PRES/FP - Open Space, Preservation/Conservation area or Flood Plain, Undeveloped Land

0 500 1,000 2,000
Feet

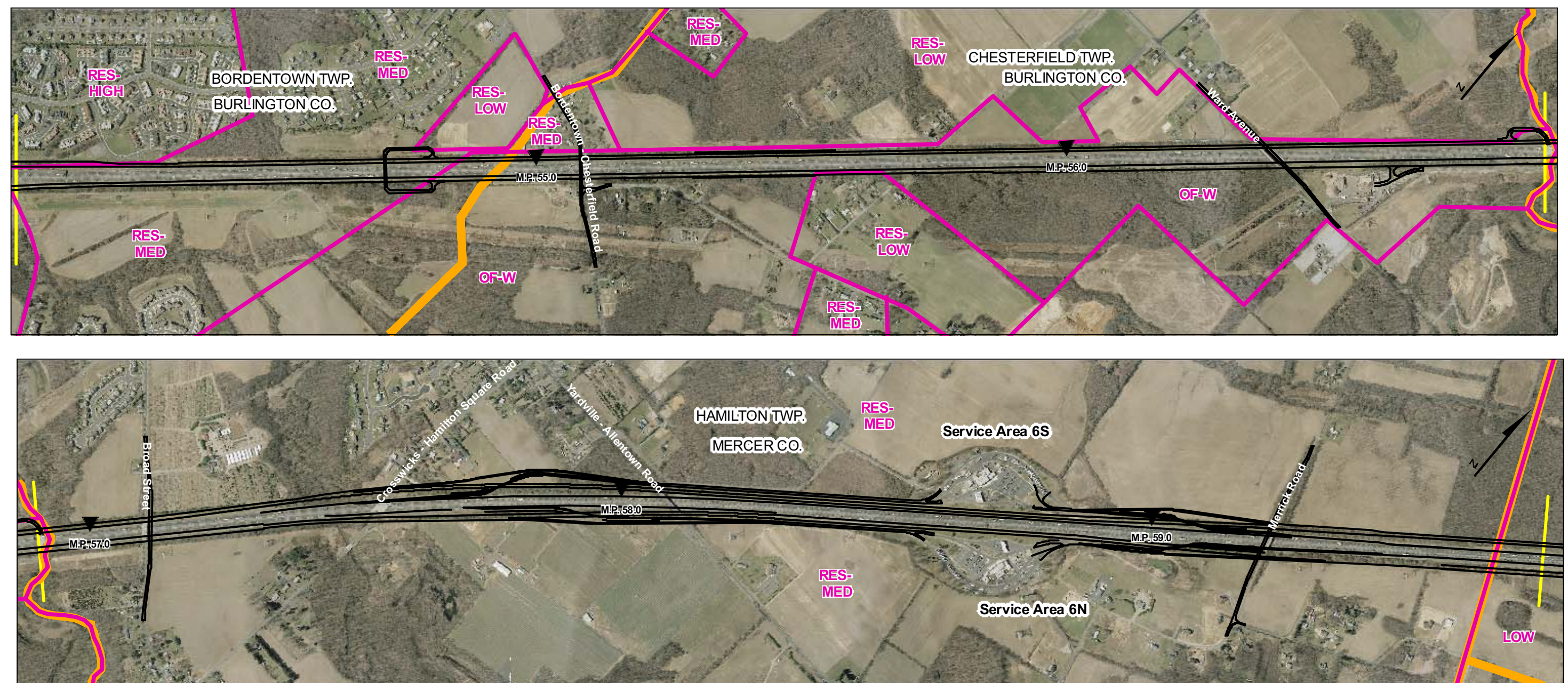
EXISTING ZONING

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 Burlington, Mercer and Middlesex Counties
 Executive Order No. 215
 Environmental Impact Statement



NEW JERSEY TURNPIKE AUTHORITY
 NEW JERSEY TURNPIKE

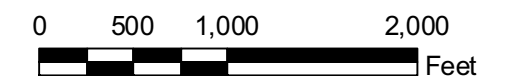
FIGURE
 3-3a



Legend

- Matchline
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RES-LOW - Low Density Residential Zoning, including Rural Agriculture, and Rural Residential
 RES-MED - Residential, Medium Density, including single-family and townhouse developments
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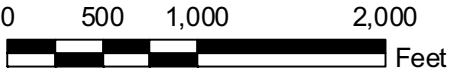
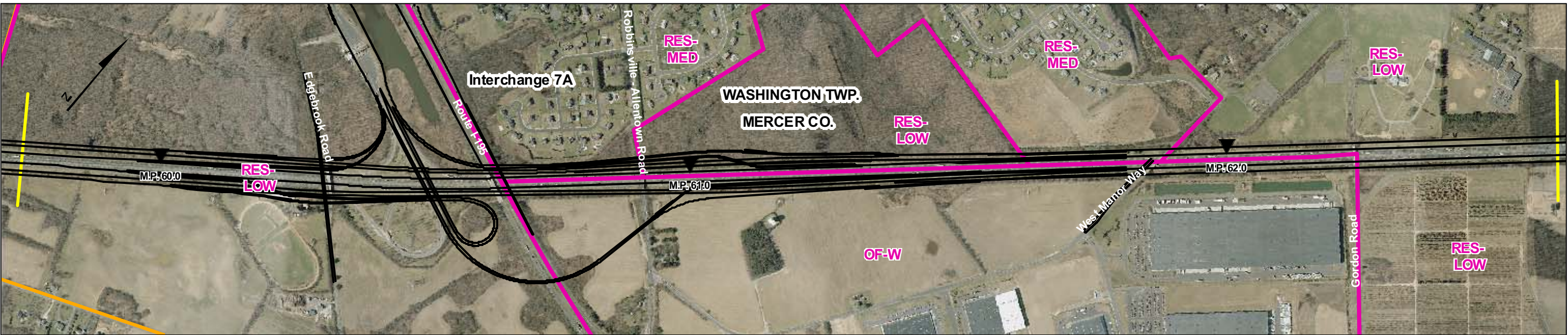
EXISTING ZONING

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FIGURE
 3-3b

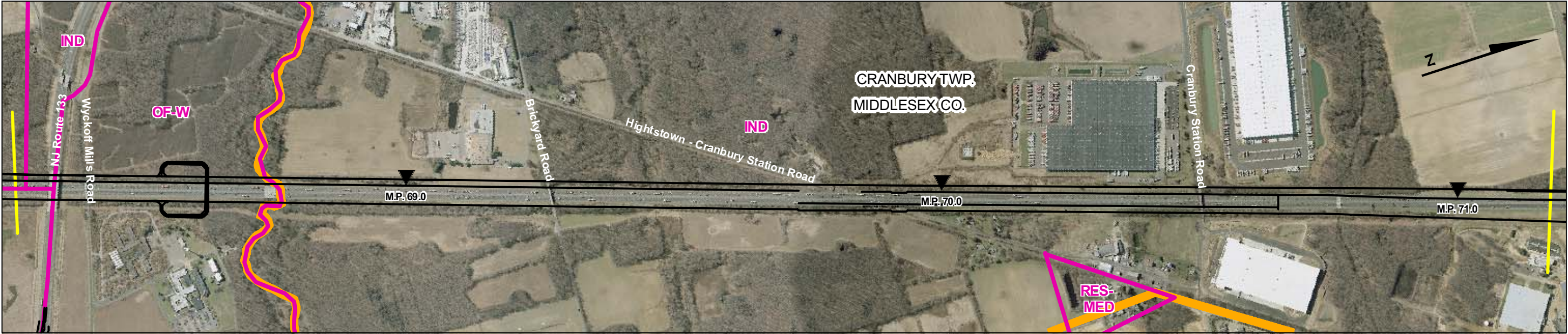
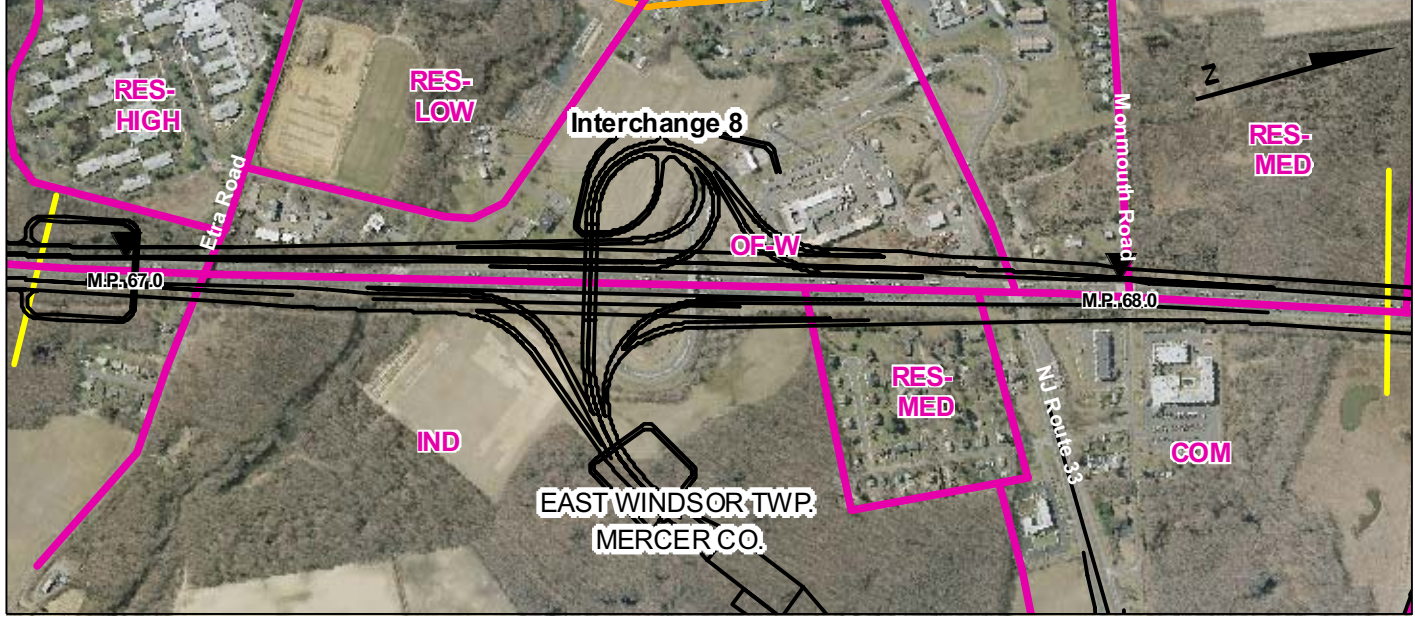
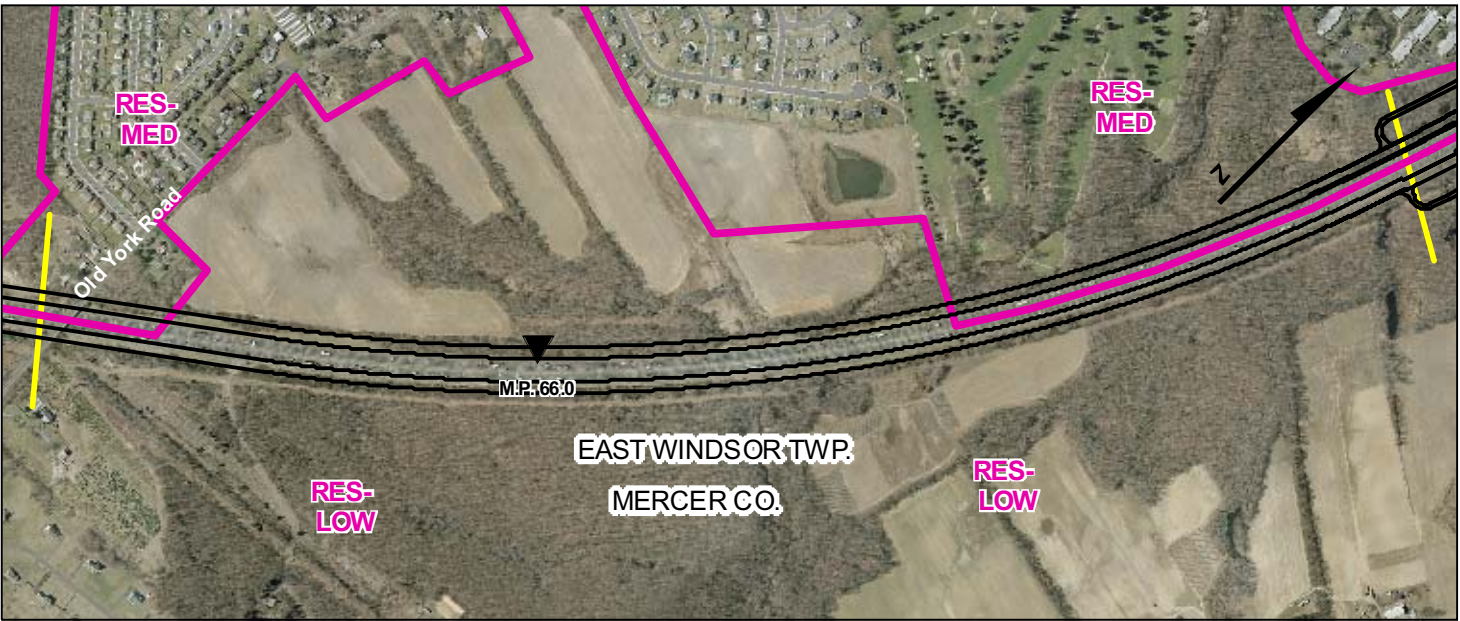


Legend

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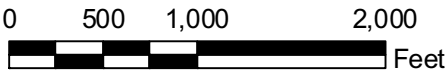
EXISTING ZONING		
New Jersey Turnpike Interchange 6 to 9 Widening Burlington, Mercer and Middlesex Counties Executive Order No. 215 Environmental Impact Statement		
	NEW JERSEY TURNPIKE AUTHORITY NEW JERSEY TURNPIKE	
	FIGURE 3-3c	


Source: Digital Orthophotos - State of N.J. Office of Information Technology, Office of Geographic Information Systems, 2002.



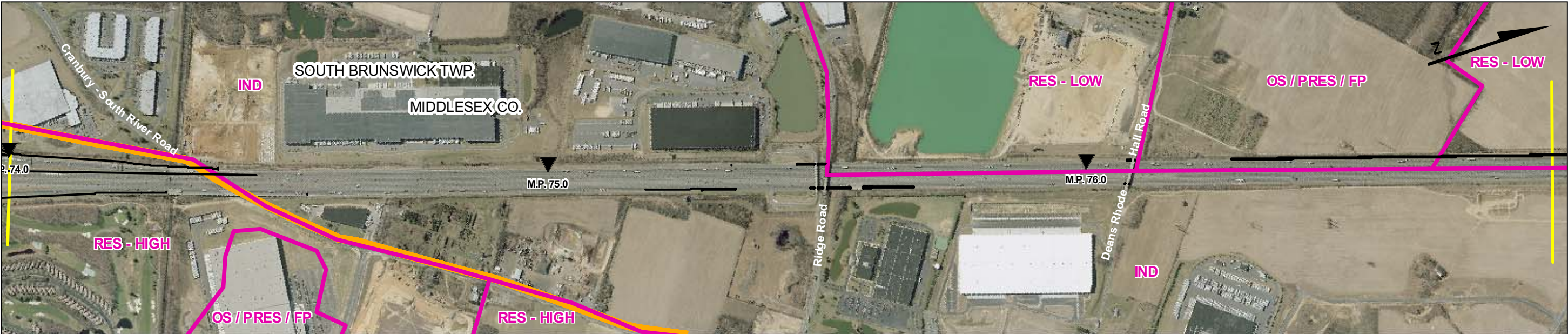
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	NEW JERSEY TURNPIKE AUTHORITY NEW JERSEY TURNPIKE	
	FIGURE 3-3d	


Source: Digital Orthophotos - State of N.J. Office of Information Technology, Office of Geographic Information Systems, 2002.



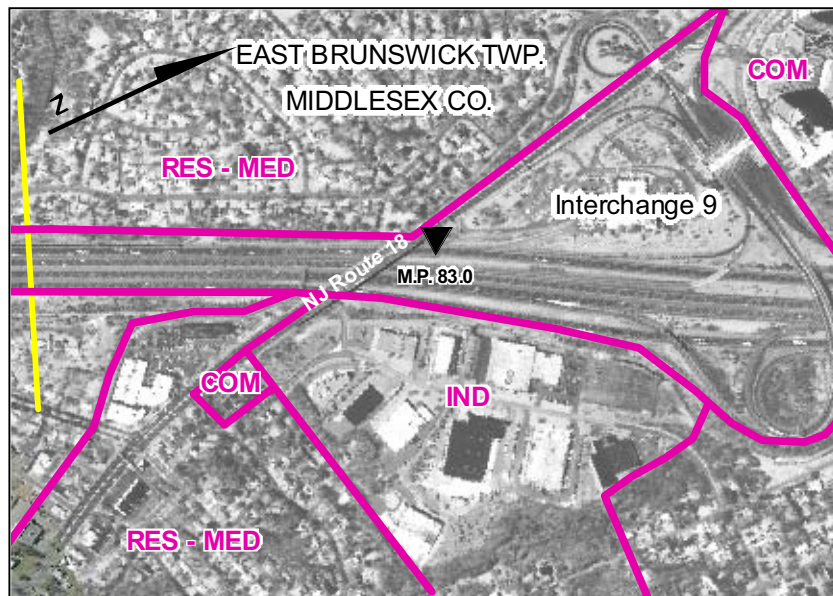
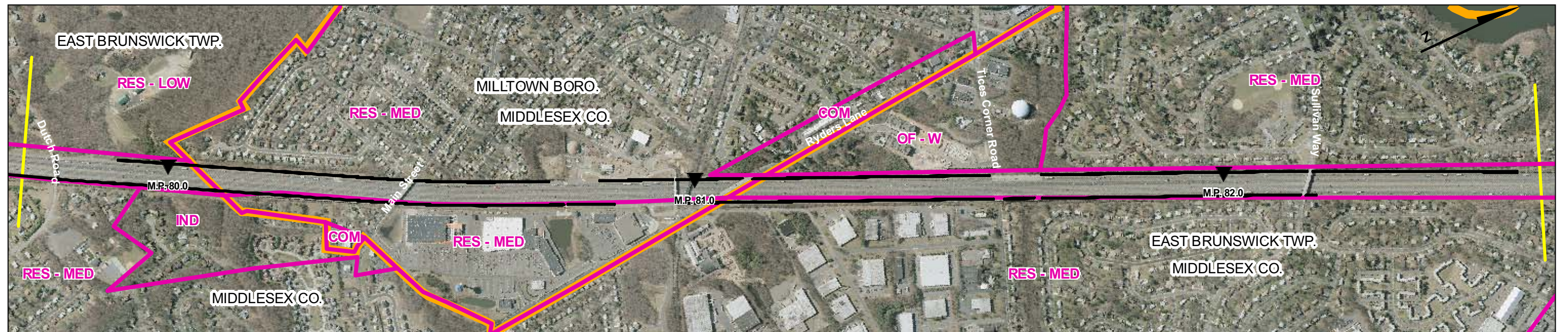
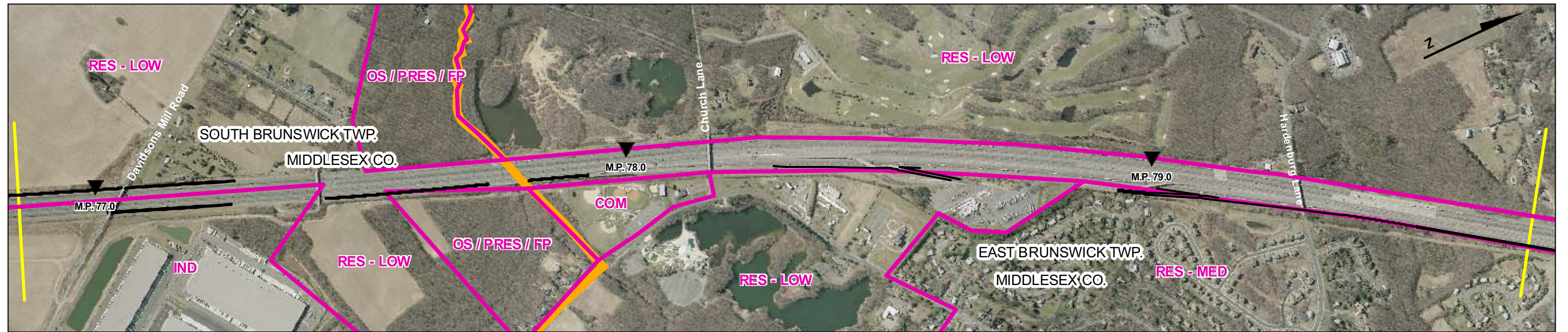
Legend

- Matchline
- Municipal / County Boundary
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- IND - Industrial
- COM - Commercial
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EXISTING ZONING		
New Jersey Turnpike Interchange 6 to 9 Widening Burlington, Mercer and Middlesex Counties Executive Order No. 215 Environmental Impact Statement		
	NEW JERSEY TURNPIKE AUTHORITY NEW JERSEY TURNPIKE	FIGURE 3-3e

Source: Digital Orthophotos - State of N.J. Office of Information Technology, Office of Geographic Information Systems, 2002.

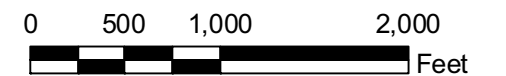


Legend

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Source: Digital Orthophotos - State of N.J. Office of Information Technology, Office of Geographic Information Systems, 2002.



EXISTING ZONING

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 Burlington, Mercer and Middlesex Counties
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FIGURE
 3-3f

local zoning designations are presented along with the corresponding composite designation to allow for a consistent comparison along the entire Project Corridor.

3.3.5.1 Mansfield Township

The local zoning designations and their corresponding composite symbols located within the Project Corridor in Mansfield Township are shown below, while the actual locations of these zones are specifically indicated in Figure 3-3a.

Local Zoning Symbol	Permitted Uses	Composite Zoning Symbol
R1, R5	Low-Density Residential Zoning, including Rural Agricultural and Rural Residential	RES-LOW
GI	Industrial	IND
OL	Office and/or Warehouse	OF-W
FP	Open Space, Preservation/ Conservation area, or Flood Plain. Undeveloped land.	OS/PRES/FP

Northbound Side of Turnpike

On the northbound side of the Turnpike, the area is industrially zoned from Assiscunk Creek north to Hedding Road (near M.P. 50.0), at which point the zoning becomes low density residential through Turnpike Interchange 6 and north to the tributary to Crystal Lake. North of the tributary, the land returns to being industrially zoned all the way to the Bordentown Township border (near M.P. 52.5).

Southbound Side of Turnpike

On the southbound side of the Turnpike, the area is also industrially zoned from Assiscunk Creek north to Craft's Creek (near M.P. 49.7), where zoning changes to an office/industrial designation north to Hedding Road. Beyond Hedding Road, the zoning becomes low density residential through Turnpike Interchange 6 and north to the tributary to Crystal Lake (near M.P. 51.9). North of the tributary, the area is zoned for office/warehouse use to the Bordentown Township border.

3.3.5.2 Bordentown Township

The local zoning designations and their corresponding composite symbols located within the Project Corridor in Bordentown Township are shown on the next page, while the actual locations of these zones are specifically indicated in Figures 3-3a and 3-3b.

Northbound Side of Turnpike

Beginning at the Mansfield Township border on the northbound side of the Turnpike, the area is zoned for office/warehouse use northward, beyond Turnpike Interchange 7, up to Bordentown-Georgetown Road (near M.P. 54.0). North of Bordentown-Georgetown Road, the area is zoned for medium-density residential use to the Chesterfield Township border.

Local Zoning Symbol	Permitted Uses	Composite Zoning Symbol
R-120	Low-Density Residential Zoning, including Rural Agricultural and Rural Residential	RES-LOW
R-20, R-30	Residential, Medium Density, including single-family and townhouse developments.	RES-MED
PUD (A/T)	Residential, High density, specifically planned and age-restricted communities.	RES-HIGH
CC, GC-II	Commercial	COM
PO	Office and/or Warehouse	OF-W

Southbound Side of Turnpike

On the southbound side of the Turnpike, the area is zoned for office/warehouse use from the Mansfield Township border north to Rising Sun Road (near M.P. 52.9), at which point it changes to a commercial designation. The commercial zone continues around the Turnpike Interchange 7 toll plaza north to Laurel Run, a creek that crosses the Turnpike at M.P. 53.9, about 500 feet south of Bordentown-Georgetown Road. Between the creek and Bordentown-Georgetown Road, the area is zoned for medium-density residential and office and warehouse uses. North of Bordentown-Georgetown Road, the area is zoned for high-density residential use for about 2,500 feet, and then returns to medium-density residential northward, almost all the way to the Chesterfield Township border. The agricultural parcel located on the south side of Bordentown-Chesterfield Road on the Chesterfield Township border is zoned for low-density residential use.

3.3.5.3 Chesterfield Township

The local zoning designations and their corresponding composite symbols located within the Project Corridor in Chesterfield Township are shown below, while the actual locations of these zones are specifically indicated in Figure 3-3b.

Northbound Side of Turnpike

On the northbound side of the Turnpike, the area is zoned for office/warehouse use from the Bordentown Township border north to Shanahan Road (near M.P. 55.7), where the zoning becomes low-density residential for about 1,000 feet, then returns to office/warehouse north to the Hamilton Township border.

Southbound Side of Turnpike

On the southbound side of the Turnpike, the area from the Bordentown Township border to just beyond Bordentown-Chesterfield Road (near M.P. 55.1) is zoned for medium-density residential use. North of this point, the area is zoned for low-density residential use to the Hamilton Township border, except for two small triangular-shaped parcels south of Ward Avenue that are zoned for office/warehouse use.

Local Zoning Symbol	Permitted Uses	Composite Zoning Symbol
AG	Low-Density Residential Zoning, including Rural Agricultural and Rural Residential	RES-LOW
R-1	Residential, Medium Density, including single-family and townhouse developments.	RES-MED
OP	Office and/or Warehouse	OF-W

3.3.5.4 Hamilton Township

The local zoning designations and their corresponding composite symbols located within the Project Corridor in Hamilton Township are shown below, while the actual locations of these zones are specifically indicated in Figure 3-3b.

Local Zoning Symbol	Permitted Uses	Composite Zoning Symbol
R-120/40 R-120/80 R-15	Residential, Medium Density, including single-family and townhouse developments.	RES-MED

Northbound and Southbound Sides of Turnpike

The entire Project Corridor, on both the northbound and southbound sides of the Turnpike, is zoned for medium-density residential use in Hamilton Township.

3.3.5.5 Washington Township

The local zoning designations and their corresponding composite symbols located within the Project Corridor in Washington Township are shown below, while the actual locations of these zones are specifically indicated in Figure 3-3c.

Northbound Side of Turnpike

On the northbound side of the Turnpike, the area is zoned for low-density residential use from the Hamilton Township border to Route I-195 (M.P. 60.6). North of Route I-195, the zoning changes to commercial north to Gordon Road (M.P. 62.2). North of Gordon Road, the area is zoned for low-density residential use to the East Windsor Township border, excluding the area along Assunpink Creek (M.P. 63.3), which is zoned for conservation.

Local Zoning Symbol	Permitted Uses	Composite Zoning Symbol
RR/RA	Low-Density Residential Zoning, including Rural Agricultural and Rural Residential	RES-LOW
R1.5	Residential, Medium Density, including single-family and townhouse developments.	RES-MED
PCD	Commercial	COM
CONS	Open Space, Preservation/ Conservation area, or Flood Plain. Undeveloped land.	OS/PRES/FP

Southbound Side of Turnpike

On the southbound side of the Turnpike, the area is zoned for low-density residential use from the Hamilton Township border to Route I-195. From Route I-195 to Robbinsville-Allentown Road (near M.P. 60.9), the area is zoned for medium-density residential use. The area between Robbinsville-Allentown Road and Miry Run, near M.P. 61.3, is zoned for low-density residential use. North of Miry Run to West Manor Way (near M.P. 61.9), the area is again zoned for medium-density residential use. North of West Manor Way, the area is zoned for low-density residential use to a point north of Sharon Road, near M.P. 63.0. From this point to Windsor-Carson Mills Road (near M.P. 63.4), the area is zoned for conservation. North of Sharon Road, the area is zoned for low-density residential use to the East Windsor Township border.

3.3.5.6 East Windsor Township

The local zoning designations and their corresponding composite symbols located within the Project Corridor in East Windsor Township are shown below, while the actual locations of these zones are specifically indicated in Figures 3-3c and 3-3d.

Northbound Side of Turnpike

On the northbound side of the Turnpike, the area is zoned for low-density residential use from the Washington Township border to Etra Road (M.P. 67.1). North of Etra Road, the zoning is industrial to Katherine Court, near M.P. 67.7. From Katherine Court to N.J. Route 33, the area is zoned for medium-density residential use. Between Route 33 and N.J. Route 133 (M.P. 68.3), the area is zoned for commercial use. North of Route 133 to the Cranbury Township border, the area is zoned for office/warehouse use.

Southbound Side of Turnpike

On the southbound side of the Turnpike, the area is zoned for low-density residential use from the Washington Township border north to the development along the southern side of Old York Road near M.P. 65.4, which is zoned for medium-density residential use. North of Old York Road, the area is again zoned for low-density residential use to the Peddie School golf course (M.P. 66.5). From the southern boundary of the golf course to Etra Road, the area is zoned for medium-density residential

Local Zoning Symbol	Permitted Uses	Composite Zoning Symbol
RA, R-1	Low-Density Residential Zoning, including Rural Agricultural and Rural Residential	RES-LOW
R-2, SL, ARH	Residential, Medium Density, including single-family and townhouse developments.	RES-MED
PRC	Residential, High density, specifically planned and age-restricted communities.	RES-HIGH
I-O	Industrial	IND
TC	Commercial	COM
R-O	Office and/or Warehouse	OF-W
	Open Space, Preservation/ Conservation area, or Flood Plain. Undeveloped land.	OS/PRES/FP

use. The Meadow Lakes Senior Living Center, located on the south side of Etra Road near M.P. 67.0, is zoned for high-density residential use. From Etra Road north to N.J. Route 33, the area is zoned for office/warehouse use, while between Route 33 and Monmouth Street, the area is commercially zoned. From Monmouth Street to a point approximately 400 feet south of N.J. Route 133, the area is zoned for medium-density residential use. From this point north to the Cranbury Township border, the area is zoned for office/warehouse use.

3.3.5.7 Cranbury Township

The local zoning designations and their corresponding composite symbols located within the Project Corridor in Cranbury Township are shown below, while the actual locations of these zones are specifically indicated in Figures 3-3d and 3-3e.

Local Zoning Symbol	Permitted Uses	Composite Zoning Symbol
V/HR	Residential, Medium Density, including single-family and townhouse developments.	RES-MED
I-LI	Light-Impact Industrial	IND

Northbound Side of Turnpike

On the northbound side of the Turnpike, the area is primarily zoned for light industrial use with a small medium-density residential zone.

Southbound Side of Turnpike

On the southbound side of the Turnpike, the area is zoned for light industrial use.

3.3.5.8 Monroe Township

The local zoning designations and their corresponding composite symbols located within the Project Corridor in Monroe Township are shown below, while the actual locations of these zones are specifically indicated in Figure 3-3e.

Local Zoning Symbol	Permitted Uses	Composite Zoning Symbol
R30	Residential, Medium Density, including single-family and townhouse developments.	RES-MED
PRGC	Residential, High density, specifically planned and age-restricted communities.	RES-HIGH
LI	Industrial	IND
FHC	Open Space, Preservation/ Conservation area, or Flood Plain. Undeveloped land.	OS/PRES/FP

Northbound Side of Turnpike

On the northbound side of the Turnpike, the area is zoned for light industrial use from the Cranbury Township border north to Cedar Crest Village, located on the south side of Forsgate Drive near M.P. 73.0. From Cedar Crest north to Conrail Shared Assets Operations' Jamesburg Branch (M.P. 74.3), the area is zoned for high-density residential use. North of the railroad, the area is industrially zoned to Dock's Corner Road (near M.P. 75.0), except for a small area zoned for conservation just south of Dock's Corner Road.

Southbound Side of Turnpike

On the southbound side of the Turnpike, the area is zoned for light industrial use from the Cranbury Township border north to N.J. Route 32. From Route 32 (Forsgate Drive) north to the South Brunswick Township border, the area is zoned for high-density residential use.

3.3.5.9 South Brunswick Township

The local zoning designations and their corresponding composite symbols located within the Project Corridor in South Brunswick Township are shown below, while the actual locations of these zones are specifically indicated in Figures 3-3e and 3-3f.

Local Zoning Symbol	Permitted Uses	Composite Zoning Symbol
RR	Low-Density Residential Zoning, including Rural Agricultural and Rural Residential	RES-LOW
R-2, SL, ARH	Residential, Medium Density, including single-family and townhouse developments.	RES-MED
I-3, LI-4, LI-4/C	Industrial	IND
PL	Open Space, Preservation/ Conservation area, or Flood Plain. Undeveloped land.	OS/PRES/FP

Northbound Side of Turnpike

On the northbound side of the Turnpike, the area is zoned for light industrial use from the Monroe Township border to a point approximately 1,000 feet north of Davidsons Mill Road (near M.P. 77.4). North of this point, the area is zoned primarily for low-density residential use, with several parcels along Ireland Brook (the border with East Brunswick Township) zoned for conservation.

Southbound Side of Turnpike

On the southbound side of the Turnpike, the area is zoned for light industrial use from the Monroe Township border to Ridge Road (M.P. 75.5). From Ridge Road to Deans Rhode Hall Road (M.P. 76.1), the area is zoned for low-density residential use. North of Deans Rhode Hall Road is Pigeon Swamp State Park, located near M.P. 76.4, which is zoned for conservation for 2,000 feet along the roadway. North of the park, the area is zoned for low-density residential use to a point approximately 1,000 feet south of the East Brunswick Township border, where the zoning changes to conservation.

3.3.5.10 East Brunswick Township

The local zoning designations and their corresponding composite symbols located within the Project Corridor in East Brunswick Township are shown below, while the actual locations of these zones are specifically indicated in Figure 3-3f.

Northbound Side of Turnpike

On the northbound side of the Turnpike, the area is zoned for commercial use from the South Brunswick Township border to Church Lane (M.P. 78.2). From Church Lane to the northern end of

Local Zoning Symbol	Permitted Uses	Composite Zoning Symbol
R-3	Residential, Medium Density, including single-family and townhouse developments.	RES-MED
P-I	Industrial	IND
HC-2, HC-1, C-2	Commercial	COM
OP-1	Office and/or Warehouse	OF-W
RP	Open Space, Preservation/ Conservation area, or Flood Plain. Undeveloped land.	OS/PRES/FP

Turnpike Service Area 8N, the area is zoned for low-density residential use. From the service area north to the Milltown border, the area is zoned for medium-density residential use, with the exception of a small area that is industrially zoned adjacent to the border of Milltown (see 3.3.5.11 below).

At Milltown's northern border, East Brunswick resumes along Ryders Lane (M.P. 81.1), and the area is zoned for industrial use north to Tices Corner Road, at M.P. 81.6. North of Tices Corner Road, the zoning designation is medium-density residential to a point just south of Route 18, where it becomes commercial. The area north of Route 18 is zoned for light industrial use.

Southbound Side of Turnpike

On the southbound side of the Turnpike, the land in East Brunswick is zoned for low-density residential use from the South Brunswick Township border to the Milltown border.

From Ryders Lane to Sawmill Brook (M.P. 81.6), the area is zoned for office/warehouse use. North of Sawmill Brook to Turnpike Interchange 9, the area is zoned for medium-density residential use.

3.3.5.11 Milltown Borough

The local zoning designations and their corresponding composite symbols located within the Project Corridor in Milltown Borough are shown below, while the actual locations of these zones are specifically indicated in Figure 3-3f.

Local Zoning Symbol	Permitted Uses	Composite Zoning Symbol
R-4, R-6, R-8, R-10	Residential, Medium Density, including single-family and townhouse developments.	RES-MED
B-5, B-4	Commercial	COM

Northbound Side of Turnpike

On the northbound side of the Turnpike, the area is zoned for medium-density residential use from the East Brunswick border to Main Street (M.P. 80.5). North of Main Street to the northern border of Milltown with East Brunswick, the area is zoned for medium-density residential.

Southbound Side of Turnpike

On the southbound side of the Turnpike, the area is zoned for medium-density residential use from the southern border with East Brunswick to the rear of the properties fronting on the south side of Ryders Lane. These parcels are zoned for commercial use.

3.4 Socioeconomics

3.4.1 Introduction

This section presents an overview of major socioeconomic characteristics and trends, including demographics, economics, and neighborhoods in order to provide a context from which to assess impacts of the Proposed Project. The demographic and economic characteristics and trends are presented at an individual county level and, in some cases, at a municipal level. The county-wide and municipal-wide levels of analysis represent a broad Project Corridor designed specifically for the *Socioeconomics* resource. This section also includes a community profile to compare and contrast the broad Project Corridor socioeconomic characteristics with the area in close proximity to the Turnpike mainline and its interchanges (the Project Corridor). For the purposes of this analysis, the Project Corridor is defined as all census block groups that are entirely or partially within 500 feet of either side of the existing Turnpike mainline right-of-way between the southern terminus located south of Interchange 6 and the northern terminus near Interchange 9. The Project Corridor also generally includes an equivalent distance around the Turnpike interchanges, except the area around Interchange 8, where an expanded area was considered to incorporate potential toll plaza relocation alternatives that have been studied.

3.4.2 Data Sources and Methodology

Baseline data for this section regarding socioeconomics were compiled from Summary Tape Files (STFs) of the 2000 U.S. Census of Population and Housing and 2005 U.S. Census estimates. Compilation of basic demographic data (e.g., number of persons, households, housing units, race, and ethnicity) were based on data available from the STF 1A data tables. More detailed information, such as income and educational levels, was obtained from sample data found in STF 3A data tables. Historical estimates of state, county and municipal population from the Census and the New Jersey State Data Center were also used to develop overall demographic trends.

Information on neighborhoods within the Project Corridor was obtained from a review of local plans and policies and interviews with local officials. Other data sources reviewed for this section include the Census of Retail Trade, Covered Employment Trends, Environmental Systems Research Institute, Inc. (ESRI) Business Info, Co-Star Realtor Database, and regional, county and municipal publications and files. Discussions with town officials and planners were conducted as necessary, to verify information from secondary sources.

Earnings and employment information from the U.S. Department of Commerce, Bureau of Economic Analysis (BEA) was used to compare county-level economic characteristics to New Jersey and the United States. Journey-to-work information was obtained from 2000 U.S. Census data compiled by the U.S. Department of Transportation, Bureau of Transportation Statistics.

3.4.3 Project Corridor Population and Employment Trends

The migration of households and jobs from the urban core to the suburbs has been one of the prominent demographic trends of the last fifty years and remains a key consideration in the forecasting of travel demand and planning for infrastructure investment. Tables 3.1 and 3.2 highlight population trends between 1980 and 2005 and employment trends between 1980 and 2000 for the three Project Corridor counties. Over this 25-year period, among the three Project Corridor counties (i.e., Burlington, Mercer and Middlesex), Middlesex County has exhibited predominantly higher absolute and percentage rates of population growth.

Table 3.1
Population Trends by County (in '000s)

				Absolute Change	Annual % Change	Absolute Change	Annual % Change	Absolute Change	Annual % Change
				(1980- 1990)	(1980- 1990)	(1990- 2000)	(1990- 2000)	(1980- 2000)	(1980- 2000)
County	1980	1990	2000						
Burlington	362.5	395	423.4	32.5	0.9%	28.4	0.7%	60.9	0.8%
Mercer	307.9	325.8	350.8	17.9	0.58%	25.0	0.8%	42.9	0.7%
Middlesex	595.9	671.7	750.2	75.8	1.27%	78.5	1.2%	154.3	1.3%

Source: NYMTC, 2003; The Louis Berger Group, 2004; DVRPC, 2006 and New Jersey Department of Labor, 2006.

Table 3.2
Employment Trends by County (in '000s)

				Absolute Change	Annual % Change	Absolute Change	Annual % Change	Absolute Change	Annual % Change
				(1980- 1990)	(1980- 1990)	(1990- 2000)	(1990- 2000)	(1980- 2000)	(1980- 2000)
County	1980	1990	2000						
Burlington	145.4	202.3	202.5	56.9	3.9%	0.2	0.01%	57.1	2.0%
Mercer	162.2	198	216.9	35.8	2.2%	18.9	1.0%	54.7	1.7%
Middlesex	287.9	362.5	424.4	74.6	2.6%	61.9	1.7%	136.5	2.4%

Source: NYMTC, 2003; The Louis Berger Group, 2004; DVRPC, 2006 and New Jersey Department of Labor, 2006.

However, since 1990, several urban core counties have experienced a reversal of fortune from the population losses endured in the 1980s. While growth in the sprawling suburban ring continued, residential population growth was also evident in Hudson, Bergen, Essex and Union Counties. This growth reflects a renewed interest in the inner ring counties, particularly for a burgeoning immigrant population in a region that remains a gateway for international migration. It may also signal deepening concerns for increasing roadway congestion and capacity constraints outside the urban core. During the 1990s, despite this population trend, a significant dispersion and deconcentration of employment continued throughout the region. Central New Jersey counties located along the Turnpike, such as Middlesex, or relatively close to the Turnpike, such as Monmouth, exhibited remarkable absolute increases in employment compared to the traditional job-center urban counties of Essex, Bergen, Union and Hudson.

Similar to trends exhibited over the last three decades, Middlesex County is expected to witness the highest increases in population in the future (see Table 3.3). Middlesex County is expected to add nearly 69,500 persons during the current decade, compared to approximately 47,000 persons in Burlington County and almost 23,000 persons in Mercer County. Similarly, between 2000 and 2025, Middlesex County is expected to add a total of 176,500 persons in Middlesex County, compared to about 91,500 persons in Burlington County and 54,000 persons in Mercer County.

Table 3.3
Population Forecast by County
2000-2025

County	2000	2005	2010	2015	2020	2025	2000-2010 Absolute Change	2000-2010 Percent Change	2010-2020 Absolute Change	2010-2020 Percent Change	2000-2025 Absolute Change	2000-2025 Percent Change
Burlington	423,394	450,743	470,427	483,448	497,960	514,950	47,033	11.1%	27,533	5.9%	91,556	21.6%
Mercer	350,761	366,256	373,530	385,530	395,970	404,850	22,769	6.5%	22,440	6.0%	54,089	15.4%
Middlesex	750,200	789,516	819,700	854,000	893,200	926,700	69,500	9.3%	73,500	9.0%	176,500	23.5%

Source: U.S. Census, 2005, NJPTA Revised Demographic and Employment Forecasts, May 2005 and DVRPC, Population and Employment Forecasts, 2000-2030 (R)

As with population, employment forecasts in Middlesex County are expected to outpace the rates exhibited by the other two Project Corridor counties between 2000 and 2025. Employment forecasts over the next three decades indicate only modest rates of employment growth in both Burlington County and Mercer County (see Table 3.4). This is a clear indication that among the three Project Corridor counties, a major share of the population and employment will be located in Middlesex County.

Table 3.4
Employment Forecast by County
2000-2025

County	2000	2005	2010	2015	2020	2025	2000-2010 Absolute Change	2000-2010 Percent Change	2010-2020 Absolute Change	2010-2020 Percent Change	2000-2025 Absolute Change	2000-2025 Percent Change
Burlington	202,535	207,598	216,940	223,882	230,375	240,051	14,405	7.1%	13,435	6.2%	37,516	18.5%
Mercer	236,650	242,250	250,700	258,050	264,150	269,900	14,050	5.9%	13,450	5.4%	33,250	14.1%
Middlesex	406,200	428,900	452,100	477,900	507,900	524,600	45,900	11.3%	55,800	12.3%	118,400	29.1%

Source: NJPTA Revised Demographic and Employment Forecasts, May 2005 and DVRPC, Population and Employment Forecasts, 2000-2030 (Rev. No.73), March 20

3.4.4 Economics

Located in the central portion of the state, the counties of Burlington, Mercer and Middlesex account for 18.2 percent of the population of the entire state.¹ When jobs and earnings for all three counties are compared to the state and the nation, the statistics confirm the region's concentration of economic activity in the services sector. This pattern is indicative of the general shift that is occurring in the nation, as areas move from an industrial economy to a service-and technology-oriented economy. Table 3.5 provides earnings by industry sector in 2003 for the Project Corridor counties, state, and nation as a whole. Total earnings within the three-county region account for approximately 21 percent of the total earnings in the state by industry sector. Nearly 42 percent of the three-county region's earnings originated from the service sector, compared to 40 percent of United States earnings. The three Project Corridor counties account for nearly 41 percent of the state's earnings in the educational services sector. The presence of large educational institutions in the area such as Rutgers University, Princeton University and Rider University explain the rise in earnings for this industry sector in the region.

Employment data by industry sector reveals a concentration of employment in the retail trade and health care and social assistance sectors within the state. Based on a review of 2003 data published by the Bureau of Economic Analysis, nearly 22 percent of the entire workforce in the state is employed in these sectors. Manufacturing currently employs 7.5 percent of the workforce in the state (see Table 3.6). Similar to trends nationwide, the manufacturing sector is witnessing a gradual decrease in the

¹ Bureau of Economic Analysis., 2003 data.

Table 3.5
Sectoral Distribution of Earnings by Industry, 2003
Burlington, Mercer and Middlesex County, New Jersey, United States

Industry Sector	Burlington County		Mercer County		Middlesex County		Total Earnings of 3-County's Region		Share of 3-County Earnings to State	New Jersey		United States	
	Earnings	% of Total	Earnings	% of Total	Earnings	% of Total	Earnings	% of Total	%	Earnings	% of Total	Earnings	% of Total
Private Sector	\$9,795,867,000	82.8%	\$10,278,519,000	75.8%	\$23,821,443,000	87.8%	\$43,895,829,000	83.6%	20.2%	\$217,421,603,000	85.7%	\$5,904,169,000,000	83.5%
Agriculture, forestry, fishing, related activities	\$7,553,000	0.08%	\$327,000	0.0%	\$3,190,000	0.01%	\$11,070,000	0.03%	7.9%	\$140,047,000	0.1%	\$26,962,000,000	0.5%
Mining	NA	NA	NA	NA	NA	NA	NA	NA	NA	\$195,309,000	0.1%	\$56,509,000,000	1.0%
Utilities	\$68,492,000	0.7%	\$68,308,000	0.7%	\$129,525,000	0.5%	\$266,325,000	0.6%	12.2%	\$2,182,747,000	1.0%	\$73,585,000,000	1.2%
Construction	\$716,802,000	7.3%	\$447,550,000	4.4%	\$1,064,470,000	4.5%	\$2,228,822,000	5.1%	16.8%	\$13,293,911,000	6.1%	\$430,782,000,000	7.3%
Manufacturing	\$1,385,356,000	14.1%	\$580,692,000	5.6%	\$4,220,711,000	17.7%	\$6,186,759,000	14.1%	21.8%	\$28,418,119,000	13.1%	\$954,525,000,000	16.2%
Transportation and warehousing	\$432,854,000	4.4%	\$178,207,000	1.7%	\$1,095,180,000	4.6%	\$1,706,241,000	3.9%	19.4%	\$8,784,359,000	4.0%	\$231,926,000,000	3.9%
Wholesale trade	\$996,429,000	10.2%	\$521,823,000	5.1%	\$2,662,615,000	11.2%	\$4,180,867,000	9.5%	22.0%	\$19,037,190,000	8.8%	\$365,248,000,000	6.2%
Retail trade	\$1,004,400,000	10.3%	\$689,925,000	6.7%	\$1,520,487,000	6.4%	\$3,214,812,000	7.3%	17.8%	\$18,066,173,000	8.3%	\$483,598,000,000	8.2%
Information	\$259,319,000	2.6%	\$720,198,000	7.0%	\$1,291,642,000	5.4%	\$2,271,159,000	5.2%	20.4%	\$11,118,650,000	5.1%	\$276,104,000,000	4.7%
Finance, insurance, real estate and leasing	\$1,656,495,000	16.9%	\$1,457,385,000	14.2%	\$2,422,845,000	10.2%	\$5,536,725,000	12.6%	19.4%	\$28,601,907,000	13.2%	\$707,611,000,000	12.0%
Services	\$3,268,167,000	33.4%	\$5,614,104,000	54.6%	\$9,410,778,000	39.5%	\$18,293,049,000	41.7%	20.9%	\$87,583,191,000	40.3%	\$2,297,319,000,000	38.9%
<i>Professional and technical services</i>	<i>\$899,735,000</i>	<i>9.2%</i>	<i>\$1,840,059,000</i>	<i>17.9%</i>	<i>\$3,866,688,000</i>	<i>16.2%</i>	<i>\$6,606,482,000</i>	<i>15.1%</i>	<i>23.7%</i>	<i>\$27,885,401,000</i>	<i>12.8%</i>	<i>\$647,068,000,000</i>	<i>11.0%</i>
<i>Management of companies and enterprises</i>	<i>\$96,636,000</i>	<i>1.0%</i>	<i>\$295,791,000</i>	<i>2.9%</i>	<i>\$1,121,678,000</i>	<i>4.7%</i>	<i>\$1,514,105,000</i>	<i>3.4%</i>	<i>20.2%</i>	<i>\$7,477,508,000</i>	<i>3.4%</i>	<i>\$145,304,000,000</i>	<i>2.5%</i>
<i>Administrative and waste services</i>	<i>\$466,831,000</i>	<i>4.8%</i>	<i>\$457,096,000</i>	<i>4.4%</i>	<i>\$1,275,200,000</i>	<i>5.4%</i>	<i>\$2,199,127,000</i>	<i>5.0%</i>	<i>22.4%</i>	<i>\$9,829,913,000</i>	<i>4.5%</i>	<i>\$254,628,000,000</i>	<i>4.3%</i>
<i>Educational services</i>	<i>\$45,952,000</i>	<i>0.5%</i>	<i>\$1,183,860,000</i>	<i>11.5%</i>	<i>\$143,656,000</i>	<i>0.6%</i>	<i>\$1,373,468,000</i>	<i>3.1%</i>	<i>40.6%</i>	<i>\$3,384,716,000</i>	<i>1.6%</i>	<i>\$93,434,000,000</i>	<i>1.6%</i>
<i>Health care and social assistance</i>	<i>\$1,143,175,000</i>	<i>11.7%</i>	<i>\$1,175,590,000</i>	<i>11.4%</i>	<i>\$1,858,293,000</i>	<i>7.8%</i>	<i>\$4,177,058,000</i>	<i>9.5%</i>	<i>17.6%</i>	<i>\$23,712,370,000</i>	<i>10.9%</i>	<i>\$670,247,000,000</i>	<i>11.4%</i>
<i>Arts, entertainment, and recreation</i>	<i>\$92,164,000</i>	<i>0.9%</i>	<i>\$63,672,000</i>	<i>0.6%</i>	<i>\$78,310,000</i>	<i>0.3%</i>	<i>\$234,146,000</i>	<i>0.5%</i>	<i>11.1%</i>	<i>\$2,108,011,000</i>	<i>1.0%</i>	<i>\$77,378,000,000</i>	<i>1.3%</i>
<i>Accommodation and food services</i>	<i>\$214,083,000</i>	<i>2.2%</i>	<i>\$250,508,000</i>	<i>2.4%</i>	<i>\$375,636,000</i>	<i>1.6%</i>	<i>\$840,227,000</i>	<i>1.9%</i>	<i>12.8%</i>	<i>\$6,543,003,000</i>	<i>3.0%</i>	<i>\$195,271,000,000</i>	<i>3.3%</i>
<i>Other services, except public administration</i>	<i>\$309,591,000</i>	<i>3.2%</i>	<i>\$347,528,000</i>	<i>3.4%</i>	<i>\$691,317,000</i>	<i>2.9%</i>	<i>\$1,348,436,000</i>	<i>3.1%</i>	<i>20.3%</i>	<i>\$6,642,269,000</i>	<i>3.1%</i>	<i>\$213,989,000,000</i>	<i>3.6%</i>
Government and government enterprises	\$2,028,024,000	17.2%	3,289,507,000	24.2%	\$3,321,638,000	12.2%	\$8,639,169,000	19.7%	23.8%	\$36,344,127,000	14.3%	\$1,163,988,000,000	16.5%
Total Earnings-Government and Private Sector	\$11,823,891,000	100.0%	\$13,568,026,000	100.0%	\$27,143,081,000	100.0%	\$52,534,998,000		20.7%	\$253,765,730,000	100.0%	\$7,068,157,000,000	100.0%

Source: U.S. Department of Commerce, Bureau of Economic Analysis, 2005.

N/A: Data unavailable

Table 3.6
Trends in Employment by Industry, 2001-2003

Industry Sector	Mercer County			Burlington County			Middlesex County			New Jersey		
	2001	2002	2003	2001	2002	2003	2001	2002	2003	2001	2002	2003
Total employment	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Farm employment	0.2%	0.2%	0.2%	0.7%	0.7%	0.6%	0.1%	0.1%	0.1%	0.4%	0.4%	0.4%
Private employment	79.0%	78.9%	79.0%	85.2%	84.9%	85.0%	88.2%	87.96%	87.5%	86.8%	86.6%	86.5%
Forestry, fishing, related activities, and other	N/A	N/A	N/A	N/A	N/A	N/A	0.03%	0.03%	0.03%	0.14%	0.14%	0.15%
Mining	N/A	N/A	N/A	N/A	0.02%	N/A	0.02%	0.01%	0.01%	0.06%	0.05%	0.05%
Utilities	0.3%	0.3%	0.3%	N/A	N/A	0.3%	0.2%	0.2%	0.2%	0.3%	0.3%	0.3%
Construction	3.3%	3.2%	3.2%	4.7%	4.6%	4.4%	3.8%	3.7%	3.8%	4.7%	4.7%	4.7%
Manufacturing	4.8%	3.7%	3.5%	9.2%	8.7%	8.0%	11.5%	10.9%	10.5%	8.6%	7.9%	7.5%
Wholesale trade	3.0%	2.7%	2.7%	5.8%	5.3%	5.2%	7.2%	7.0%	7.4%	5.4%	5.2%	5.1%
Retail trade	9.3%	9.2%	9.6%	13.4%	13.0%	13.4%	10.2%	10.1%	10.2%	11.2%	11.2%	11.3%
Transportation and warehousing	1.8%	2.0%	2.0%	N/A	3.7%	3.6%	5.0%	5.0%	5.1%	4.2%	4.0%	4.0%
Information	3.3%	3.2%	2.9%	1.8%	1.6%	1.5%	3.1%	3.2%	3.0%	2.8%	2.5%	2.3%
Finance and insurance	5.8%	6.7%	6.5%	7.6%	7.8%	8.3%	5.7%	5.5%	5.3%	5.8%	5.8%	5.8%
Real estate and rental and leasing	2.6%	2.8%	2.9%	3.8%	3.9%	3.9%	2.6%	2.7%	2.8%	3.5%	3.6%	3.7%
Professional and technical services	10.7%	10.2%	9.7%	7.1%	6.9%	7.0%	11.3%	10.3%	10.0%	8.4%	8.2%	8.1%
Management of companies and enterprises	0.8%	1.1%	1.2%	0.4%	0.8%	0.7%	1.9%	2.3%	1.9%	1.4%	1.5%	1.4%
Administrative and waste services	5.5%	5.3%	5.1%	5.3%	5.6%	5.9%	8.4%	9.2%	8.5%	6.2%	6.4%	6.3%
Educational services	8.3%	8.5%	8.9%	1.1%	1.1%	1.0%	1.1%	1.1%	1.2%	2.0%	2.1%	2.1%
Health care and social assistance	9.3%	9.5%	9.6%	9.7%	10.1%	10.2%	7.2%	7.4%	7.8%	10.0%	10.3%	10.6%
Arts, entertainment, and recreation	1.6%	1.7%	1.7%	1.5%	1.6%	1.6%	1.1%	1.2%	1.3%	1.7%	1.8%	1.9%
Accommodation and food services	4.3%	4.3%	4.7%	5.0%	5.1%	5.0%	3.9%	4.0%	4.1%	5.8%	5.8%	6.0%
Other services, except public administration	4.2%	4.3%	4.4%	4.6%	4.7%	4.8%	4.0%	4.2%	4.5%	4.7%	4.9%	5.1%
Government and government enterprises	20.8%	20.9%	20.8%	14.2%	14.4%	14.4%	11.7%	11.9%	12.4%	12.8%	13.0%	13.1%
Federal, civilian	1.2%	1.2%	1.1%	2.3%	2.3%	2.3%	0.8%	0.7%	0.7%	1.3%	1.3%	1.3%
Military	0.3%	0.3%	0.3%	2.4%	2.5%	2.5%	0.4%	0.4%	0.4%	0.6%	0.6%	0.6%
State and local	19.3%	19.4%	19.4%	9.5%	9.6%	9.6%	10.5%	10.9%	11.3%	10.9%	11.1%	11.3%
State government	12.4%	12.4%	12.3%	1.8%	1.8%	1.8%	4.5%	4.7%	4.8%	3.0%	3.0%	3.0%
Local government	6.9%	7.0%	7.0%	7.6%	7.8%	7.8%	5.9%	6.2%	6.4%	7.9%	8.1%	8.2%

Source: U.S. Department of Commerce, Bureau of Economic Analysis, 2005

N/A: Data unavailable

total workforce. Total employment in this sector has dropped from 8.6 percent in 2001 to 7.5 percent in 2003.

The employment profile of Burlington County resembles the profile of the state's workforce. The retail trade sector is the single largest employer in the county, employing 13.4 percent of the workforce in 2003. The healthcare and social assistance sector has the second largest workforce, employing 10.2 percent of the workforce in 2003. However, employment trends in Mercer County and Middlesex County exhibit variations from the overall state profile. The professional and technical services sector is the single largest employer in both counties. In Mercer County, the retail trade and healthcare and social assistance sectors are the two sectors employing the second and third largest percentages of the workforce, respectively. In Middlesex County, the manufacturing sector employs 10.5 percent of the workforce and is the second highest employment sector.

The utilities sector has provided higher average earnings per worker in the state and the counties of Mercer and Middlesex. Table 3.7 compares average earnings per worker in the Project Corridor counties to the state as a whole. The industry sectors supplying the highest earnings per worker in 2003 were construction, wholesale trade, and information-related. Persons employed under the management

Table 3.7
Earnings per Worker by Industry Sector, 2003

Industry Sector	Burlington County	Mercer County	Middlesex County	New Jersey
Private Sector	\$45,561	\$51,260	\$57,047	\$52,154
Agriculture, forestry, fishing, related activities	NA	NA	\$20,987	\$19,683
Mining	NA	NA	NA	NA
Utilities	\$97,846	\$100,898	\$159,317	\$142,486
Construction	\$125,145	\$54,440	\$58,716	\$58,711
Manufacturing	\$68,110	\$66,131	\$84,544	\$78,485
Transportation and warehousing	\$47,724	\$35,485	\$44,676	\$45,635
Wholesale trade	\$75,356	\$76,301	\$75,834	\$76,953
Retail trade	\$29,694	\$28,383	\$31,139	\$33,218
Information	\$70,410	\$99,434	\$89,257	\$99,098
Finance, insurance, real estate and leasing	\$53,739	\$60,573	\$60,471	\$138,571
Services				
Professional and technical services	\$50,927	\$75,046	\$81,253	\$71,472
Management of companies and enterprises	\$51,732	\$99,795	\$124,950	\$107,428
Administrative and waste services	\$31,545	\$34,984	\$31,593	\$32,554
Educational services	\$18,373	\$52,386	\$24,854	\$32,935
Health care and social assistance	\$44,309	\$48,178	\$49,918	\$46,631
Arts, entertainment, and recreation	\$24,669	\$14,530	\$12,825	\$23,338
Accommodation and food services	\$17,759	\$20,857	\$19,194	\$22,535
Other services, except public administration	\$11,080	\$31,121	\$32,560	\$27,188
Government and government enterprises	\$58,889	\$62,391	\$56,238	\$57,577

Source: Bureau of Economic Analysis, REIS, 2005.

of companies and the services sector reported higher incomes in Mercer and Middlesex County compared to Burlington County and the state as a whole.

3.4.5 Summary Profile of Project Corridor and Surrounding Region

For the purposes of this analysis, the Project Corridor is defined as the area within 500 feet of the existing Turnpike mainline right-of-way between the southern terminus located south of Interchange 6 and the northern terminus near Interchange 9. The Project Corridor also includes an equivalent distance

around the Turnpike interchanges, except the area around Interchange 8, where an expanded area was considered to incorporate potential toll plaza relocation alternatives that have been studied. The Project Corridor is comprised of portions of the following municipalities: the townships of Mansfield, Bordentown and Chesterfield in Burlington County; the townships of Hamilton, Washington and East Windsor in Mercer County; and the townships of Cranbury, Monroe, South Brunswick and East Brunswick, and the Borough of Milltown in Middlesex County.

The Project Corridor reflects the immediate area that may be directly affected by the Proposed Project. The socioeconomic characteristics of the Project Corridor have been compared to the surrounding municipalities and counties that encompass the larger region, referred to herein as the Project Corridor. The socioeconomic characteristics of the Project Corridor have been compared to the counties and municipalities as a whole in order to provide a basis for understanding how the Project Corridor characteristics relate to those of the overall Project Corridor. The baseline profile analyzed below includes demographic, economic and social characteristics (i.e., population, race and ethnicity), employment, linguistic isolation, median household income, per-capita income, poverty, educational attainment and housing.

3.4.5.1 Population and Racial/Ethnic Characteristics of the Project Corridor

A total of 62,242 people reside within the census block groups included within the entire Project Corridor, according to the 2000 U.S. Census. Whites were the largest race within the Project Corridor, accounting for 81.0 percent of the residents. Blacks or African-Americans comprised 8.0 percent of the Project Corridor's population and were the second largest race. Asians accounted for nearly six percent of the Project Corridor's population. Table 3.8 presents a profile of the socioeconomic and housing characteristics of the Project Corridor compared to the three counties comprising the larger Project Corridor.

The Project Corridor includes a higher proportion of Whites (81.0 percent) compared to the three counties located along the corridor. Non-Whites are somewhat less concentrated along the Project Corridor (19 percent) than they are presently throughout Burlington County (21.6 percent), Mercer County (31.5 percent), and Middlesex County (31.6 percent). Blacks or African-Americans comprise 8.0 percent of the total population of the Project Corridor, a percentage that is below that exhibited by the Burlington County (15.1 percent), Mercer County (19.8 percent) and Middlesex County (9.1 percent) as a whole.

Minorities, which include Blacks, Asians, Hispanic Whites, American Indians and Alaskan Natives, Native Hawaiians and Other Pacific Islanders as well as individuals who classify themselves of mixed-race for this discussion, represent 22.7 percent of the population within the Project Corridor. The percentage of total minorities within the Project Corridor was lower than the minority concentrations exhibited within Burlington County (23.7 percent), Mercer County (35.8 percent), and Middlesex County (38.1 percent). In the case of total Hispanics, however, the percentage represented by that group within the Project Corridor (7.5 percent) is greater than for Burlington County as a whole (4.2 percent); in comparison, Hispanics comprise a greater percentage of population in both Mercer and Middlesex (9.7 percent and 13.6 percent, respectively) than in the Project Corridor. Figure 3-4 presents a thematic map indicating the percentage of minorities within the census block groups along the Project Corridor.

Table 3.8
Race, Age, Income and Poverty Characteristics
Comparison of Project Corridor with Surrounding Region

	Project Corridor		Burlington County		Mercer County		Middlesex County	
Race	Number	Percentage	Number	Percentage	Number	Percentage	Number	Percentage
White alone	50,401	81.0%	331,898	78.4%	240,206	68.5%	513,298	68.4%
Non-Hispanic White	48,125	77.3%	323,171	76.3%	225,284	64.2%	464,537	61.9%
Hispanic-White	2,276	3.7%	8,727	2.1%	14,922	4.3%	48,761	6.5%
Non-white alone	11,841	19.0%	91,496	21.6%	110,555	31.5%	236,864	31.6%
Black or African American Alone	5,010	8.0%	64,071	15.1%	69,502	19.8%	68,467	9.1%
American Indian and Alaska Native Alone	111	0.2%	898	0.2%	688	0.2%	1,521	0.2%
Asian Alone	3,672	5.9%	11,378	2.7%	17,340	4.9%	104,212	13.9%
Native Hawaiian and Other Pacific Islander	41	0.1%	144	0.0%	352	0.1%	300	0.0%
Other*	3,007	4.8%	15,005	3.5%	22,673	6.5%	62,364	8.3%
Total	62,242	100.0%	423,394	100.0%	350,761	100.0%	750,162	100.0%
Minority Population **	14,117	22.7%	100,223	23.7%	125,477	35.8%	285,625	38.1%
Hispanic Origin	4,665	7.5%	17,632	4.2%	33,898	9.7%	101,940	13.6%
Age (Years)								
0-5	3,799	6.1%	27,172	6.4%	22,189	6.3%	49,390	6.6%
6-14	8,012	12.9%	61,610	14.6%	48,675	13.9%	100,140	13.3%
15-19	3,580	5.8%	26,859	6.3%	24,798	7.1%	48,429	6.5%
20-24	4,568	7.3%	22,436	5.3%	24,599	7.0%	50,963	6.8%
25-34	8,027	12.9%	57,677	13.6%	49,270	14.0%	117,105	15.6%
35-44	10,537	16.9%	75,817	17.9%	58,012	16.5%	128,839	17.2%
45-59	12,854	20.7%	81,815	19.3%	66,129	18.9%	135,363	18.0%
60-64	2,431	3.9%	16,790	4.0%	12,949	3.7%	27,343	3.6%
65 years or older	8,434	13.6%	53,218	12.6%	44,140	12.6%	92,590	12.3%
Total	62,242	100.0%	423,394	100.0%	350,761	100.0%	750,162	100.0%
Number of Households								
Female Headed Households	1,523	7.0%	15,888	10.3%	16,044	12.8%	27,539	10.4%
Zero-Car Households	1,119	5.1%	7,923	5.1%	14,675	11.7%	22,769	8.6%
Poverty								
Persons Answering Question on Poverty	58,923		409,125		330,373		731,461	
Percentage below Poverty	2,038	3.5%	19,280	4.7%	28,570	8.6%	48,205	6.6%
Income								
Per-Capita Income (\$)	\$30,550		\$26,339		\$27,914		\$26,535	
Median Household Income (\$) (1999) ***	\$79,160		\$58,608		\$56,613		\$61,446	

Source: U.S. Department of Commerce, Bureau of Census, U.S. Census of Population and Housing, 2000.

Notes:

The Project Corridor includes all census block groups located entirely or partially within 500 feet along either side of the existing Turnpike and mainline right-of-way, including interchanges, as well as an expanded area around Interchange 8.

* The Other Category includes census categories “some other race alone” and “two or more races”.


** The total minority population includes all Blacks, Hispanic Whites, American Indians, Alaska Natives, Asians, Native Hawaiians and Other Pacific Islanders.

*** The median household income was calculated by taking the weighted average of the median income of the all of the Census tracts in a given study area.

3.4.5.2 Age Characteristics within the Project Corridor


As indicated in Table 3.8, the Project Corridor and the surrounding counties exhibit fairly comparable age cohort patterns. Nearly 30 percent of the population within the Project Corridor is observed to be between the 25-44 age groups. Persons in the 45-49 age cohort form the single largest group and represent nearly 20 percent of the entire population. Identical age-cohort patterns are exhibited within the three Project Corridor counties. Persons in the 45-59 age group comprise the single largest age cohort in the three counties. Seniors or persons 65 years or older comprise a slightly higher share of the Project Corridor population than the three surrounding counties.


Legend


 Proposed Project Corridor


 County Boundary

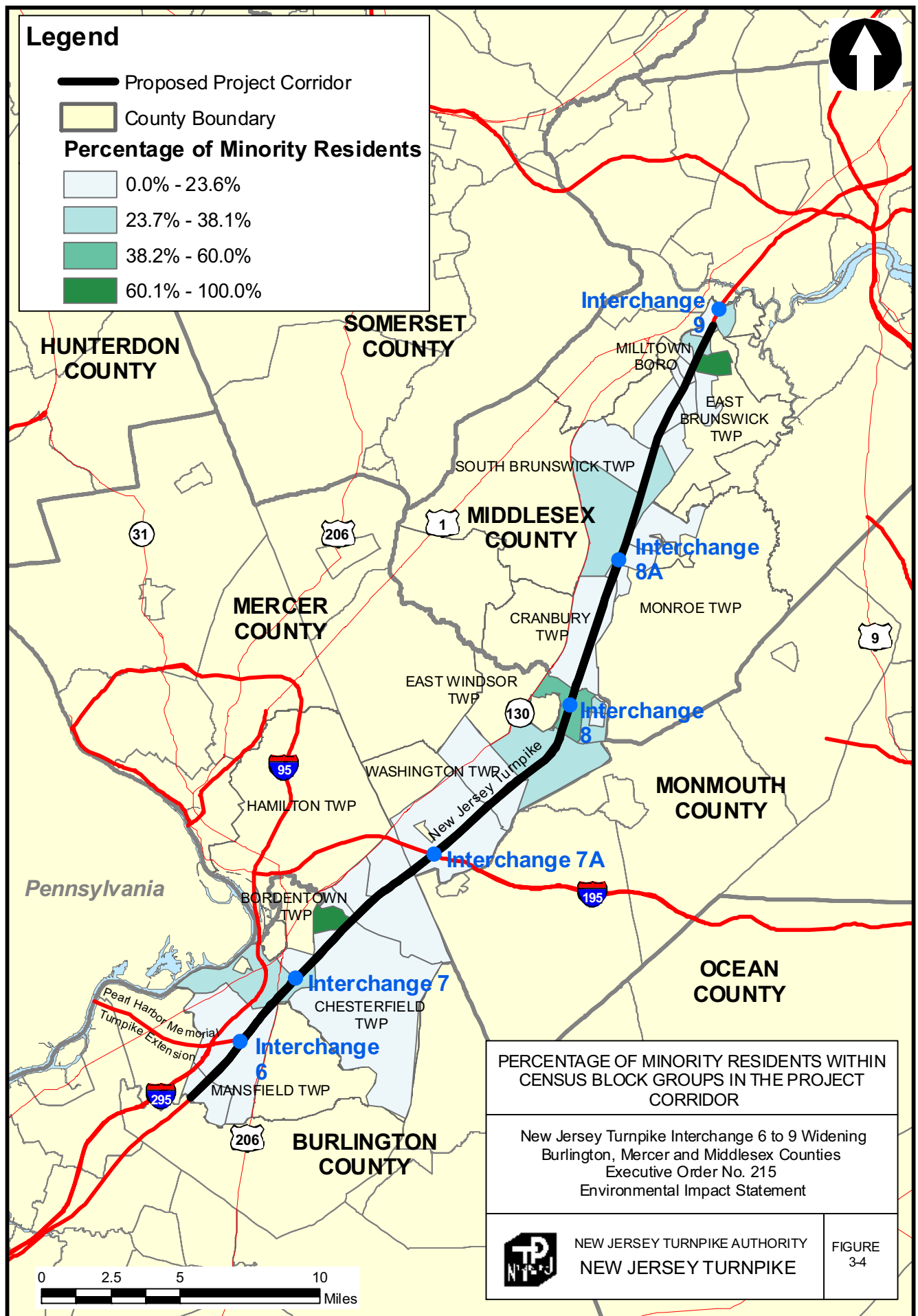
Percentage of Minority Residents

 0.0% - 23.6%

 23.7% - 38.1%

 38.2% - 60.0%

 60.1% - 100.0%



PERCENTAGE OF MINORITY RESIDENTS WITHIN
CENSUS BLOCK GROUPS IN THE PROJECT
CORRIDOR

New Jersey Turnpike Interchange 6 to 9 Widening
Burlington, Mercer and Middlesex Counties
Executive Order No. 215
Environmental Impact Statement



NEW JERSEY TURNPIKE AUTHORITY
NEW JERSEY TURNPIKE

FIGURE
3-4

3.4.5.3 Income and Poverty within the Project Corridor

According to 2000 U.S. Census figures, and as presented in Table 3.8, per-capita incomes in the Project Corridor were \$30,550 in 1999. Compared to the surrounding counties, the per-capita incomes in the Project Corridor were slightly higher than the incomes reported in Burlington County (\$26,339), Mercer County (\$27,914), and Middlesex County (\$26,535).

The median household incomes in the Project Corridor and the three counties as a whole exhibited similar patterns as illustrated for per-capita incomes. Median household incomes in the Project Corridor are \$79,160, which is higher than the median household incomes reported in Burlington County (\$58,608), Mercer County (\$56,613) or Middlesex County (\$61,446).

The percentage of persons living below poverty within the Project Corridor (3.5 percent) was lower than the levels observed in Burlington County (4.7 percent), Mercer County (8.6 percent) or Middlesex County (6.6 percent). Figure 3-5 presents a thematic map indicating the percentage of persons living below poverty within the census blocks along the Project Corridor.

Two other socioeconomic indicators that can often provide valuable insight into income and poverty within a community are female-headed households and zero-car households. Historically, a strong correlation has been found between higher levels of poverty and higher levels of female-headed households – particularly households with children and without dual-incomes. Depending on the metropolitan environment and density of job centers, car-less households are more likely to be highly transit-dependent to gain access to opportunities (e.g., education, health services, shopping) or jobs. These two indicators were examined for the Project Corridor, and the three individual counties.


In terms of female-headed households, the Project Corridor had a lower percentage of such households compared to the three counties. Female-headed households comprise 7.0 percent in the Project Corridor versus 10.3 percent, 12.8 percent and 10.4 percent in Burlington, Mercer and Middlesex Counties, respectively.


The percentage of zero-car households in the Project Corridor exhibited similar or different patterns from the three Project Corridor counties, depending on the individual county. Within the Project Corridor, 5.1 percent of the households do not own an automobile. This percentage of zero-car households was identical to that of Burlington County. However, a larger percentage of the population in Mercer County (11.7 percent) and Middlesex County (8.6 percent) do not own an automobile in comparison to the Project Corridor.

3.4.5.4 Linguistic Isolation within the Project Corridor


According to the U.S. Census Bureau, a linguistically-isolated household is one in which members 14 years and older have difficulty with English. The Project Corridor exhibited slightly higher percentages of linguistically-isolated households compared to the surrounding counties. As presented in Table 3.9, 3.3 percent of the households within the Project Corridor have some difficulty speaking English. This compares to only 1.8 percent in Burlington County as a whole, 2.6 percent in Mercer County, and 2.5 percent in Middlesex County.


Legend


 Proposed Project Corridor


 County Boundary

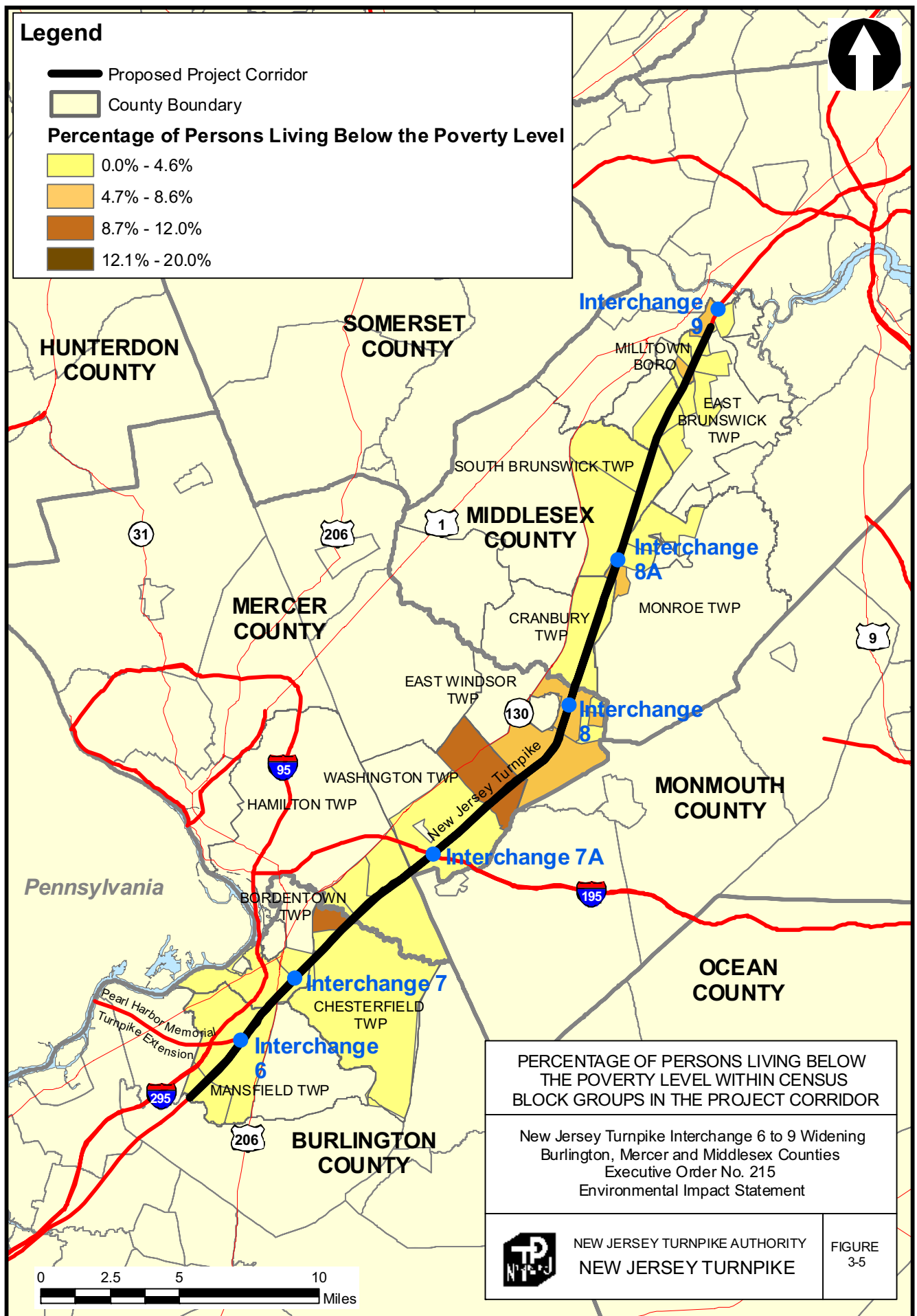
Percentage of Persons Living Below the Poverty Level

 0.0% - 4.6%

 4.7% - 8.6%

 8.7% - 12.0%

 12.1% - 20.0%



PERCENTAGE OF PERSONS LIVING BELOW THE POVERTY LEVEL WITHIN CENSUS BLOCK GROUPS IN THE PROJECT CORRIDOR

New Jersey Turnpike Interchange 6 to 9 Widening
Burlington, Mercer and Middlesex Counties
Executive Order No. 215
Environmental Impact Statement



NEW JERSEY TURNPIKE AUTHORITY
NEW JERSEY TURNPIKE

FIGURE
3-5

Table 3.9
Social and Housing Characteristics
Comparison of Project Corridor with Surrounding Region

	Project Corridor *		Burlington County		Mercer County		Middlesex County	
Educational Attainment								
No Schooling Completed	304	0.7%	1,400	0.5%	1,951	0.8%	4,975	1.0%
Less than Ninth Grade	1,333	3.1%	8,164	2.9%	11,647	5.0%	26,040	5.2%
9th to 12th Grade	3,494	8.2%	27,095	9.5%	28,407	12.3%	47,449	9.5%
High School Graduate	10,821	25.4%	88,884	31.1%	59,141	25.6%	145,657	29.0%
Some College, No Degree	8,128	19.1%	59,300	20.8%	39,094	16.9%	84,865	16.9%
Associate Degree	2,544	6.0%	19,642	6.9%	12,393	5.4%	27,033	5.4%
Bachelor's Degree	10,013	23.5%	54,721	19.2%	42,680	18.5%	102,750	20.5%
Graduate or Professional Degree	5,936	13.9%	26,347	9.2%	35,826	15.5%	62,783	12.5%
TOTAL	42,573	100.0%	285,553	100.0%	231,139	100.0%	501,552	100.0%
Linguistically Isolated Households	712	3.3%	2,783	1.8%	6,034	2.6%	18,152	2.5%
Housing Profile								
Total Housing Units	22,686	100.0%	161,311	100.0%	133,280	100.0%	273,637	100.0%
Occupied	21,871	96.4%	154,371	95.7%	125,807	94.4%	265,815	97.1%
Vacant	815	3.6%	6,940	4.3%	7,473	5.6%	7,822	2.9%
Occupied Housing Units	21,871	100.0%	154,371	100.0%	125,807	100.0%	265,815	100.0%
Owner Occupied	18,295	83.6%	119,500	77.4%	84,325	67.0%	177,377	66.7%
Renter Occupied	3,576	16.4%	34,871	22.6%	41,482	33.0%	88,438	33.3%

Source: SF1 and SF3 Data Tables, U.S. Department of Commerce, Bureau of Census, U.S. Census of Population and Housing, 2000.

* A linguistically isolated household is one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English very well.

3.4.5.5 Educational Attainment Levels within the Project Corridor

Educational attainment levels in the Project Corridor and across the counties exhibit diverse patterns. As indicated in Table 3.9, approximately 12 percent of the Project Corridor's population was educated only to the 12th grade (without graduating) or less. This share was lower than the percentage of population educated only to the 12th grade (without graduating) or less in comparison to each of the three counties as a whole. Not surprisingly then, at the higher educational levels, Project Corridor residents fared much better than their counterparts within the counties as a whole. In this regard, more than 37 percent of the population within the Project Corridor had a Bachelor's degree or higher. The corresponding percentages for residents with the same educational level in Burlington County (28.4 percent), Mercer County (34 percent) and Middlesex County (33 percent) were lower than that exhibited within the Project Corridor.

3.4.5.6 Housing Profile within the Project Corridor

As indicated in Table 3.9, the housing inventory in the Project Corridor consisted of 22,686 housing units at the time of the 2000 U.S. Census. Of this inventory, 21,871 (96.4 percent) were occupied and 815 (3.6 percent) were vacant. Of the occupied units, 18,295 (83.6 percent) were owner-occupied and 3,576 (16.4 percent) were renter-occupied. This occupancy rate was generally comparable to the host counties along the corridor. Compared to the Project Corridor, Mercer County had a slightly larger percentage of vacant housing inventory.

3.4.5.7 Labor Force Characteristics within the Project Corridor

At the time of the 2000 U.S. Census, the Project Corridor had a lower unemployment rate than was exhibited by any of the counties. Nearly 21 percent of the total labor force within the Project Corridor was employed in the educational, health and social services fields. The professional services sector which includes occupations such as technical services, management and administration employs the second highest percentage of the Project Corridor's workforce (12.3 percent).

Table 3.10 presents a comparative profile of the labor force within the Project Corridor and the counties. The employment patterns exhibited within the Project Corridor are consistent with county-wide employment trends presented earlier in Table 3.2.

Table 3.10
Labor Force Characteristics of Persons Residing in the Project Corridor

Areas	Total Labor Force	Employed Labor Force	Unemployed	Unemployment Rate
Project Corridor	32,089	31,108	981	3.1 %
Burlington County	219,871	211,409	8,462	3.8 %
Mercer County	180,299	166,771	13,528	7.5 %
Middlesex County	391,203	370,953	20,250	5.2 %

Source: U.S. Census of Population and Housing, 2000.

Note: The total employed labor force includes persons in civilian occupations and the Armed Forces.

3.4.5.8 Journey-to-Work Patterns within the Project Corridor

The Project Corridor's journey-to-work patterns are influenced by many factors, including the region's proximity and labor market ties. Driving to work is, by far, the most common means of transportation for persons living in the Project Corridor. As presented in Table 3.11, 88.5 percent of Project Corridor residents drive to work. Nearly ninety percent of the workforce drives alone to their work locations. Only 5.3 percent of Project Corridor residents use public transportation to commute to work. Among the modes of public transportation, 27.1 percent of the workforce used rail transit as their means of commutation.

Among the three counties, a higher share of the resident workforce within Mercer County works within that county. As presented in Table 3.12, nearly 69 percent of Mercer County's workforce works within the county. Middlesex County was the second preferred location of employment for a higher share of Mercer County residents than all other New Jersey counties combined (10.2 percent versus 9.8 percent). Workforce percentages for commuting within the same county ranged from 56.1 percent in Burlington County to 55.6 percent in Middlesex County. As expected, and due to their proximity to areas in Pennsylvania, a higher share of residents in Mercer County residents commute to areas in Pennsylvania than the other two Project Corridor counties.

As presented in Table 3.13, approximately 27 percent of the workforce within the Project Corridor commutes between 15 and 24 minutes each way to their place of work. This pattern was fairly consistent with the travel times exhibited by the workforce within the entire counties along the Project Corridor. The Project Corridor has the highest share of residents commuting 90 minutes or more compared to any of the three counties as a whole.

Table 3.11
Means of Transportation to Work
Comparison of Project Corridor and Surrounding Counties

Means of Transportation to Work	Project Corridor	Burlington County	Mercer County	Middlesex County
Total Workers	30,643	207,471	163,257	363,176
Drove by Car, Truck or Van	27,112	190,782	137,680	310,658
% of Workers	88.5%	92.0%	84.3%	85.5%
Drove Alone	24,381	171,595	119,742	270,256
% of Workers	89.9%	89.9%	87.0%	87.0%
Carpooled	2,731	19,187	17,938	40,402
% of Workers	10.1%	10.1%	13.0%	13.0%
Public Transportation (Includes Bus, Trolley Bus or Street Car)	1,683	6,099	11,236	31,419
Bus	1,206	2,869	4,664	13,152
% of Workers	71.7%	47.0%	41.5%	41.9%
Streetcar	0	71	36	171
% of Workers	0.0%	1.2%	0.3%	0.5%
Subway	10	1,348	157	919
% of Workers	0.6%	22.1%	1.4%	2.9%
Railroad	456	1,723	6,122	16,078
% of Workers	27.1%	28.3%	54.5%	51.2%
Ferryboat	0	3	4	95
% of Workers	0.0%	0.0%	0.0%	0.3%
Taxicab	11	85	253	1004
% of Workers	0.7%	1.4%	2.3%	3.2%
Walked	400	3,318	7,349	10,115
% of Workers	1.3%	1.6%	4.5%	2.8%
Other Means	277	980	937	2,251
% of Workers	0.9%	0.5%	0.6%	0.6%
Worked at Home	1,074	5,784	5,161	7,690
% of Workers	3.5%	2.8%	3.2%	2.1%
Motor Cycle/Bicycle	97	508	894	1,043
	0.3%	0.2%	0.5%	0.3%

Source: U.S. Census of Population and Housing, 2000.

3.4.6 Community Demographic Profiles

This sub-section provides a description of the social and economic characteristics of the portions of each municipality included within the Project Corridor. As stated previously, the Project Corridor includes all census block groups located entirely or partly within 500 feet of the existing Turnpike right-of-way, including interchanges. At Interchange 8, the Project Corridor also includes all census block groups within an expanded area that covers potential toll plaza relocation alternatives that have been studied. Each of these portions of the Project Corridor is also compared to the larger municipality in which it is located in order to provide additional context for considering local community patterns. Table 3.14 provides a summary of the population and economic characteristics of each municipality's portion of the Project Corridor while Table 3.15 provides a summary of the educational attainment and housing profile of each municipality's portion of the Project Corridor. Tables 3.16 and 3.17 provide similar respective summaries for each of the 11 Project Corridor municipalities in their entirety.

Table 3.12
Resident Workforce
Comparison of the Project Corridor and Surrounding Counties

Residence County	Work County	Number	Percentage
Burlington County	Burlington County	116422	56%
Burlington County	Mercer County	17158	8%
Burlington County	Middlesex County	3929	2%
Burlington County	Other NJ Counties	38445	19%
Burlington County	PA Counties	27772	13%
Burlington County	All Others	3745	2%
	Total	207471	100%
Mercer County	Burlington County	3765	2%
Mercer County	Mercer County	112449	69%
Mercer County	Middlesex County	16597	10%
Mercer County	Other NJ Counties	16049	10%
Mercer County	PA Counties	6709	4%
Mercer County	All Others	7688	5%
	Total	163257	100%
Middlesex County	Burlington County	712	0%
Middlesex County	Mercer County	12952	4%
Middlesex County	Middlesex County	201811	56%
Middlesex County	Other NJ Counties	109841	30%
Middlesex County	PA Counties	1407	0%
Middlesex County	All Others	36453	10%
	Total	363176	100%

Source: CTPP, Journey to Work Patterns, U.S Census 2000.

Table 3.13
Travel Times to Work
Comparison of the Project Corridor and Surrounding Counties

	Project Corridor		Burlington County		Mercer County		Middlesex County	
	Number	%	Number	%	Number	%	Number	%
Total:	30,643	100.0%	207,471	100.0%	163,257	100.0%	363,176	100
Did not work at home:	29,569	96.5%	201,687	97.2%	158,096	96.8%	355,486	97.9%
Less than 5 minutes	569	1.9%	5,426	2.7%	4,790	3.0%	7,464	2.1%
5 to 9 minutes	2,271	7.7%	20,005	9.9%	15,818	10.0%	32,889	9.1%
10 to 14 minutes	3,093	10.5%	26,407	13.1%	24,337	15.4%	45,720	12.6%
15 to 19 minutes	3,746	12.7%	27,653	13.7%	27,191	17.2%	47,183	13.0%
20 to 24 minutes	4,269	14.4%	28,175	14.0%	24,347	15.4%	43,808	12.1%
25 to 29 minutes	2,091	7.1%	13,468	6.7%	8,978	5.7%	18,330	5.0%
30 to 34 minutes	3,815	12.9%	25,549	12.7%	17,268	10.9%	44,349	12.2%
35 to 39 minutes	1,033	3.5%	6,626	3.3%	3,412	2.2%	10,611	2.9%
40 to 44 minutes	1,338	4.5%	9,004	4.5%	4,156	2.6%	15,483	4.3%
45 to 59 minutes	2,955	10.0%	18,298	9.1%	9,974	6.3%	34,191	9.4%
60 to 89 minutes	2,376	8.0%	14,295	7.1%	9,792	6.2%	33,780	9.3%
90 or more minutes	2,013	6.8%	6,781	3.4%	8,033	5.1%	21,678	6.0%
Worked at home	1,074	3.5%	5,784	2.9%	5,161	3.3%	7,690	2.1%

Source: U.S. Census of Population and Housing, 2000.

Table 3.14
Population and Economic Characteristics of Each Municipality's Portion of the Project Corridor

	Township of Mansfield		Township of Bordentown		Township of Chesterfield		Township of Hamilton		Township of Washington		Township of East Windsor		Township of Cranbury		Monroe Township		Township of South Brunswick		Township of East Brunswick		Borough of Milltown	
Race	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
White Alone	2,838	96.2%	3,028	86.0%	2,960	49.7%	5,264	92.7%	3,861	90.7%	9,437	73.9%	125	85.6%	2,991	94.9%	738	92.0%	10,310	81.9%	3,775	93.4%
Non-Hispanic White	2,815	95.5%	2,970	84.4%	2,879	48.3%	5,164	91.0%	3,778	88.7%	8,474	66.3%	121	82.9%	2,943	93.4%	721	89.9%	9,987	79.4%	3,690	91.3%
Hispanic-White	23	0.8%	58	1.6%	81	1.4%	100	1.8%	83	1.9%	963	7.5%	4	2.7%	48	1.5%	17	2.1%	323	2.6%	85	2.1%
Non-White Alone	111	3.8%	492	14.0%	2,995	50.3%	413	7.3%	397	9.3%	3,338	26.1%	21	14.4%	161	5.1%	64	8.0%	2,272	18.1%	268	6.6%
Black or African American Alone	49	1.7%	247	7.0%	2,225	37.4%	214	3.8%	131	3.1%	1,275	10.0%	19	13.0%	52	1.6%	15	1.9%	270	2.1%	25	0.6%
American Indian and Alaska Native Alone	9	0.3%	4	0.1%	40	0.7%	3	0.1%	8	0.2%	13	0.1%	0	0.0%	4	0.1%	1	0.1%	7	0.1%	2	0.0%
Asian Alone	24	0.8%	153	4.3%	38	0.6%	93	1.6%	185	4.3%	1,105	8.6%	0	0.0%	60	1.9%	33	4.1%	1,681	13.4%	167	4.1%
Native Hawaiian and Other Pacific Islander	0	0.0%	0	0.0%	5	0.1%	1	0.0%	0	0.0%	20	0.2%	0	0.0%	11	0.3%	0	0.0%	0	0.0%	0	0.0%
Other*	29	1.0%	88	2.5%	687	11.5%	102	1.8%	73	1.7%	925	7.2%	2	1.4%	34	1.1%	15	1.9%	314	2.5%	74	1.8%
Total	2,949	100.0%	3,520	100.0%	5,955	100.0%	5,677	100.0%	4,258	100.0%	12,775	100.0%	146	100.0%	3,152	100.0%	802	100.0%	12,582	100.0%	4,043	100.0%
Minority Population **	134	4.5%	550	15.6%	3,076	51.7%	513	9.0%	480	11.3%	4,301	33.7%	25	17.1%	209	6.6%	81	10.1%	2,595	20.6%	353	8.7%
Hispanic Origin	36	1.2%	98	2.8%	735	12.3%	169	3.0%	108	2.5%	1,769	13.8%	4	2.7%	61	1.9%	23	2.9%	461	3.7%	135	3.3%
Age (Years)																						
0-5	89	3.0%	251	7.1%	183	3.1%	394	6.9%	397	9.3%	955	7.5%	6	4.1%	134	4.3%	32	4.0%	701	5.6%	209	5.2%
6-14	192	6.5%	504	14.3%	378	6.3%	884	15.6%	731	17.2%	1,654	12.9%	10	6.8%	215	6.8%	96	12.0%	1,988	15.8%	547	13.5%
15-19	117	4.0%	171	4.9%	408	6.9%	406	7.2%	170	4.0%	736	5.8%	8	5.5%	74	2.3%	46	5.7%	858	6.8%	244	6.0%
20-24	78	2.6%	132	3.8%	2,160	36.3%	230	4.1%	115	2.7%	670	5.2%	4	2.7%	62	2.0%	37	4.6%	520	4.1%	213	5.3%
25-34	198	6.7%	548	15.6%	1,262	21.2%	661	11.6%	464	10.9%	2,053	16.1%	19	13.0%	221	7.0%	80	10.0%	1,000	7.9%	444	11.0%
35-44	275	9.3%	748	21.3%	513	8.6%	1,130	19.9%	1,027	24.1%	2,364	18.5%	21	14.4%	297	9.4%	151	18.8%	2,155	17.1%	683	16.9%
45-59	419	14.2%	792	22.5%	642	10.8%	1,182	20.8%	809	19.0%	2,805	22.0%	45	30.8%	569	18.1%	197	24.6%	3,230	25.7%	905	22.4%
60-64	188	6.4%	125	3.6%	110	1.8%	188	3.3%	146	3.4%	446	3.5%	9	6.2%	172	5.5%	43	5.4%	599	4.8%	163	4.0%
65 years or older	1,393	47.2%	249	7.1%	299	5.0%	602	10.6%	399	9.4%	1,092	8.5%	24	16.4%	1,408	44.7%	120	15.0%	1,531	12.2%	635	15.7%
Total	2,949	100.0%	3,520	100.0%	5,955	100.0%	5,677	100.0%	4,258	100.0%	12,775	100.0%	146	100.0%	3,152	100.0%	802	100.0%	12,582	100.0%	4,043	100.0%
Number of Households																						
Female Headed Households	82	5.5%	92	6.9%	38	4.2%	91	4.6%	106	6.9%	468	9.6%	6	9.2%	39	2.7%	22	7.6%	265	6.5%	97	6.8%
Zero-Car Households	80	5.6%	0	0.0%	4	0.0%	46	2.3%	37	2.4%	399	8.3%	9	16.4%	201	12.9%	0	0	56	1.4%	75	5.2%
Poverty																						
Persons Answering Question on Poverty	3,083		3,499		2,611		5,677		4,258		12,651		145		3,062		803		12,645		4,070	
Percentage below Poverty	114	3.7%	83	2.4%	46	1.8%	102	1.8%	151	3.5%	680	5.4%	0	0.0%	101	3.3%	22	2.7%	205	1.6%	76	1.9%
Income																						
Per-Capita Income (\$)	\$27,451		\$29,670		\$17,194		\$26,479		\$37,494		\$28,698		\$37,986		\$35,526		\$38,572		\$38,350		\$31,497	
Median Household Income (\$) (1999) ***	\$46,238		\$69,510		\$85,428		\$71,699		\$87,173		\$67,939		\$67,984		\$79,553		\$74,878		\$97,315		\$74,265	

Source: U.S Department of Commerce, Bureau of Census, U.S. Census of Population and Housing, 2000.

Notes:

* The Other Category includes census categories 'some other race alone' and 'two or more races'.

** The total minority population includes all those who are Black, Hispanic Whites, American Indian and Alaskan Native, Asian, Native Hawaiian, Other Pacific Islander and Other categories.

*** The median household income was calculated by taking the weighted average of the median incomes of all the census tracts in a given study area.

A linguistically isolated household is one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English very well.

Table 3.15
Educational Attainment and Housing Profile of Each Municipality's Portion of the Project Corridor

	Township of Mansfield		Township of Bordentown		Township of Chesterfield		Township of Hamilton		Township of Washington		Township of East Windsor		Borough of Hightstown		Township of Cranbury		Monroe Township		Township of South Brunswick		Township of East Brunswick	
Race	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
White Alone	4,857	95.4%	7,486	89.3%	2,960	49.7%	74,173	85.1%	9,350	91.0%	18,545	74.4%	3,992	76.5%	2,865	88.8%	26,127	93.3%	26,600	70.5%	36,265	77.6%
Non-Hispanic White	4,790	94.1%	7,319	87.3%	2,879	48.3%	72,118	82.8%	9,137	88.9%	16,433	65.9%	3,517	67.4%	2,821	87.4%	25,693	91.8%	25,392	67.3%	35,004	74.9%
Hispanic-White	67	1.3%	167	2.0%	81	1.4%	2,055	2.4%	213	2.1%	2,112	8.5%	475	9.1%	44	1.4%	434	1.6%	1,208	3.2%	1,261	2.7%
Non-White Alone	233	4.6%	894	10.7%	2,995	50.3%	12,936	14.9%	925	9.0%	6,374	25.6%	1,224	23.5%	362	11.2%	1,872	6.7%	11,134	29.5%	10,491	22.4%
Black or African American Alone	97	1.9%	421	5.0%	2,225	37.4%	7,112	8.2%	297	2.9%	2,217	8.9%	444	8.5%	73	2.3%	820	2.9%	2,975	7.9%	1,321	2.8%
American Indian and Alaska Native Alone	9	0.2%	17	0.2%	40	0.7%	121	0.1%	14	0.1%	49	0.2%	19	0.4%	0	0.0%	16	0.1%	48	0.1%	42	0.1%
Asian Alone	76	1.5%	278	3.3%	38	0.6%	2,234	2.6%	443	4.3%	2,380	9.6%	119	2.3%	239	7.4%	655	2.3%	6,808	18.0%	7,607	16.3%
Native Hawaiian and Other Pacific Islander	2	0.0%	0	0.0%	5	0.1%	31	0.0%	0	0.0%	31	0.1%	4	0.1%	0	0.0%	24	0.1%	14	0.0%	5	0.0%
Other*	49	1.0%	178	2.1%	687	11.5%	3,438	3.9%	171	1.7%	1,697	6.8%	638	12.2%	50	1.5%	357	1.3%	1,289	3.4%	1,516	3.2%
Total	5,090	100.0%	8,380	100.0%	5,955	100.0%	87,109	100.0%	10,275	100.0%	24,919	100.0%	5,216	100.0%	3,227	100.0%	27,999	100.0%	37,734	100.0%	46,756	100.0%
Minority Population **	300	5.9%	1,061	12.7%	3,076	51.7%	14,991	17.2%	1,138	11.1%	8,486	34.1%	1,699	32.6%	406	12.6%	2,306	8.2%	12,342	32.7%	11,752	25.1%
Hispanic Origin	93	1.8%	254	3.0%	735	12.3%	4,471	5.1%	279	2.7%	3,559	14.3%	1,046	20.1%	55	1.7%	666	2.4%	1,918	5.1%	1,957	4.2%
Age (Years)																						
0-5	241	4.7%	556	6.6%	183	3.1%	5,006	5.7%	945	9.2%	1,915	7.7%	379	7.3%	214	6.6%	1,109	4.0%	3,042	8.1%	2,768	5.9%
6-14	543	10.7%	1,118	13.3%	378	6.3%	11,587	13.3%	1,479	14.4%	3,197	12.8%	649	12.4%	617	19.1%	2,408	8.6%	6,220	16.5%	7,245	15.5%
15-19	252	5.0%	466	5.6%	408	6.9%	5,400	6.2%	361	3.5%	1,343	5.4%	258	4.9%	191	5.9%	1,434	5.1%	2,088	5.5%	3,044	6.5%
20-24	165	3.2%	373	4.5%	2,160	36.3%	4,336	5.0%	278	2.7%	1,431	5.7%	303	5.8%	71	2.2%	702	2.5%	1,547	4.1%	1,990	4.3%
25-34	399	7.8%	1,229	14.7%	1,262	21.2%	11,233	12.9%	1,529	14.9%	4,274	17.2%	962	18.4%	267	8.3%	1,751	6.3%	5,932	15.7%	5,112	10.9%
35-44	692	13.6%	1,667	19.9%	513	8.6%	14,819	17.0%	2,363	23.0%	4,503	18.1%	960	18.4%	624	19.3%	2,805	10.0%	7,927	21.0%	8,571	18.3%
45-59	889	17.5%	1,686	20.1%	642	10.8%	17,565	20.2%	1,957	19.0%	5,289	21.2%	976	18.7%	764	23.7%	4,073	14.5%	7,084	18.8%	10,628	22.7%
60-64	286	5.6%	305	3.6%	110	1.8%	3,540	4.1%	368	3.6%	905	3.6%	167	3.2%	116	3.6%	1,532	5.5%	1,133	3.0%	1,969	4.2%
65 years or older	1,623	31.9%	980	11.7%	299	5.0%	13,623	15.6%	995	9.7%	2,062	8.3%	562	10.8%	363	11.2%	12,185	43.5%	2,761	7.3%	5,429	11.6%
Total	5,090	100.0%	8,380	100.0%	5,955	100.0%	87,109	100.0%	10,275	100.0%	24,919	100.0%	5,216	100.0%	3,227	100.0%	27,999	100.0%	37,734	100.0%	46,756	100.0%
Number of Households																						
Female Headed Households	101	4.9%	293	8.9%	38	4.2%	3,386	10.1%	295	7.2%	868	9.2%	177	8.8%	54	4.9%	456	3.6%	1,122	8.3%	1,329	8.1%
Zero-Car Households	97	4.7%	76	2.3%	4	0.4%	2,275	6.8%	131	3.2%	577	6.1%	209	10.4%	29	2.7%	1,125	9.0%	446	3.3%	687	4.2%
Poverty																						
Persons Answering Question on Poverty	5,090		8,352		2,611		86,535		10,275		24,565		5,197		3,172		27,237		37,608		46,664	
Percentage below Poverty	228	4.5%	234	2.8%	46	1.8%	3,619	4.2%	381	3.7%	1,312	5.3%	380	7.3%	51	1.6%	908	3.3%	1,156	3.1%	1,321	2.8%
Income																						
Per-Capita Income (\$)	\$26,559		\$26,934		\$17,193		\$25,441		\$35,529		\$28,695		\$28,605		\$50,698		\$31,772		\$32,104		\$33,286	
Median Household Income (\$) (1999) ***	\$50,757		\$60,131		\$85,428		\$57,110		\$71,377		\$63,616		\$64,299		\$111,680		\$53,306		\$78,737		\$75,956	

Source: U.S Department of Commerce, Bureau of Census, U.S. Census of Population and Housing, 2000.

Notes:

The Primary Impact Area includes census block groups located within 500 feet along either side of the existing roadway and one-mile around Interchange 8.

* The Other Category includes census categories 'some other race alone' and 'two or more races'.

** The total minority population includes all those who are Black, Hispanic Whites, American Indian and Alaskan Native, Asian, Native Hawaiian, Other Pacific Islander and Other categories.

*** The median household income was calculated by taking the weighted average of the median incomes of all the census tracts in a given study area.

A linguistically isolated household is one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English very well.

Table 3.16
Population and Economic Characteristics of Entire Project Corridor Municipalities

	Township of Mansfield		Township of Bordertown		Township of Chesterfield		Township of Hamilton		Township of Washington		Township of East Windsor		Borough of Hightstown		Township of Cranbury		Monroe Township		Township of South Brunswick		Township of East Brunswick		Boro of Milltown		Burlington County		Mercer County		Middlesex County	
Race	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
White Alone	4,857	95.4%	7,486	89.3%	2,960	49.7%	74,173	85.1%	9,350	91.0%	18,545	74.4%	3,992	76.5%	2,865	88.8%	26,127	93.3%	26,600	70.5%	36,265	77.6%	6,570	93.9%	331,898	78.4%	240,206	68.5%	513,298	146.3%
Non-Hispanic White	4,790	94.1%	7,319	87.3%	2,879	48.3%	72,118	82.8%	9,137	88.9%	16,433	65.9%	3,517	67.4%	2,821	87.4%	25,693	91.8%	25,392	67.3%	35,004	74.9%	6,407	91.5%	323,171	76.3%	225,284	64.2%	464,537	132.4%
Hispanic-White	67	1.3%	167	2.0%	81	1.4%	2,055	2.4%	213	2.1%	2,112	8.5%	475	9.1%	44	1.4%	434	1.6%	1,208	3.2%	1,261	2.7%	163	2.3%	8,727	2.1%	14,922	4.3%	48,761	13.9%
Non-White Alone	233	4.6%	894	10.7%	2,995	50.3%	12,936	14.9%	925	9.0%	6,374	25.6%	1,224	23.5%	362	11.2%	1,872	6.7%	11,134	29.5%	10,491	22.4%	430	6.1%	91,496	21.6%	110,555	31.5%	236,864	67.5%
Black or African American Alone	97	1.9%	421	5.0%	2,225	37.4%	7,112	8.2%	297	2.9%	2,217	8.9%	444	8.5%	73	2.3%	820	2.9%	2,975	7.9%	1,321	2.8%	53	0.8%	64,071	15.1%	69,502	19.8%	68,467	19.5%
American Indian and Alaska Native Alone	9	0.2%	17	0.2%	40	0.7%	121	0.1%	14	0.1%	49	0.2%	19	0.4%	0	0.0%	16	0.1%	48	0.1%	42	0.1%	11	0.2%	898	0.2%	688	0.2%	1,521	0.4%
Asian Alone	76	1.5%	278	3.3%	38	0.6%	2,234	2.6%	443	4.3%	2,380	9.6%	119	2.3%	239	7.4%	655	2.3%	6,808	18.0%	7,607	16.3%	215	3.1%	11,378	2.7%	17,340	4.9%	104,212	29.7%
Native Hawaiian and Other Pacific Islander	2	0.0%	0	0.0%	5	0.1%	31	0.0%	0	0.0%	31	0.1%	4	0.1%	0	0.0%	24	0.1%	14	0.0%	5	0.0%	0	0.0%	144	0.0%	352	0.1%	300	0.1%
Other*	49	1.0%	178	2.1%	687	11.5%	3,438	3.9%	171	1.7%	1,697	6.8%	638	12.2%	50	1.5%	357	1.3%	1,289	3.4%	1,516	3.2%	151	2.2%	15,005	3.5%	22,673	6.5%	62,364	17.8%
Total	5,090	100.0%	8,380	100.0%	5,955	100.0%	87,109	100.0%	10,275	100.0%	24,919	100.0%	5,216	100.0%	3,227	100.0%	27,999	100.0%	37,734	100.0%	46,756	100.0%	7,000	100.0%	423,394	100.0%	350,761	100.0%	750,162	213.9%
Minority Population **	300	5.9%	1,061	12.7%	3,076	51.7%	14,991	17.2%	1,138	11.1%	8,486	34.1%	1,699	32.6%	406	12.6%	2,306	8.2%	12,342	32.7%	11,752	25.1%	593	8.5%	100,223	23.7%	125,477	35.8%	285,625	81.4%
Hispanic Origin	93	1.8%	254	3.0%	735	12.3%	4,471	5.1%	279	2.7%	3,559	14.3%	1,046	20.1%	55	1.7%	666	2.4%	1,918	5.1%	1,957	4.2%	261	3.7%	17,632	4.2%	33,898	9.7%	101,940	29.1%
Age (Years)																														
0-5	241	4.7%	556	6.6%	183	3.1%	5,006	5.7%	945	9.2%	1,915	7.7%	379	7.3%	214	6.6%	1,109	4.0%	3,042	8.1%	2,768	5.9%	387	5.5%	27,172	6.4%	22,189	6.3%	49,390	14.1%
6-14	543	10.7%	1,118	13.3%	378	6.3%	11,587	13.3%	1,479	14.4%	3,197	12.8%	649	12.4%	617	19.1%	2,408	8.6%	6,220	16.5%	7,245	15.5%	963	13.8%	61,610	14.6%	48,675	13.9%	100,140	28.5%
15-19	252	5.0%	466	5.6%	408	6.9%	5,400	6.2%	361	3.5%	1,343	5.4%	258	4.9%	191	5.9%	1,434	5.1%	2,088	5.5%	3,044	6.5%	390	5.6%	26,859	6.3%	24,798	7.1%	48,429	13.8%
20-24	165	3.2%	373	4.5%	2,160	36.3%	4,336	5.0%	278	2.7%	1,431	5.7%	303	5.8%	71	2.2%	702	2.5%	1,547	4.1%	1,990	4.3%	339	4.8%	22,436	5.3%	24,599	7.0%	50,963	14.5%
25-34	399	7.8%	1,229	14.7%	1,262	21.2%	11,233	12.9%	1,529	14.9%	4,274	17.2%	962	18.4%	267	8.3%	1,751	6.3%	5,932	15.7%	5,112	10.9%	825	11.8%	57,677	13.6%	49,270	14.0%	117,105	33.4%
35-44	692	13.6%	1,667	19.9%	513	8.6%	14,819	17.0%	2,363	23.0%	4,503	18.1%	960	18.4%	624	19.3%	2,805	10.0%	7,927	21.0%	8,571	18.3%	1,238	17.7%	75,817	17.9%	58,012	16.5%	128,839	36.7%
45-59	889	17.5%	1,686	20.1%	642	10.8%	17,565	20.2%	1,957	19.0%	5,289	21.2%	976	18.7%	764	23.7%	4,073	14.5%	7,084	18.8%	10,628	22.7%	1,473	21.0%	81,815	19.3%	66,129	18.9%	135,363	38.6%
60-64	286	5.6%	305	3.6%	110	1.8%	3,540	4.1%	368	3.6%	905	3.6%	167	3.2%	116	3.6%	1,532	5.5%	1,133	3.0%	1,969	4.2%	287	4.1%	16,790	4.0%	12,949	3.7%	27,343	7.8%
65 years or older	1,623	31.9%	980	11.7%	299	5.0%	13,623	15.6%	995	9.7%	2,062	8.3%	562	10.8%	363	11.2%	12,185	43.5%	2,761	7.3%	5,429	11.6%	1,098	15.7%	53,218	12.6%	44,140	12.6%	92,590	26.4%
Total	5,090	100.0%	8,380	100.0%	5,955	100.0%	87,109	100.0%	10,275	100.0%	24,919	100.0%	5,216	100.0%	3,227	100.0%	27,999	100.0%	37,734	100.0%	46,756	100.0%	7,000	100.0%	423,394	100.0%	350,761	100.0%	750,162	213.9%
Number of Households																														
Female Headed Households	101	4.9%	293	8.9%	38	4.2%	3,386	10.1%	295	7.2%	868	9.2%	177	8.8%	54	4.9%	456	3.6%	1,122	8.3%	1,329	8.1%	260	10.0%	15,888	10.3%	16,044	6.0%	27,539	10.4%
Zero-Car Households	97	4.7%	76	2.3%	4	0.4%	2,275	6.8%	131	3.2%	577	6.1%	209	10.4%	29	2.7%	1,125	9.0%	446	3.3%	687	4.2%	179	6.8%	7,923	5.1%	14,675	5.5%	22,769	8.6%
Poverty																														
Persons Answering Question on Poverty	5,090		8,352		2,611		86,535		10,275		24,565		5,197		3,172		27,237		37,608		46,664		6,980		409,125		330,373		731,461	
Percentage below Poverty	228	4.5%	234	2.8%	46	1.8%	3,619	4.2%	381	3.7%	1,312	5.3%	380	7.3%	51	1.6%	908	3.3%	1,156	3.1%	1,321	2.8%	158	2.3%	19,280	4.7%	28,570	8.6%	48,205	6.6%
Income																														
Per-Capita Income (\$)	\$26,559		\$26,934		\$17,193		\$25,441		\$35,529		\$28,695		\$28,605		\$50,698		\$31,772		\$32,104		\$33,286		\$29,996		\$26,339		\$27,914		\$26,535	
Median Household Income (\$) (1999) ***	\$50,757		\$60,131		\$85,428		\$57,110		\$71,377		\$63,616		\$64,299		\$111,680		\$53,306		\$78,737		\$75,956		\$68,429		\$58,608		\$56,613		\$61,446	

Source: U.S. Department of Commerce, Bureau of Census, U.S. Census of Population and Housing, 2000.

Notes:

The Primary Impact Area includes census block groups located within 500 feet along either side of the existing roadway and one-mile around Interchange 8.

* The Other Category includes census categories 'some other race alone' and 'two or more races'.

** The total minority population includes all those who are Black, Hispanic Whites, American Indian and Alaskan Native, Asian, Native Hawaiian,

Other Pacific Islander and Other categories.

*** The median household income was calculated by taking the weighted average of the median incomes of all the census tracts in a given study area.

A linguistically isolated household is one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English very well.

Table 3.17
Educational Attainment and Housing Profile of Entire Project Corridor Municipalities

	Township of Mansfield		Township of Bordentown		Township of Chesterfield		Township of Hamilton		Township of Washington		Township of East Windsor		Borough of Hightstown		Township of Cranbury		Monroe Township		Township of South Brunswick		Township of East Brunswick		Boro of Milltown	
	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%	Number	%
Educational Attainment																								
No Schooling Completed	27	0.7%	48	0.8%	11	0.4%	365	0.6%	11	0.2%	147	0.9%	60	1.6%	16	0.7%	75	0.3%	99	0.4%	122	0.4%	21	0.4%
Less than Ninth Grade	109	2.9%	171	2.9%	62	2.2%	2,738	4.5%	209	2.9%	536	3.1%	234	6.4%	56	2.6%	580	2.6%	385	1.5%	882	2.8%	196	4.0%
9th to 12th Grade	414	10.8%	544	9.3%	527	18.9%	7,259	11.9%	334	4.6%	1,271	7.4%	363	9.9%	67	3.1%	1,582	7.1%	1,194	4.8%	1,484	4.7%	429	8.7%
High School Graduate	1,465	38.4%	1,948	33.2%	744	26.7%	20,648	33.8%	1,529	21.1%	3,667	21.3%	774	21.1%	311	14.5%	7,668	34.2%	5,170	20.8%	7,050	22.3%	1,714	34.9%
Some College, No Degree	637	16.7%	1,281	21.8%	541	19.4%	11,898	19.5%	1,101	15.2%	3,317	19.3%	639	17.4%	231	10.8%	4,875	21.8%	4,146	16.7%	5,219	16.5%	988	20.1%
Associate Degree	205	5.4%	469	8.0%	164	5.9%	4,420	7.2%	660	9.1%	1,034	6.0%	151	4.1%	119	5.6%	1,005	4.5%	1,680	6.8%	1,985	6.3%	231	4.7%
Bachelor's Degree	525	13.8%	963	16.4%	531	19.0%	9,339	15.3%	2,290	31.6%	4,564	26.5%	810	22.1%	753	35.2%	4,337	19.4%	7,218	29.0%	8,729	27.6%	974	19.8%
Graduate or Professional Degree	434	11.4%	439	7.5%	210	7.5%	4,395	7.2%	1,107	15.3%	2,660	15.5%	640	17.4%	589	27.5%	2,272	10.1%	4,980	20.0%	6,181	19.5%	365	7.4%
TOTAL	3,816	100.0%	5,863	100.0%	2,790	100.0%	61,062	100.0%	7,241	100.0%	17,196	100.0%	3,671	100.0%	2,142	100.0%	22,394	100.0%	24,872	100.0%	31,652	100.0%	4,918	100.0%
Linguistically Isolated Households	26	1.3%	68	2.1%	0	0.0%	970	2.9%	97	2.4%	766	8.1%	120	6.0%	19	0.7%	189	1.5%	510	3.8%	876	5.3%	35	1.3%
Labor Force Characteristics****																								
Total Labor Force	2,117	100.0%	4,838	100.0%	1,396	100.0%	46,494	100.0%	5,605	100.0%	14,352	100.0%	3,088	100.0%	1,556	100.0%	10,058	100.0%	20,806	100.0%	25,019	100.0%	3,754	100.0%
Employed Labor Force	2,024	95.6%	4,675	96.6%	1,347	96.5%	44,790	96.3%	5,475	97.7%	13,908	96.9%	2,997	97.1%	1,528	98.2%	9,555	95.0%	20,102	96.6%	24,147	96.5%	3,615	96.3%
Unemployed	93	4.4%	163	3.4%	49	3.5%	1,704	3.7%	130	2.3%	444	3.1%	91	2.9%	28	1.8%	503	5.0%	704	3.4%	872	3.5%	139	3.7%
Housing Profile																								
Total Housing Units	2,122	100.0%	3,436	100.0%	924	100.0%	34,470	100.0%	4,163	100.0%	9,880	100.0%	2,081	100.0%	1,121	100.0%	13,259	100.0%	13,862	100.0%	16,640	100.0%	2,670	100.0%
Occupied	2,077	97.9%	3,293	95.8%	899	97.3%	33,505	97.2%	4,074	97.9%	9,448	95.6%	2,001	96.2%	1,091	97.3%	12,536	94.5%	13,428	96.9%	16,372	98.4%	2,627	98.4%
Vacant	45	2.1%	143	4.2%	25	2.7%	965	2.8%	89	2.1%	432	4.4%	80	3.8%	30	2.7%	723	5.5%	434	3.1%	268	1.6%	43	1.6%
Occupied Housing Units	2,077	100.0%	3,293	100.0%	899	100.0%	33,505	100.0%	4,074	100.0%	9,448	68.0%	2,001	100.0%	1,091	100.0%	12,536	100.0%	13,428	100.0%	16,372	100.0%	2,627	100.0%
Owner Occupied	1,969	94.8%	2,540	77.1%	830	92.3%	25,170	75.1%	3,624	89.0%	5,777	61.1%	1,203	60.1%	937	85.9%	11,884	94.8%	10,226	76.2%	13,764	84.1%	2,199	83.7%
Renter Occupied	108	5.2%	753	22.9%	69	7.7%	8,335	24.9%	450	11.0%	652	6.9%	798	39.9%	154	14.1%	652	5.2%	3,202	23.8%	2,608	15.9%	428	16.3%

Source: U.S Department of Commerce, Bureau of Census, U.S. Census of Population and Housing, 2000.

Notes:

The Primary Impact Area includes census block groups located within 500 feet along either side of the existing roadway and one-mile around Interchange 8.

* The Other Category includes census categories 'some other race alone' and 'two or more races'.

** The total minority population includes all those who are Black, Hispanic Whites, American Indian and Alaskan Native, Asian, Native Hawaiian, Other Pacific Islander and Other categories.

*** The median household income was calculated by taking the weighted average of the median incomes of all the block groups in a given study area.

A linguistically isolated household is one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English very well.

**** The total labor force includes persons in civilian occupations and the Armed Forces.

3.4.6.1 Mansfield Township

Racial and Ethnic Characteristics

The Project Corridor within Mansfield Township includes block groups within two census tracts, with a reported a total population of 2,949 persons in the year 2000. Whites constitute the single largest racial group, accounting for 96.2 percent of the total population within the township portion of the Project Corridor. This percentage was slightly higher than the percentage of Whites within the township as a whole (95.4 percent). The percentage of Hispanics within the Project Corridor block groups comprise 1.2 percent of the total population compared to 1.8 percent in the township as a whole. Overall, the percentage of minority persons within the Project Corridor block groups was 1.2 percent, which is lower than the percentage of minorities within the larger township (1.8 percent). Township population increased from 3,874 in 1990 to 5,090 in 2000, registering a 1.6 percent annual increase in population.

Neighborhood Characteristics

The Project Corridor within Mansfield Township is located on either side of the Turnpike. The township itself is not separated into distinct neighborhoods. A few isolated rural residences were identified north of Assiscunk Creek to Columbus–Florence Road. A few private residences were identified north of Columbus–Florence Road to Hedding Road. On the southbound side of the Turnpike, residential development was identified in the area around Crafts Creek. Most of the housing structures within the Project Corridor were built between 1980 and 1990. Census data also indicate that nearly 60 percent of the Project Corridor residents have lived in the same housing for five or more years.

Age Characteristics

The township portion of the Project Corridor exhibits a higher proportion of children and youth (13.5 percent) than the entire township (20.4 percent). Nearly 47 percent of the population within this segment of the Project Corridor was 65 years or older compared to 31.9 percent in the township. The share of seniors within this particular Project Corridor segment was higher than all other Project Corridor jurisdictions.

Income and Poverty

Per-capita incomes of the residents within the Project Corridor (\$27,451) were only slightly higher than the incomes averaged by all residents in the township (\$26,559). However, the median household incomes show a reverse trend with median household incomes along the Project Corridor (\$46,238) lower than the median incomes for township households (\$50,757). A slightly higher percentage of persons lived below poverty within the township (4.5 percent) compared to the Project Corridor block groups (3.7 percent). Female-headed households comprise 5.5 percent of the population within the Mansfield section of the Project Corridor, compared to 4.5 percent within Mansfield Township. The percentage of zero-car households account for 5.6 percent of the population within the Project Corridor block groups compared to 4.7 percent within the township.

Educational Attainment

The educational attainment levels of the Project Corridor residents are nearly identical to those exhibited for all township residents. Residents with less than a high school education account for 15.9 percent of the township population compared to 14.4 percent of the population within the Project Corridor. At the higher educational levels, the percentage of the Project Corridor residents with

bachelor's and graduate degrees (23.7 percent) was slightly lower compared to residents in the township as a whole (25.2 percent).

Linguistically-Isolated Households

The percentage of linguistically-isolated households within the Project Corridor (1.8 percent) is slightly higher than the percentage of such households observed for the township as a whole (1.3 percent).

Labor Force Characteristics

The total labor force within the Project Corridor (1,118) accounts for nearly 53 percent of the labor force within the township (2,117). The percentage of the employed labor force within the Project Corridor (97 percent) is slightly higher than the township as a whole (95.6 percent). Residents employed in the educational, health and social services sector was the single largest group in the township portion of the Project Corridor. Nearly 19 percent of the Project Corridor's workforce was employed by this sector. Nearly 96 percent of the labor force used a private vehicle as the principal means of travel to work. None of the Project Corridor residents reported using public transportation.

Housing

The housing profiles of both the Project Corridor block groups and the township as a whole were found to be similar. Out of a total of 2,122 units in the township, 1,465 units (69 percent) are located in the Project Corridor. In the Project Corridor and the township, 96.9 percent and 97.9 percent of the units were occupied, respectively. Of the occupied housing units, the percentage of owner-occupied units were slightly higher in the Project Corridor (95.3 percent) compared to the township (94.8 percent).

3.4.6.2 Bordentown Township

Racial and Ethnic Characteristics

The Project Corridor within Bordentown Township is spread over two census block groups. A total of 3,520 persons live within these groups, with Whites being the single largest racial group (86.0 percent). Similar to the pattern exhibited in the overall township, Blacks or African Americans were the second largest group, comprising seven percent of the total population in the Project Corridor versus five percent in the township. Minorities form a slightly larger share of the population within the Project Corridor (15.6 percent) compared to the township (12.7 percent). However, the proportion of Hispanics within the Project Corridor block groups (2.8 percent) is slightly lower than the percentage reported in the township (3.0 percent). Township population increased from 7,683 persons in 1990 to 8,380 persons in 2000, a 0.9 percent annual increase in population over 10 years.

Neighborhood Characteristics

Residential development in closest proximity to the Turnpike is concentrated just north of Bordentown-Georgetown Road along the Turnpike on the northbound side. Beyond Interchange 7 along the southbound side and before Bordentown-Georgetown Road, there is undeveloped land backing into commercial and residential uses along the southern side of Bordentown-Georgetown Road. The area from here through to Bordentown-Chesterfield Road is dotted with residential developments. Census data indicate a significant turnover in population within the Project Corridor block groups. As reported by the 2000 Census, nearly half the Project Corridor residents have lived in different housing units in 1995 and nearly 70 percent lived in a different county.

Age Characteristics

Age cohort distributions within the Project Corridor and the township exhibit fairly consistent patterns. Persons in the 45-59 age cohorts are the single largest groups in both areas. Persons in this age cohort account for a slightly higher proportion of the residents within the individual block groups, (22.5 percent) versus the township (20.1 percent). The percentage of seniors is higher in the township (11.7 percent) compared to the Project Corridor (7.1 percent).

Income and Poverty

The per-capita income of the Project Corridor residents (\$29,670) is higher than the incomes of the residents of the township (\$26,934). The median household incomes follow a similar pattern with the Project Corridor households exhibiting incomes of \$69,510 compared to \$60,131 by households within the entire township. The percentage of persons below the poverty level within the Project Corridor block groups (2.4 percent) is slightly lower than the levels seen in the township (2.8 percent). The percentage of female-headed households in the township (8.9 percent) is higher than the levels observed in the Project Corridor (6.9 percent). The percentage of zero-car households in the township is estimated to be 2.3 percent, whereas all residents within the Project Corridor have indicated that they own at least one automobile.

Educational Attainment

For the Project Corridor block groups within the township and the township itself, persons with a high school degree comprise the single largest group, and account for one-third of the total population above the age of 16. At the higher educational levels, the percentage of persons with a graduate or professional degree are higher in the Project Corridor (31.7 percent) compared to the residents of the township as a whole (23.9 percent).

Linguistically-Isolated Households

Linguistically-isolated households account for 2.5 percent of households within the Project Corridor. The township had a slightly lower percentage of linguistically-isolated households at 2.1 percent.

Labor Force Characteristics

Little difference exists between labor force characteristics of the township portion of the Project Corridor and the township as a whole. The percentage of employed labor force within the Project Corridor (96.7 percent) was essentially same as that within the township (96.6 percent). The public administration occupation which includes employment in state and federal government agencies is the single largest employer of residents in the Project Corridor, employing nearly 17 percent of the total workforce. The proximity of the area to Trenton, the state capital, with its large number of public agencies, could be one of the reasons for the higher percentage of the workforce employed in the public administration sector. In 2000, nearly 94 percent of the Project Corridor residents used a private vehicle as the principal means of travel to work. Three percent of the Project Corridor residents reported using public transportation.

Housing

Out of a total of 3,436 units within the township, 1,417 (41.2 percent) were located within the Project Corridor. In both areas, the percentages of occupied units were in the mid 90-percent range. Nearly 88 percent of the units were owner-occupied within the Project Corridor.

3.4.6.3 Chesterfield Township

Racial and Ethnic Characteristics

The Project Corridor within Chesterfield Township includes two block groups spread over two census tracts. The township as a whole is also comprised entirely of these two block groups. Due to the similarity in census geography, the demographic characteristics of the Project Corridor and the township are identical.

The Project Corridor and township had a total population of 5,955 persons. In terms of racial and ethnic characteristics, Non-Whites comprise the largest racial group (50.3 percent). Nearly 37 percent of the population classified themselves as Blacks or African-Americans. A total of 51.7 percent of the population are classified as minorities. Among all Project Corridor jurisdictions, the Chesterfield portion exhibited the largest share of minority persons. Hispanics accounted for 12.3 percent of the population within the Project Corridor and the Township. During 1990 and 2000, Township population increased from 5,152 persons in 1990 to 5,955 in 2000, a 1.6 percent annual increase over the ten-year period.

Neighborhood Characteristics

Residential development in closest proximity to the Turnpike was identified on the southern corner of the intersection of the Turnpike and Bordentown-Chesterfield Road. Along the southbound side of the Turnpike in Chesterfield, residential development is concentrated around Hogback Road and along Ward Avenue. Housing units in this area were built in the 1960s, indicating the presence of human settlement for nearly five and a half decades. However, the area has witnessed a significant turnover in resident population. Nearly 46 percent of the residents responding to the 2000 Census resided in different houses and 88 percent outside of Burlington County in 1995.

Age Characteristics

Within the township portion of the Project Corridor and the township as a whole, persons in the 20-24 age cohort are the single largest group, representing 36.3 percent of the total population. The percentage of persons under this cohort was the highest among all other segments of the Project Corridor. Nearly 21 percent of the population is between 25 and 34 years of age. Seniors account for five percent of the population.

Income and Poverty

Based on the 2000 Census, residents in both the Project Corridor and the township had per-capita incomes of \$17,194. Median household incomes of Project Corridor/township residents were \$85,428. The percentage of persons below the poverty line is estimated to be just 1.9 percent of the total population. Female-headed households account for 4.2 percent of the population. Only four households (0.4 percent) did not own a single automobile.

Educational Attainment

The educational attainment levels of both the Project Corridor block groups and the township were identical. Persons with less than a high school education accounted for 21.5 percent of the population of persons 25 years or older. Persons with a bachelor's degree comprised 19 percent of the population within the two areas.

Linguistically Isolated Households

No linguistically isolated households were reported.

Labor Force Characteristics

According to the 2000 Census, 96.5 percent of the labor force within the coinciding Project Corridor and township was employed. As exhibited by the other Project Corridor jurisdictions, the educational, health and social services sector employed the largest share of township residents. Nearly 18 percent of the labor force was employed within this industry sector. Approximately 91 percent of residents used a private vehicle as the principal means of travel to work. Approximately two percent of residents reported using public transportation.

Housing

According to the 2000 Census, a total of 924 housing units are located within the township. Owner-occupied units account for 92.3 percent of the entire housing stock.

3.4.6.4 Hamilton Township

Racial and Ethnic Characteristics

The Project Corridor within Hamilton Township is comprised of three block groups located within one census tract. The total population within these block groups was 5,677 persons, or 6.5 percent of the total township population, according to the 2000 U.S. Census. Whites comprised approximately 85 percent and 93 percent of the total population within the township portion of the Project Corridor and within the township as a whole, respectively, and were the single largest race or ethnic group in both areas. Blacks or African-Americans accounted for a lower share of the population within the Project Corridor (3.8 percent) compared to the township as a whole (8.2 percent). Around nine percent of the total population in the Project Corridor was classified as minorities, although this percentage increased to 17.2 percent in the township as a whole. The Project Corridor also had a lower percentage of Hispanics (3.0 percent) than was evident in the entire township (5.1 percent). Township population increased from 86,553 in 1990 to 87,109 in 2000, a total increase of one percent. In 2000, the township had the highest net population among all of the Project Corridor municipalities.

Neighborhood Characteristics

On the northbound side of the Turnpike, residential developments in closest proximity to the Turnpike were identified between Service Area 6N and Merrick Road. Residential development was also identified between Merrick Road and the border of Washington Township, approximately 2,400 feet to the north. On the southbound side of the Turnpike, residential development is concentrated along Broad Street, between Crosswicks-Hamilton Road and Yardville-Allentown Road. Housing units within this portion of the Project Corridor were constructed between 1960 and 1970. As reported by the 2000 Census, nearly 70 percent of the residents have lived in the same housing unit for five or more years. An identical percentage of persons lived within the same county during that same period.

Age Characteristics

Similar to the trends observed in other municipalities in the Project Corridor, persons in the 45-59 age cohort comprised the single largest age group in both the Project Corridor and the township as a whole. Nearly 21 percent of the total Project Corridor population is within this age category. Persons in this group also constituted the single largest age cohort within the township, comprising 20.2 percent of the

total population. The percentage of seniors within the Project Corridor block groups and the township was nearly identical (10.6 percent versus 10.7 percent). Children under 18 years of age are relatively more concentrated along the Project Corridor (22.5 percent) than the township (19 percent).

Income and Poverty

Based on the 2000 Census, per-capita incomes of the residents within the Project Corridor (\$26,479) were found to be higher than their counterparts in the township as a whole (\$25,441). Median household incomes along the Project Corridor (\$71,699) were also observed to be higher than those observed within the township (\$57,110). The poverty levels exhibited different trends for persons living within the Project Corridor and the township. While 1.8 percent of total population lived below poverty within the Project Corridor, the township had a much higher share of residents under the same category (4.2 percent). Female-headed households were found to form a larger proportion of the population in the township (10.1 percent) compared to the Project Corridor (4.6 percent). The percentage of zero-car households is also higher in the township (6.8 percent) compared to the Project Corridor (2.3 percent).

Educational Attainment

Within the Project Corridor block groups and the town, persons with a high school degree were the single largest group, and comprised one-third of the total population. In general, persons with a higher educational degree, such as a Bachelor's or a Graduate Degree, comprise a greater percentage of residents in the Project Corridor (26.6 percent) than in the township as a whole (22.5 percent). Persons with less than a high school education are relatively more prevalent in the township as a whole (27.3 percent) than within the township portion of the Project Corridor (11.7 percent).

Linguistically-Isolated Households

The Project Corridor block groups exhibit a lower share of linguistically-isolated households (0.7 percent) compared to the township as a whole (2.9 percent).

Labor Force Characteristics

The labor force within the township portion of the Project Corridor accounted for 6.9 percent of the total labor force within the township. A slightly higher percentage of persons are employed in the township portion of the Project Corridor (96.9 percent) compared to the township as a whole (96.3 percent). Nearly a quarter of the township's labor force was employed in the educational, health and social services sector. Public administration was the second highest industry sector, employing close to 14 percent of the labor force within the township. Other major employment sectors included retail trade and the professional/technical services sector. In 2000, 95 percent of the Project Corridor residents used a private vehicle as the principal means of travel to work. Around 1.2 percent of the Project Corridor residents reported using public transportation.

Housing

Of a total of 34,470 residential units in the township, 2,027 units (5.8 percent) were found in the Project Corridor census block groups. In both the Project Corridor and the township, nearly 97 percent of the units were occupied. Of the occupied housing units, the percentage of owner-occupied units were higher in the Project Corridor (84 percent) compared to the township (75.1 percent).

3.4.6.5 Washington Township

Racial and Ethnic Characteristics

The Project Corridor includes two census block groups located within the Washington Township. A total of 4,258 persons lived within this area in 2000, with Whites being the single largest racial group (90.7 percent). Minorities accounted for 11.1 percent of the total population within the Project Corridor and 11.3 percent of the population within the township. The township had a population of 5,815 persons in 1990. During the following decade, the township population registered a 7.7 percent annual increase, the highest percentage increase among all Project Corridor municipalities. Between 1990 and 2000, the township added a total of 4, 460 persons. In terms of absolute increase in number of persons, the township was second only to Monroe Township.

Neighborhood Characteristics

Residential development along the northbound side of the Turnpike is concentrated along Edgebrook Road and Sharon Road. Along the southbound side of the Turnpike, between Route I-195 and Robbinsville-Allentown Road, land is now occupied by 31 homes in a residential subdivision, and an additional 19 homes are located between Robbinsville-Allentown Road and West Manor Way. Along the Turnpike between these two roads, another 32 single-family residences were identified in the Patriot Drive development. Nearly 60 percent of the residents within this portion of the Project Corridor have lived in the same housing unit for five or more years at the time of the 2000 Census. About 50 percent of the residents have moved to this area from other places within the county.

Age Characteristics

Within the Project Corridor and the township as a whole, persons in the 35-44 age cohorts were the single largest age category (24.1 percent within the Project Corridor versus 23.0 percent for the township). The percentage of seniors living within the Project Corridor was 9.4 percent, which was very similar to the percentage observed within the township as a whole (9.7 percent). Children under 19 years of age are more prevalent in the Project Corridor (30.5 percent) than the township (27.1 percent). The concentration of seniors is nearly identical in the two areas (9.4 percent in the Project Corridor versus 9.7 percent in the township).

Income and Poverty

Per-capita incomes of the Project Corridor's residents (\$37,494) were higher than those of the township residents overall (\$35,529). The median household incomes within the Project Corridor (\$87,173) were higher compared to median household incomes for the township (\$71,377). The poverty levels in both areas were nearly identical. Poverty levels within the Project Corridor block groups are observed to be 3.5 percent versus 3.7 percent within the town. While poverty levels for the two areas were nearly identical, a slightly lower percentage of female-headed households were present in the Project Corridor (6.9 percent) compared to the township (7.2 percent). Similarly, the share of zero-car households in the Project Corridor (2.4 percent) was lower than that in the township (3.2 percent).

Educational Attainment

The Project Corridor and the township as a whole exhibited fairly similar patterns with respect to the percentage of persons over 25 years of age without a high school degree (9.7 percent in the Project Corridor and 9.5 percent for the township). However, the percentage of persons with a bachelor's degree and graduate or professional degrees was found to be slightly higher in the township (46.8 percent) when compared to the residents of the Project Corridor (45.2 percent).

Linguistically-Isolated Households

About 1.2 percent of the households within the township portion of the Project Corridor can be classified as Linguistically-Isolated. The township as a whole exhibits a slightly higher share of households (2.4 percent) under this category.

Labor Force Characteristics

The total labor force residing in the township portion of the Project Corridor accounts for nearly 39 percent of the total labor force in the township. Based on the 2000 Census, nearly 97 percent of the Project Corridor's labor force is employed compared to 97.7 percent within the entire township. Nearly 18 percent of the Project Corridor's labor force was employed in the educational, health and social services sector. Other major employment sectors employing a quarter of the Project Corridor's labor force include the professional and technical services sector and the finance, leasing and real estate sector. Approximately 91 percent of the Project Corridor residents used a private vehicle as the principal means of travel to work, while approximately three percent of the Project Corridor residents reported using public transportation.

Housing

Of the total of 4,163 housing units within the township, 1,536 (36.8 percent) were located within the Project Corridor. In both areas, the percentages of occupied units were in the high 90s, with a majority of units owner-occupied.

3.4.6.6 East Windsor Township

Racial and Ethnic Characteristics

The Project Corridor includes six census block groups in East Windsor Township, with a total population of 12,775 persons, according to the 2000 U.S. Census. The township has the single largest number of persons among all Project Corridor segments. Among the other Project Corridor municipalities, the township has the second largest concentration of persons. The total township population increased from 43,548 persons in 1990 to 46,756 in 2000. The addition of 3,208 persons amounted to a 0.7 percent annual increase in population.

Nearly 74 percent of the population classified themselves as White. Blacks or African-American comprise 10 percent of the total population. Nearly 34.1 percent of the population within the township can be classified as minorities; this percentage dropped 33.7 percent within the Project Corridor. The Project Corridor within the township exhibited the largest share of minority persons compared to all other Project Corridor jurisdictions. Similarly, the percentage of Hispanics within the township (14.3 percent) was higher compared to the share of Hispanics within the Project Corridor (13.8 percent).

Neighborhood Characteristics

This portion of the Project Corridor is primarily characterized by its single-family detached housing development. A large residential development known as Timber Run Creek, which includes 42 single-family residences, is located in close proximity to the Turnpike. Another large block of residential development is located along Old York Road and along Etra Road. The Meadow Lakes Health Center and Complex, a township-run senior center is also located in the Project Corridor. Nearly 50 percent of the Project Corridor population has lived in the same dwelling unit for five years or more at the time of the 2000 Census. Housing units within this area were primarily constructed between 1975 and 1985.

Age Characteristics

Persons in the 45-49 age cohort comprise nearly 22 percent of the population in both the Project Corridor and the township and form the single largest age group. The proportion of persons above the age of 65 is also nearly identical in the township (8.3 percent) compared to the township portion of the Project Corridor (8.5 percent). The Project Corridor has a slightly greater share of its population comprised of children 19 years of age or younger compared to the township as a whole (26.2 percent versus 25.9 percent).

Income and Poverty

Based on the 2000 Census, the per-capita income for the residents in the township portion of the Project Corridor (\$28,698) is nearly identical to the earnings for the residents in the township as a whole (\$28,695). Residents in the Project Corridor had higher median household incomes (\$67,939) than the township as a whole (\$63,616). The percentage of persons living below poverty within the Project Corridor and the township were generally similar. While 5.4 percent of the Project Corridor's residents lived below poverty, the corresponding percentage of residents in the township as a whole was 5.3 percent.

The share of female-headed households within the Project Corridor (9.6 percent) was slightly higher than the levels observed in the township (9.2 percent). The share of zero-car households within the Project Corridor is higher than the percentage observed in the township. While 8.3 percent of the households within the Project Corridor had no automobile, the share of households in the town within this category is 6.1 percent.

Educational Attainment

Among all of the Project Corridor segments, the population within the East Windsor portion of the Project Corridor had one of the highest percentages of persons with a bachelor's degree or higher. Within the township as a whole, approximately 42 percent of the population had either a bachelor's or a master's degree, while the corresponding percentage for the Project Corridor was at 40.5 percent. In comparison to neighboring municipalities, fewer persons in the township had less than a high school education.

Linguistically-Isolated Households

According to the 2000 Census, the township has a higher proportion of linguistically-isolated households (8.1 percent) compared to the Project Corridor block groups (6.2 percent). The township portion of the Project Corridor exhibited the highest share of linguistically-isolated households compared to all other Project Corridor jurisdictions.

Labor Force Characteristics

The Project Corridor within East Windsor accounts for nearly 52 percent of the entire labor force residing in the township. The Project Corridor exhibits a slightly higher (97.3 percent) employment rate compared to the township (96.9 percent). The township portion of the Project Corridor and the township as a whole exhibited the second highest levels of employment among all municipalities along the Project Corridor. The educational, health and social services sector was the single largest employer in the Project Corridor. Nearly 22 percent of the Project Corridor's workforce was employed by this sector. The other sectors employing a large share of the Project Corridor's workforce included the professional and technical services sector (12.5 percent) and the retail trade sector (12.1 percent). In 2000, nearly 87 percent of the Project Corridor residents used a private vehicle as the principal means

of travel to work. Approximately seven percent of the Project Corridor residents reported using public transportation.

Housing

The Project Corridor contains 5,118 units (51.8 percent) out a total of 9,880 housing units within the township. The percentage of occupied housing units within the Project Corridor and the township as a whole is 94.5 percent and 95.6 percent respectively. Of the occupied housing units, 70.7 percent of the units within the township are owner-occupied, compared to 61.1 percent in the Project Corridor.

3.4.6.7 Cranbury Township

Racial and Ethnic Characteristics

The Project Corridor within Cranbury Township includes two census block groups. According to the 2000 U.S. Census, the total population reported in these block groups was 164 persons, accounting for 4.5 percent of the total township's population. Within the Project Corridor block groups, Whites comprise the single largest ethnic group (85.6 percent) of the total population. Blacks or African Americans, with 13 percent of the population, are the largest minority group in the Project Corridor. The percentage of minorities within the Project Corridor (17.1 percent) was higher than the share of minority persons within the township as a whole (12.6 percent). Similarly, the percentage of Hispanics within the Project Corridor (2.7 percent) was observed to be higher compared to the share of Hispanics in the township as a whole (1.7 percent). In 1990, the township had a population of 2,500 persons. During the following ten years, the township added 727 persons, taking the total population in 2000 to 3,227 persons. The township registered a 2.9 percent annual increase in population, which was one of the highest among all Project Corridor municipalities.

Neighborhood Characteristics

The Project Corridor within the township is characterized by single family dwellings with local and large commercial centers located along the Turnpike. This portion of the Project Corridor had most of its housing built in the early 1940s, indicating the presence of settlements in this area for nearly 70 years. Nearly three-fourths of the residential population within the Project Corridor lived in the same dwelling unit for five or more years at the time of the 2000 Census.

Age Characteristics

In general, like the other Project Corridor municipalities, persons in the 45-59 age group constitute the single largest age cohort in the township portion of the Project Corridor and the township as a whole. Persons in this age-cohort account for nearly a one-third of the total population in the Project Corridor versus 23.7 percent in the township. The proportion of children between the ages of 6 and 14 were higher in the township than in the Project Corridor. The proportion of seniors or persons above the age of 65 was higher in the township (16.4 percent) than in the Project Corridor (11.2 percent).

Income and Poverty

The per-capita income for the residents in the township portion of the Project Corridor (\$37,986) is lower compared to the earnings of the residents in the township as a whole (\$50,698). Similarly, households along the Project Corridor had lower median household incomes (\$67,984) in comparison to those within the township as a whole (\$111,680). No persons living below the poverty level were reported in the block groups within the Project Corridor. The percentage of persons living below poverty within the township as a whole was estimated to be 1.6 percent.

The share of female-headed households within the Project Corridor (9.2 percent) is higher than the levels observed in the township as a whole (4.9 percent). In terms of the percentage of households without a single automobile, 16.4 percent of the households within the Project Corridor had no automobile while only 2.7 percent of the households within the township were found in the same category.

Educational Attainment

Nearly 21 percent of the population within the Project Corridor was educated to less than the ninth grade level compared to 6.4 percent within the township as a whole. This pattern continues at the higher educational levels, with a higher percentage of township residents obtaining a bachelor's degree or advanced graduate degree or professional degree compared to the Project Corridor (62.7 percent versus 31.9 percent).

Linguistically-Isolated Households

The Project Corridor exhibits a higher share of linguistically-isolated households (7.7 percent) compared to the township (0.7 percent).

Labor Force Characteristics

Among the segments of the Project Corridor, the segment within Cranbury had the highest percentage of its labor force employed. At the time of the 2000 U.S. Census, 100 percent of the Project Corridor's workforce was employed compared to 98.2 percent in the township as a whole. Nearly 22 percent of the workforce in the Project Corridor characterized themselves as finance, insurance, real estate and leasing professionals. Nearly 14 percent of the workforce classified themselves under the manufacturing sector. Among all Project Corridor jurisdictions, residents within the Cranbury Township portion reported the highest share of employment within the manufacturing sector. Other major industry sectors included retail trade (12.4 percent) and educational, health and social services (12.4 percent). Nearly 93 percent of the Project Corridor residents used a private vehicle as the principal means of travel to work. None of the residents in the Project Corridor reported using public transportation.

Housing

The township portion of the Project Corridor contains nearly five percent (55 units) out of a total of 1,121 housing units within the township as a whole. The percentage of occupied housing units within the Project Corridor and the township was 100 percent and 97.3 percent, respectively.

3.4.6.8 Monroe Township

Racial and Ethnic Characteristics

The Project Corridor within Monroe Township includes two block groups and reported a total population of 3,152 persons in the year 2000. Whites constitute the single largest racial group (94.9 percent) in the Project Corridor, but are less concentrated in the township overall (93.3 percent). Non-Hispanic Whites account for 5.1 percent of the Project Corridor population. The percentage of Hispanics within the Project Corridor block groups comprise 1.9 percent of that area's total population compared to 2.4 percent in the township as a whole. Overall, the percentage of minority persons within the Project Corridor block groups was 6.6 percent, which is lower than the percentage of minorities within the larger municipal area (8.2 percent). Township population increased from 22,255 in 1990 to

27,999 in 2000. The addition of 5,744 persons over 10 years amounted to a 2.6 percent annual increase in population.

Neighborhood Characteristics

Primarily comprised of dwelling units built in the 1980s, this portion of the Project Corridor includes two large residential developments. The residential developments of Rossmoor, along Forsgate Drive, and the Communities at Forsgate occupy all land along the Turnpike surrounding Interchange 8A. As reported by the 2000 Census, nearly half the residents within the Project Corridor block groups have lived in the same dwelling unit for five or more years. Nearly 40 percent of the Project Corridor residents have moved in to the area from other portions of Mercer County.

Age Characteristics

Nearly 13 percent of the Project Corridor residents are under 19 years of age. The corresponding share of persons under this age cohort in the township is estimated to be 17.7 percent. Among all Project Corridor communities and the larger municipality, the Project Corridor within Monroe Township had the highest share of persons over 65 years of age. Nearly 45 percent of the population within the Project Corridor is above the age of 65. The presence of two large residential developments within the Project Corridor inhabited by a senior population explains the higher share of this age-group compared to the overall population. Within the larger municipality, 43.5 percent of the population is within this age cohort.

Income and Poverty

Per-capita incomes of the residents within the Project Corridor (\$35,526) were higher than the incomes averaged by all residents in the township (\$31,772). The median household incomes show a similar pattern, with median household incomes within the Project Corridor of \$79,553 compared to \$53,306 within the township as a whole. In both areas, 3.3 percent of the population lived below the poverty line.

Female-headed households accounted for a lower share of the population within the Project Corridor (2.7 percent) compared to the township (3.6 percent). However, the Project Corridor exhibited a higher percentage of households without a single automobile (12.9 percent) compared to the Project Corridor (9.0 percent).

Educational Attainment

For the Project Corridor block groups within the township and the township itself, persons with a high school degree comprise the single largest group, and account for one-third of the total population above the age of 16. At the higher educational levels, the percentage of persons with a bachelor's or graduate or professional degree are higher in the Project Corridor (33.2 percent) compared to the residents of the township as a whole (29.5 percent).

Linguistically-Isolated Households

The percentage of linguistically-isolated households within the Project Corridor (0.9 percent) is slightly lower than the percentage of households observed for the township (1.5 percent).

Labor Force Characteristics

The total labor force within the Project Corridor (1,163) accounts for nearly 12 percent of the labor force within the entire township (10,058). The percentage of the employed labor force within the Project Corridor (92.6 percent) is slightly lower than the township as a whole (95 percent). In terms of occupational characteristics, 23 percent of the Project Corridor's labor force was employed in the educational, health and social services sector. Additionally, the professional, technical and scientific services employed nearly 15 percent of the total labor force in 2000. Nearly 87 percent of the Project Corridor residents used a private vehicle as the principal means of travel to work while approximately round seven percent of the Project Corridor residents reported using public transportation.

Housing

Out of a total of 13,259 residential units in the township, 1,684 units (12.7 percent) are located in the Project Corridor. In the Project Corridor and the township as a whole, 92.6 percent and 94.5 percent of the units were occupied, respectively. Of the occupied housing units, the percentage of renter-occupied units was higher in the township (94.8 percent) compared to the Project Corridor (90.4 percent).

3.4.6.9 South Brunswick Township

Racial and Ethnic Characteristics

The Project Corridor within South Brunswick Township is spread over two census block groups. A total of 802 persons live within these groups, according to the 2000 U.S. Census with Whites being the single largest racial group (92 percent). Similar to the overall township pattern, Asians were the second largest group, comprising 4.1 percent of the total population within the Project Corridor. Minorities form a larger share of the population within the township (32.7 percent) compared to the Project Corridor (10.1 percent). The large percentage of Asians within the area is a contributing factor to the higher percentage of minority persons. The proportion of Hispanics within the Project Corridor block groups (2.9 percent) is slightly lower than the percentage reported in the township (5.1 percent). South Brunswick had a population of 25,792 persons in 1990. During the following ten years, the township's population increased to 37,734 persons, an addition of 11,942 persons. Among all of the Project Corridor municipalities, the South Brunswick had the third largest population in the year 2000.

Neighborhood Characteristics

The Project Corridor in South Brunswick is characterized by single family dwelling units located along either side of the Turnpike. Nearly a quarter of the total dwelling units within the Project Corridor were built between 1960 and 1970. Nearly 80 percent of the Project Corridor residents have lived in the same dwelling unit for five or more years. This indicates the long standing relationship residents have with their immediate surrounding area.

Age Characteristics

Age cohort patterns within the Project Corridor and the township exhibit fairly comparable patterns. Persons in the 45-59 age cohorts are the single largest groups in both areas (24.6 percent within the Project Corridor block groups versus 18.8 percent in the township overall). The percentage of seniors is observed to be higher in the Project Corridor block groups (15 percent) compared to the township (7.3 percent). Children under 19 years account for nearly 25 percent of the population within the township compared to 16 percent within the Project Corridor block groups.

Income and Poverty

The per-capita income of the Project Corridor residents (\$38,572) is higher than the incomes of the residents of the township (\$32,104). However, median household incomes in the Project Corridor (\$74,878) are lower than observed in the township (\$78,737). The percentage of persons below the poverty level within the Project Corridor block groups (2.7 percent) is lower than the levels seen in the township overall (3.1 percent). Higher levels of poverty are often associated with a prevalence of female-headed households. The percentage of female-headed households in the township (8.3 percent) is higher than the levels observed in the Project Corridor (7.6 percent). No zero-car households were reported in the Project Corridor.

Educational Attainment

Persons with a high school degree comprise the single largest group within the Project Corridor, accounting for nearly one-third of the population above the age of 16. However, at the higher educational levels, the percentage of persons within the township is much higher than those prevalent in the Project Corridor. Forty-nine percent of the residents within the township have a bachelor's or higher degree, compared to 32.4 percent within the Project Corridor.

Linguistically-Isolated Households

Linguistically-isolated households account for 3.8 percent of households within the township. None of these households were reported within the Project Corridor block groups.

Labor Force Characteristics

The employed labor force within the township (96.6 percent) was higher than the percentage of persons employed within the Project Corridor (94.6 percent). Just under two percent of the total labor force in the township reside within the Project Corridor. Retail trade and the educational, health and social services sectors employed nearly 16 percent of the Project Corridor's labor force. Nearly 10 percent of the township's labor force characterized themselves under the construction sector. Among all Project Corridor jurisdictions and in terms of occupational characteristics, the construction sector exhibited the highest concentration of the labor force in the South Brunswick portion of the Project Corridor. In 2000, nearly 84 percent of the Project Corridor residents used a private vehicle as the principal means of travel to work. Approximately 2.7 percent of the Project Corridor's residents reported using public transportation.

Housing

Out of a total of 13,862 residential units in the township, 303 (2.2 percent) were located within the Project Corridor. All housing units in the Project Corridor were occupied in 2000, compared to 97 percent in the township as a whole. Owner-occupied units accounted for 82.2 percent of the units in the township. The percentage of such units dropped to 76.2 percent within the township.

3.4.6.10 East Brunswick Township

Racial and Ethnic Characteristics

The Project Corridor within East Brunswick Township is spread over nine census block groups located in seven census tracts. A total of 12,582 persons live within these groups, according to the 2000 U.S. Census with Whites being the single largest racial group (81.9 percent). Asians comprised the second largest group, accounting for 13.4 percent of the total population. Minorities form a lower share of the

population within the Project Corridor (20.6 percent) compared to the township (25.1 percent). The proportion of Hispanics within the Project Corridor block groups (3.7 percent) is lower than the percentage reported in the township (4.2 percent). Between 1990 and 2000, township population increased from 43,548 to 46,756, representing a 0.7 percent annual increase over the same period. Among other Project Corridor municipalities, East Brunswick exhibited the second highest net population total.

Neighborhood Characteristics

With the exception of some recreational and open space areas, and some commercial development, most of the Project Corridor in closest proximity to the Turnpike is characterized by housing developments within East Brunswick. The Project Corridor does not consist of any neighborhood associations. In general, housing units within this portion of the Project Corridor were built between 1960 and 1970, although there are some newer developments as well. Nearly a quarter of the Project Corridor residents have lived in this area for five or more years at the time of the 2000 Census.

Age Characteristics

Persons in the 45-59 age cohort represents the single largest group in the township portion of the Project Corridor (22.7 percent) as well as the township as a whole (25.7 percent). The percentage of seniors ranges between 12.2 percent in the Project Corridor and 11.6 percent in the town. Similarly, children under 19 years accounted for 28.2 percent of the Project Corridor's population and 27.9 percent of the township's population. Persons between 6 and 14 years of age formed the largest portion of this particular jurisdiction compared to other municipal segments along the Project Corridor.

Income and Poverty

The per-capita income of the Project Corridor's residents (\$38,350) is higher than the incomes of the residents of the township as a whole (\$33,286). The median household incomes follow a similar pattern with the Project Corridor (\$97,315) being higher than the township as a whole (\$75,956). Due to higher incomes prevalent in the Project Corridor, the percentage of persons below the poverty level within the Project Corridor block groups (1.6 percent) is lower than the levels seen in the township as a whole (2.8 percent). The percentage of female-headed households in the township (8.1 percent) is higher than the levels observed in the Project Corridor (6.5 percent). Higher percentages of households in the township (4.2 percent) have no automobile, compared to the 1.4 percent of the households in the Project Corridor.

Educational Attainment

In general, persons with less than a 12th grade education are relatively more prevalent in the township (7.9 percent) than in the Project Corridor (6.7 percent). Similarly, at the higher educational levels, such as a Bachelor's or a Graduate Degree, the Project Corridor residents fare better than their counterparts in the township (52.8 percent versus 47.1 percent).

Linguistically-Isolated Households

Linguistically-isolated households account for 3.8 percent of households within the Project Corridor compared to 5.3 percent in the township.

Labor Force Characteristics

Little difference exists between labor force characteristics of the township as a whole and the township portion of the Project Corridor. The employed labor force within the Project Corridor (97.0 percent) was slightly higher than the percentage of persons employed within the township (96.5 percent). Residents within the Project Corridor accounted for 27 percent of the township's labor force. Most of the residential employment force was employed in the educational, health and social services sector (25.8 percent). Other major employment sectors included professional and technical services (13.2 percent) and finance, insurance and real estate leasing services (13.2 percent). In 2000, nearly 83 percent of the Project Corridor residents used a private vehicle as the principal means of travel to work. Approximately 11 percent of the Project Corridor residents living in East Brunswick reported using public transportation, the largest proportion using public transportation in the entire Project Corridor.

Housing

Out of a total of 16,640 units in the township, 4,183 (25.1 percent) are located within the Project Corridor. In both areas, the percentages of occupied units were nearly identical (98.7 percent versus 98.4 percent). However, the percentage of owner-occupied units were higher in the Project Corridor (96.3 percent) than in the township as a whole (84.1 percent).

3.4.6.11 Milltown Borough

Racial and Ethnic Characteristics

The Project Corridor includes two census block groups in Milltown Borough. According to the U.S. Census, a total of 4,043 persons reside within the Project Corridor block groups in Milltown. Whites account for the single largest ethnic group, accounting for 93.4 percent of the total population. Asians comprise the second largest ethnic group, comprising 4.1 percent of the population. Minorities comprise a slightly higher percentage of the population within the Project Corridor compared to the borough (8.7 percent versus 8.5 percent, respectively). However, Hispanic persons accounted for a lower percentage of the population within the Project Corridor (3.3 percent) compared to the borough (3.7 percent). In 1990, the borough had a total population of 6,968 persons. During the following ten years, the borough's population increased to 7,000 persons, an addition of only 32 persons. The borough exhibited the lowest net increase in population over the ten-year period.

Neighborhood Characteristics

The Project Corridor within the borough is not comprised of any formal neighborhoods or neighborhood associations. Based on 2000 Census 2000 data, housing units in the area were constructed between 1955 and 1970. About 84 percent of the Project Corridor residents have lived in the same dwelling unit for five or more years. The borough's population between 1990 and 2000 has remained relatively stable, indicating no major influx into the area.

Age Characteristics

Age cohort patterns within the Project Corridor and the borough as a whole exhibit fairly comparable patterns. Persons in the 45-59 age cohort represent the single largest group in both areas (22.4 percent within the individual block groups versus 21 percent in the borough). The percentage of seniors is observed to be identical in the Project Corridor block groups and the borough as a whole (15.7 percent). Children under 19 years of age account for nearly 25 percent of the population within the Project Corridor and the borough.

Income and Poverty

Per-capita incomes of the Project Corridor residents (\$31,497) were higher than those of the borough's residents overall (\$29,996). The median household income within the Project Corridor (\$74,265) was also higher than the median household income within the borough as a whole (\$68,429). Poverty levels within the Project Corridor block groups is observed to be 1.9 percent versus 2.3 percent within the borough. A slightly lower percentage of female-headed households was present in the Project Corridor (6.8 percent) compared to the borough (10 percent). Similarly, the share of zero-car households in the Project Corridor (5.2 percent) is lower than that in the borough (6.8 percent).

Educational Attainment

Within the Project Corridor block groups and the borough, persons with a high school degree comprised the single largest group, with nearly 35 percent of the total population. The percentage of persons with a bachelor's degree and graduate or professional degrees was found to be higher in the borough (27.2 percent) compared to the residents of the Project Corridor (23.3 percent).

Linguistically-Isolated Households

Nearly 1.6 percent of the households within the Project Corridor can be classified as linguistically-isolated. The borough exhibits a slightly lower share of households (1.3 percent) under this category.

Labor Force Characteristics

The total labor force in the Project Corridor accounts for nearly 59 percent of the total labor force in the borough. Based on the 2000 Census, 96.3 percent of the total labor in both areas is employed. In terms of occupational characteristics, patterns in the Milltown portion of the Project Corridor were identical to those exhibited by the other Project Corridor jurisdictions. The educational, health and social services sector employed nearly 22 percent of the Project Corridor's labor force. The manufacturing sector employed 14.3 percent of the total labor force, the second highest among all other jurisdictions. In 2000, nearly 93 percent of the Project Corridor residents used a private vehicle as the principal means of travel to work. Approximately three percent of the Project Corridor residents reported using public transportation.

Housing

According to the 2000 Census, out of a total of 2,670 housing units within the borough, 1,471 (51 percent) were located within the Project Corridor. In both areas, the percentage of occupied units was nearly 98.5 percent, with a majority of units being owner-occupied.

3.5 Environmental Justice

3.5.1 Introduction

Federal Executive Order 12898, issued in 1994, directs federal agencies to incorporate environmental justice as part of their mission by identifying and addressing the effects of programs, policies, and activities on minority and low-income populations.² The fundamental principles of environmental justice are:

² *Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, February 11, 1994.

- 1) Ensure the full and fair participation by potentially affected communities in the transportation decision-making process
- 2) Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations
- 3) Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.³

The State of New Jersey issued Executive Order 96 on environmental justice in February 2004 and stated its commitment to ensuring that communities of color and low-income communities are afforded fair-treatment and meaningful involvement in decision-making. State Executive Order 96 is consistent with and supports Federal Executive Order 12898, although it is specifically targeted to state agencies rather than federal agencies. In this regard, state agencies are tasked with addressing environmental and environmental health concerns and called upon to serve or address issues raised by a multi-agency advisory task force. NJDEP administers the state's Environmental Justice Program and among its responsibilities is the appointment of an Advisory Council, whose mission is to issue recommendations to NJDEP and the state's Task Force.⁴ It is State Executive Order 96 that specifically applies to the Proposed Project. Finally, the Executive Order 215 guidelines (at Section III.E.3) require that an environmental justice evaluation be undertaken.

3.5.2 Data Sources and Methodology

For the purposes of this analysis, the Project Corridor is defined differently in terms of racial characteristics than for income characteristics. In the case of racial characteristics, including identification of minority populations, the Project Corridor is defined as those census blocks located entirely or partially within 500 feet of either side of the existing Turnpike mainline right-of-way between the southern terminus located south of Interchange 6 and the northern terminus near Interchange 9. In the case of income, including identification of low-income populations, the Project Corridor is somewhat larger since it is based on census block *groups* located entirely or partially within 500 feet of either side of the existing Turnpike mainline right-of-way between the southern terminus located south of Interchange 6 and the northern terminus near Interchange 9. In both cases, the Project Corridor also generally includes all census blocks or census block groups, as applicable, within an equivalent distance around all Turnpike interchanges, except the area around Interchange 8, where an expanded area was considered to incorporate potential toll plaza relocation alternatives that have been studied.

The reason for the difference in defined Project Corridor in each case is the fact that racial information is available at a census block level while income data are only available at the larger census block group level. Baseline data were compiled from STF1A data tables from the 2000 U.S. Census of Population and Housing. Datasets analyzed for the baseline section include basic demographic data (e.g., number of persons, race, and ethnicity) at the census block level. More detailed information, such as income and levels of poverty at the block group level, were obtained from sample data found in STF3A data tables.

The relationship of the minority and low-income populations of each census block and census block group, respectively, within the Project Corridor to the population distribution and characteristics of the broader region within which it is located has been identified. The broader region against which the Project Corridor data have been compared consists of each of the three counties in which the Project

³ U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, 2000. *An Overview of Transportation and Environmental Justice*, Publication No. FHWA-EP-00-013.

⁴ *State of New Jersey, Environmental Justice Executive Order*, February 19, 2004. <http://www.nj.gov/dep/ej/eo.html>

Corridor is located (i.e., Burlington, Mercer and Middlesex). Specifically, the racial characteristics of those census blocks within each county's portion of the Project Corridor have been compared to the racial characteristics of the corresponding total county. Similarly, the income characteristics of those census block groups within each county's portion of the Project Corridor have been compared to the income characteristics of the corresponding total county. Those census blocks or census block groups having a greater percentage of minority or low-income populations, respectively, in comparison to the overall corresponding county would then be classified as an environmental justice population.

3.5.3 Racial and Income Characteristics of the Project Corridor and its Corresponding Counties

3.5.3.1 Burlington County

Racial Characteristics

Census blocks in this portion of the Project Corridor reported a total population of 4,989 persons. As shown in Table 3.18, the share of total minorities in the Project Corridor (61.9 percent) was found to be substantially higher than the share of total minorities in Burlington County as a whole (23.7 percent). Persons of Hispanic origin accounted for 14.7 percent of the population within the Project Corridor located in Burlington County. The share of persons of Hispanic origin within the Project Corridor was found to be much higher than the corresponding percentages within Burlington County as a whole (4.2 percent). Blacks or African Americans comprised the single largest racial minority within the census blocks of the Project Corridor at 44.6 percent, compared to 15.1 percent in the county as a whole.

Income Characteristics

Within the census block groups of the Project Corridor in Burlington County, 3.1 percent of persons reported incomes below poverty in 1999. This poverty level is notably lower than the levels observed in the entire county (4.7 percent). Per-capita income of residents in the Project Corridor in Burlington County was \$23,404, which is lower than the per-capita income reported by residents within the county as a whole (\$26,339). Conversely, median household income in the Project Corridor in Burlington County (\$80,971) was found to be substantially higher than the corresponding median household income in Burlington County (\$58,608).

3.5.3.2 Mercer County

Racial Characteristics

Census blocks in this portion of the Project Corridor reported a total population of 10,509 persons. As shown in Table 3.19, the Mercer County portion of the Project Corridor exhibits a lower percentage of minority persons (30.1 percent) than that reported for the entire county (35.8 percent). Persons of Hispanic origin comprised 16.1 percent of the total population in the Mercer County portion of the Project Corridor, which is higher than the percentage of Hispanics reported for the county as a whole (9.7 percent).

Black or African-Americans comprised 8.3 percent of the Mercer County portion of the Project Corridor's population, compared to the 19.8 percent related to this racial category in the entire county. Persons from the 'Other' group, which is a combination of multiple racial groups, often including persons of Hispanic origin, accounted for 9.2 percent of the Project Corridor population within the county, and comprised the single largest racial group within the Project Corridor. In comparison, the share of persons of this group within the entire county was 6.5 percent of the total population.

Table 3.18
Racial and Income Characteristics of the Census Blocks
Within the Project Corridor in Burlington County

	Project Corridor Census Blocks		Burlington County	
	Number	%	Number	%
White Alone	1,973	39.5%	331,898	78.4%
Non-Hispanic White	1,902	38.1%	323,171	76.3%
Hispanic White	71	1.4%	8,727	2.1%
Non-White Alone	3,016	60.5%	91,496	21.6%
Black or African American Alone	2,224	44.6%	64,071	15.1%
American Indian and Alaska Native Alone	41	0.8%	898	0.2%
Asian Alone	62	1.2%	11,378	2.7%
Native Hawaiian and Other Pacific Islander Alone	5	0.1%	144	0.0%
Other*	684	13.7%	15,005	3.5%
Total	4,989	100.0%	423,394	100.0%
Persons of Hispanic Origin	732	14.7%	17,632	4.2%
Minority Population**	3,087	61.9%	100,223	23.7%
Persons Below Poverty		3.1%	19,280	4.7%
Per-Capita Income***	\$23,404		\$26,339	
Median Household Income***	\$80,971		\$58,608	

Source: U.S. Department of Commerce, Bureau of Census, U.S. Census of Population and Housing, SF1 and SF3 data tables.

Notes: *The Other category includes persons classified as 'Two or more races' and 'Some Other Race Alone'.

**The Total Minority Population includes all those who have classified themselves as Hispanic White, Black or African-American, American Indian and Alaska Native Alone, Asian Alone, Native Hawaiian and Other Pacific Islander Alone and Other Races.

*** The Per-Capita Income and Median Household Incomes are calculated by taking the weighted averages of all incomes in the constituent block groups.

Income Characteristics

Poverty levels in the Project Corridor (4.7 percent) were lower than those exhibited in the county as a whole (8.6 percent). Per-capita income of residents in the Project Corridor in Mercer County was \$29,571, which is higher than the per-capita income reported by residents of the county as a whole (\$27,914). The median household income within the Mercer County portion of the Project Corridor was \$70,890, which is also higher than the per-capita income within the county as a whole (\$56,613).

3.5.3.3 Middlesex County

Racial Characteristics

A total population of 6,825 persons was reported within the census blocks in the portion of the Project Corridor located in Middlesex County. As shown in Table 3.20, the share of total minorities in the Project Corridor (19.8 percent) was found to be lower than the share of total minorities in the county (38.1 percent). Similarly, persons of Hispanic origin accounted for a lower share of the population within the Project Corridor (4.7 percent) than for the county as a whole (13.6 percent).

Table 3.19
Racial and Income Characteristics of the Census Blocks
Within the Project Corridor in Mercer County

	Project Corridor Census Blocks		Mercer County	
	Number	%	Number	%
White Alone	8,183	77.9%	240,206	68.5%
Non-Hispanic White	7,345	69.9%	225,284	64.2%
Hispanic White	838	8.0%	14,922	4.3%
Non-White Alone	2,326	22.1%	110,555	31.5%
Black or African American Alone	869	8.3%	69,502	19.8%
American Indian and Alaska Native Alone	21	0.2%	688	0.2%
Asian Alone	459	4.4%	17,340	4.9%
Native Hawaiian and Other Pacific Islander Alone	10	0.1%	352	0.1%
Other*	967	9.2%	22,673	6.5%
Total	10,509	100.0%	350,761	100.0%
Persons of Hispanic Origin	1,696	16.1%	33,898	9.7%
Minority Population**	3,164	30.1%	125,477	35.8%
Persons Below Poverty		4.7%	28,570	8.6%
Per-Capita Income***	\$29,571		\$27,914	
Median Household Income***	\$70,890		\$56,613	

Source: U.S. Department of Commerce, Bureau of Census, U.S. Census of Population and Housing, SF1 and SF3 data tables.

Notes: *The Other category includes persons classified as 'Two or more races' and 'Some Other Race Alone'.

**The Total Minority Population includes all those who have classified themselves as Hispanic White, Black or African-American, American Indian and Alaska Native Alone, Asian Alone, Native Hawaiian and Other Pacific Islander Alone and Other Races.

*** The Per-Capita Income and Median Household Incomes are calculated by taking the weighted averages of all incomes in the constituent block groups.

Table 3.20
Population and Economic Characteristics of the Census Blocks
Within the Project Corridor in Middlesex County

	Project Corridor Census Blocks		Middlesex County	
	Number	%	Number	%
White Alone	5,672	83.1%	513,298	68.4%
Non-Hispanic White	5,471	80.2%	464,537	61.9%
Hispanic White	201	2.9%	48,761	6.5%
Non-White Alone	1,153	16.9%	236,864	31.6%
Black or African American Alone	231	3.4%	68,467	9.1%
American Indian and Alaska Native Alone	1	0.0%	1,521	0.2%
Asian Alone	740	10.8%	104,212	13.9%
Native Hawaiian and Other Pacific Islander Alone	0	0.0%	300	0.0%
Other*	181	2.7%	62,364	8.3%
Total	6,825	100.0%	750,162	100.0%
Persons of Hispanic Origin	320	4.7%	101,940	13.6%
Minority Population**	1,354	19.8%	285,625	38.1%
Persons Below Poverty		1.9%	48,205	6.6%
Per-Capita Income***	\$36,586		\$26,535	
Median Household Income***	\$89,039		\$61,446	

Source: U.S. Department of Commerce, Bureau of Census, U.S. Census of Population and Housing, SF1 and SF3 data tables.

Notes: *The Other category includes persons classified as 'Two or more races' and 'Some Other Race Alone'.

**The Total Minority Population includes all those who have classified themselves as Hispanic White, Black or African-American, American Indian and Alaska Native Alone, Asian Alone, Native Hawaiian and Other Pacific Islander Alone and Other Races.

*** The Per-Capita Income and Median Household Incomes are calculated by taking the weighted averages of all incomes in the constituent block groups.

Asians comprised the single largest racial group within the county's portion of the Project Corridor, accounting for 10.8 percent of the total population within that area. In the county as a whole, 13.9 percent of the population classified themselves under this category. In comparison, Blacks or African-Americans represented 3.4 percent of the Project Corridor's population within the county, while that racial group represented 9.1 percent of the total population of the county as a whole.

Income Characteristics

In Middlesex County, poverty levels of residents within the county portion of the Project Corridor (1.9 percent) were lower than the poverty levels reported within the county as a whole (6.6 percent). Residents in the county portion of the Project Corridor reported a per-capita income level of \$36,586, which is higher than the level reported by residents of the county as a whole (\$26,535). Similarly, households in the Project Corridor in Middlesex County reported a median household income of \$89,039, which is higher compared to the \$61,446 reported for households in the county as a whole.

3.5.4 Project Corridor Areas with High Concentrations of Minority/Low-Income Persons

County averages for minority residents and for persons living below poverty in the Project Corridor serve as thresholds for determining areas with higher concentrations of minority persons or persons living below poverty. These county thresholds are shown in Table 3.21.

Discussed below are the census blocks comprising the county portions of the Project Corridor that exceed the respective county average for the minority indicator, and the census block groups comprising the county portions of the Project Corridor that exceed the respective county average for the low income indicator.

Table 3.21
County Thresholds for Minority Residents and Persons Living in Poverty

County	Minority Thresholds (%)	Poverty Thresholds (%)
Burlington County	23.7%	4.7%
Mercer County	35.8%	8.6%
Middlesex County	38.1%	6.6%

Source: US Census of Population and Housing, 2000.

3.5.4.1 Census Blocks with High Concentrations of Minorities

Table 3.22 presents the location and number of census blocks in each county portion of the Project Corridor that reported a higher percentage of minority persons compared to their host counties as a whole. There were 30 census blocks in the entire Project Corridor within the three counties that exhibited a higher percentage of minority residents than their respective county thresholds. Of this total, 10 census blocks are in Burlington County, 5 are in Mercer County and 15 are in Middlesex County. The spatial distribution of these 30 high-minority census blocks within the Project Corridor, by county, are identified on Figures 3-6a through 3-6c.

Table 3.22
Census Blocks in the Project Corridor with High Percentages of Minority Residents





Location	County	Census Tract	Census Block Group	Census Block	% Minority
Between Int. 6 and 7 M.P. 52.6 to 52.9 (Southbound)	Burlington	7015.01	3	3036	78.6%
Between Int. 7 and 7A M.P. 51.9 to 52.6 (Northbound)	Burlington	7014.01	1	1000	37.5%
Between Int. 7 and 7A M.P. 50.0 to 50.5 (Southbound)	Burlington	7014.01	1	1035	100.0%
Between Int. 7 and 7A M.P. 53.7 to 54.0 Northbound	Burlington	7015.01	3	3011	33.3%
Between Int. 7 and 7A M.P. 54.0 to 54.8 Northbound	Burlington	7015.01	3	3000	35.7%
Between Int. 7 and 7A M.P. 54.1 to 54.3 (Southbound)	Burlington	7015.01	2	2002	28.2%
Between Int. 7 and 7A M.P. 54.4 to 54.5 (Southbound)	Burlington	7015.01	2	2001	24.2%
Between Int. 7 and 7A M.P. 54.6 to 54.9 (Southbound)	Burlington	7015.01	2	2003	24.6%
Between Int. 7 and 7A M.P. 54.6 to 54.9 (Southbound)	Burlington	7015.01	2	2005	50.0%
Between Int. 7 and 7A M.P. 56.5 to 56.8 (Southbound)	Burlington	7018.02	1	1001	86.2%
Between Int. 7 and 7A M.P. 59.2 to 59.6 (Southbound)	Mercer	30.01	4	4007	100.0%
Between Int. 7 and 7A M.P. 60.4 to 60.7 (Northbound)	Mercer	43.08	9	9050	100.0%
Between Int. 7A and 8 M.P. 67.2 to 67.4 (Northbound)	Mercer	44.05	9	9033	75.0%
Between Int. 8 and 8A M.P. 67.8 to 68.0 (Northbound)	Mercer	44.05	9	9023	100%
Between Int. 8 and 8A M.P. 68.0 to 68.3 (Northbound)	Mercer	44.05	9	9021	100%

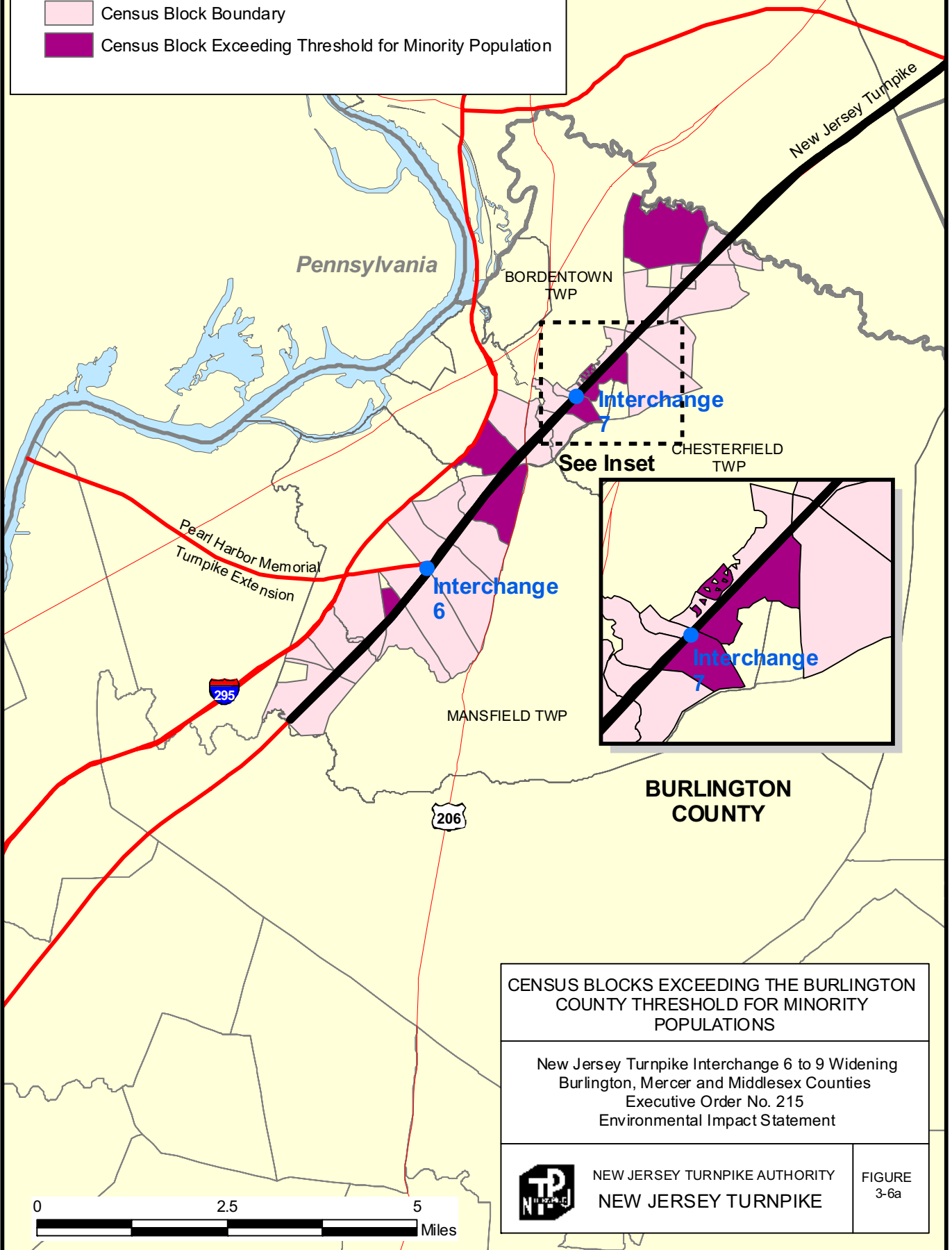
Table 3.22 (Continued)
Census Blocks in the Project Corridor with High Percentages of Minority Residents

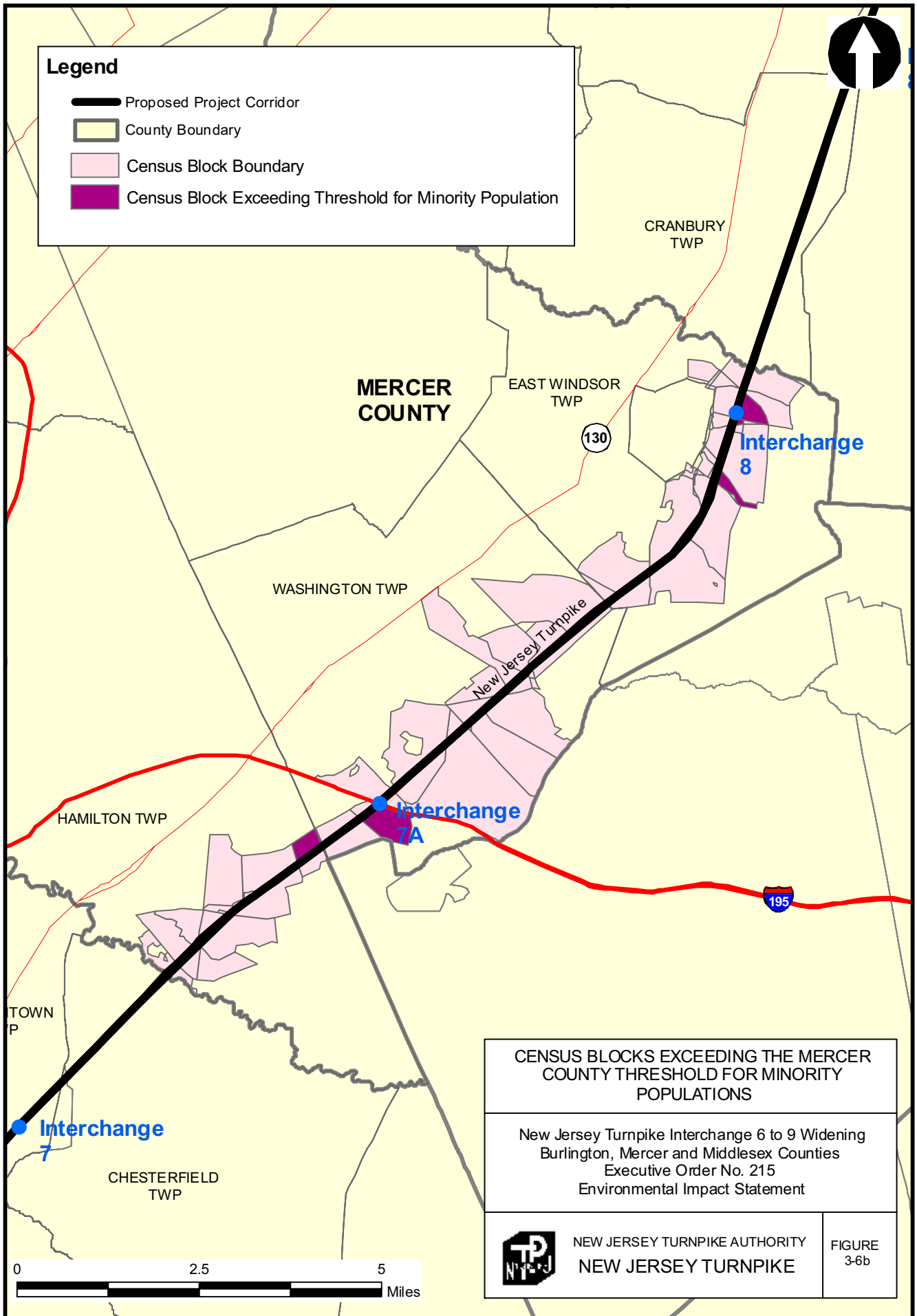
Location	County	Census Tract	Census Block Group	Census Block	% Minority
Between Int. 8 and 8A M.P. 71.4 to 71.8 Southbound	Middlesex	87	2	2004	38.9%
Between Int. 8 and 8A M.P. 71.8 to 72.2 Northbound	Middlesex	87	1	1002	100.0%
Between Int. 8 and 8A M.P. 72.2 to 72.6 Southbound	Middlesex	87	2	2000	100.0%
Between Int. 8A and 9 M.P. 79.4 to 79.5 Southbound	Middlesex	66.01	3	3003	75.0%
Between Int. 8A and 9 M.P. 79.5 to 79.8 Northbound	Middlesex	66.06	1	1000	49.5%
Between Int. 8A and 9 M.P. 81.0 to 81.5 Northbound	Middlesex	64.02	9	9003	69.6%
Vicinity of Int. 9 M.P. 82.5 to 83.5 Southbound	Middlesex	64.03	1	1006	44.0%
Vicinity of Int. 9 M.P. 82.6 to 83.0 Southbound	Middlesex	64.03	1	1011	40.8%
Vicinity of Int. 9 M.P. 82.1 to 82.6 Southbound	Middlesex	64.03	1	1015	45.5%
Vicinity of Int. 9 M.P. 82.1 to 83.0 Northbound	Middlesex	64.04	1	1000	49.6%
Vicinity of Int. 9 M.P. 82.2 to 82.3 Northbound	Middlesex	64.04	1	1003	44.4%
Vicinity of Int. 9 M.P. 82.0 to 82.1 Southbound	Middlesex	64.04	1	1010	40.7%
Vicinity of Int. 9 M.P. 81.8 to 82.0 Southbound	Middlesex	64.04	1	1016	46.3%
Vicinity of Int. 9 M.P. 81.5 to 81.8 Southbound	Middlesex	64.04	1	1019	46.3%
Vicinity of Int. 9 M.P. 81.8 to 82.0 Northbound	Middlesex	64.04	1	1021	47.5%

Source: US Census of Population and Housing, 2000.

Legend

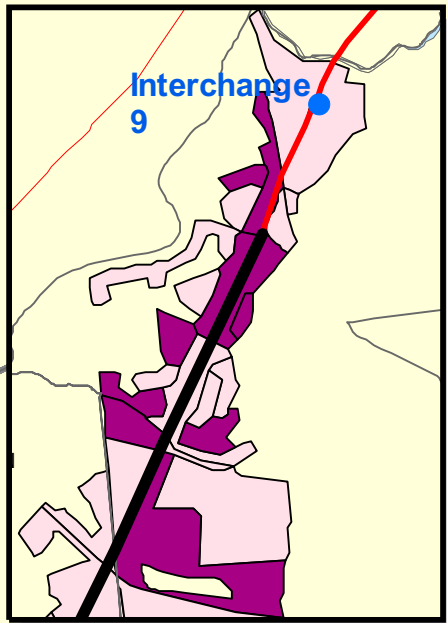
-  Proposed Project Corridor
-  County Boundary
-  Census Block Boundary
-  Census Block Exceeding Threshold for Minority Population





Legend

- Proposed Project Corridor
- County Boundary
- Census Block Boundary
- Census Block Exceeding Threshold for Minority Population



See Inset

Interchange 9

MILLTOWN BORO

EAST BRUNSWICK TWP

MIDDLESEX COUNTY

MONROE TWP

New Jersey Turnpike

130

Interchange 8A

CRANBURY TWP

EAST WINDSOR TWP

Interchange 8

CENSUS BLOCKS EXCEEDING THE MIDDLESEX COUNTY THRESHOLD FOR MINORITY POPULATIONS

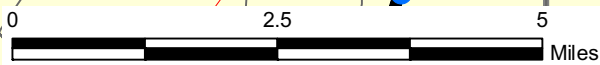
New Jersey Turnpike Interchange 6 to 9 Widening
Burlington, Mercer and Middlesex Counties
Executive Order No. 215
Environmental Impact Statement



NEW JERSEY TURNPIKE AUTHORITY
NEW JERSEY TURNPIKE

FIGURE 3-6c

R
Y



3.5.4.2 Census Block Groups with High Concentrations of Low-Income Persons

As shown in Table 3.23, only two census block groups throughout the Project Corridor were found to have a higher proportion of low-income residents (i.e., living below the poverty level) than the corresponding county threshold. The first block group is located in Chesterfield Township in Burlington County, which exhibited 10.3 percent of its residents living below the poverty level in comparison to the county threshold of 4.7 percent. The second block group is located in Washington Township in Mercer County, which exhibited 8.8 percent of its residents living below the poverty level in comparison to the county threshold of 8.6 percent. The spatial distribution of these two low-income census block groups within the Project Corridor are identified on Figure 3-7.

Table 3.23
Census Block Groups In The Project Area With High Concentrations Of Low-Income Persons

Municipality, County	Census Tract	Block Group	Percent Below Poverty	High Poverty
Chesterfield Twp, Burlington County	7018.02	1	10.3%	X
Washington Twp, Mercer County	43.08	1	8.8%	X

Source: U.S. Census of Population and Housing, 2000.

Note: An X denotes block groups with a higher concentration of minority persons or persons below poverty compared to their county thresholds for the same variables.

3.6 Farmlands

3.6.1 Introduction





Farmland is a critical resource for both the State of New Jersey and local communities throughout the State. This farmlands section includes: a detailed assessment of the farmlands located within the Project Corridor; state and county agricultural profiles identifying key trends in production; and an inventory of state, county, and municipal agricultural policies and preservation programs.

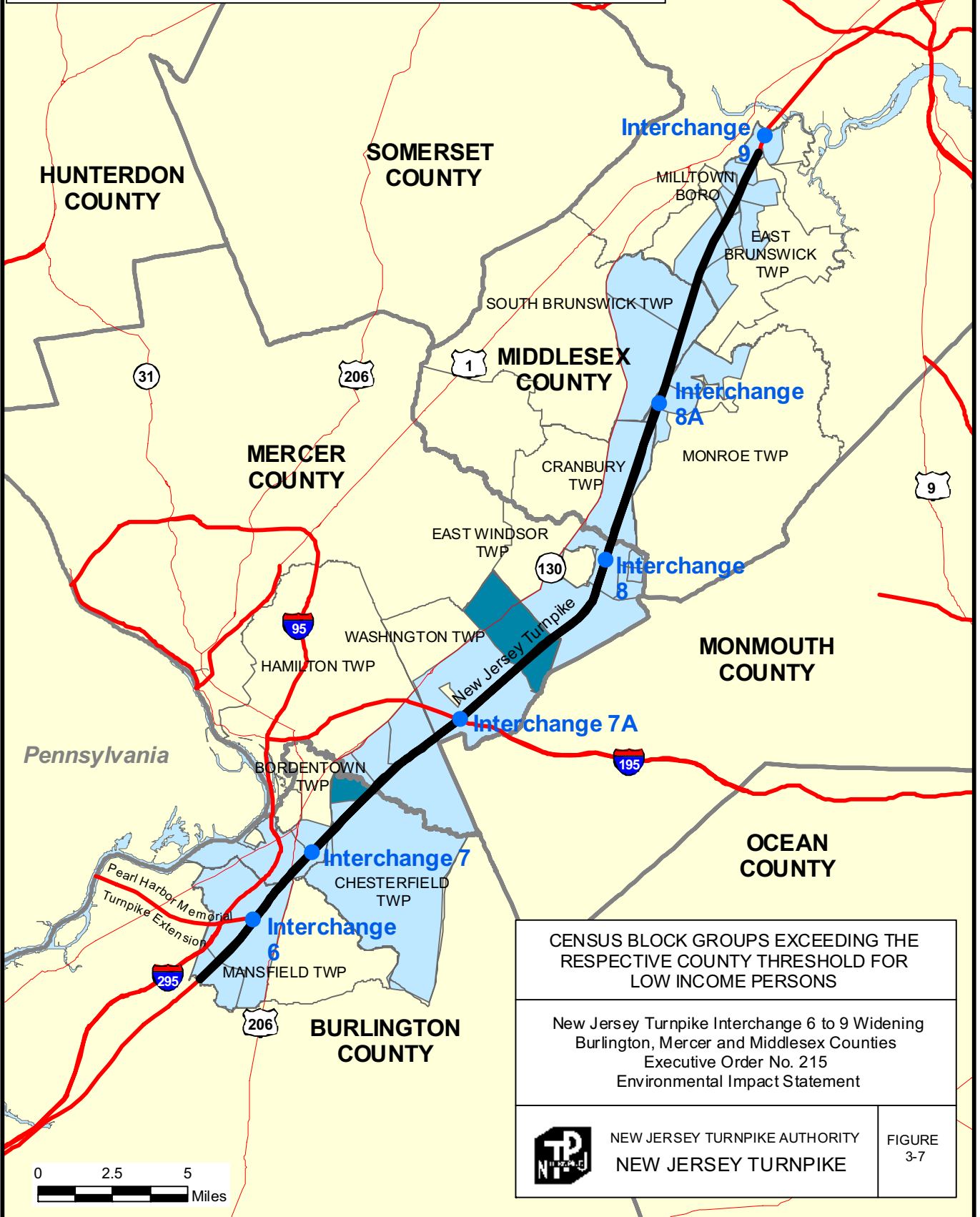
In 2006, there were 92 farms totaling over 5,300 acres within or intersecting with the Project Corridor. These farms mainly produced grains, dry beans, and nursery stock. Of the farms in the Project Corridor, 19 have some degree of state or local preservation status; these 19 farms total 1,473 acres. In addition, there are three farms, totaling 135 acres, within or intersecting with the Project Corridor that are proposed for preservation.

3.6.2 Data Sources and Methodology

A field reconnaissance of farmlands was conducted in the Project Corridor. County and municipal planning department officials were interviewed and information contained in county and municipal planning department documents, parcel databases, and inventories was compiled and evaluated. In addition, information was obtained from the 2002 U.S. Census of Agriculture (U.S. Department of Agriculture, National Agricultural Statistics Service) and from the New Jersey Department of Agriculture (NJDA).

Legend

-  Proposed Project Corridor
-  County Boundary
-  Census Block Group Boundary
-  Census Block Group Exceeding Threshold for Low Income Persons



CENSUS BLOCK GROUPS EXCEEDING THE
RESPECTIVE COUNTY THRESHOLD FOR
LOW INCOME PERSONS

New Jersey Turnpike Interchange 6 to 9 Widening
Burlington, Mercer and Middlesex Counties
Executive Order No. 215
Environmental Impact Statement



NEW JERSEY TURNPIKE AUTHORITY
NEW JERSEY TURNPIKE

FIGURE
3-7

The Project Corridor for this analysis is defined as the area within 500 feet of either side of the Turnpike mainline right-of-way between the southern terminus located south of Interchange 6 and the northern terminus near Interchange 9. The Project Corridor also generally includes an equivalent distance around the Turnpike interchanges, except the area around Interchange 8, where an expanded area was considered to incorporate potential toll plaza relocation alternatives that have been studied.

The importance and viability of agriculture in New Jersey has been assessed through a current description of overall production of major crops, amount of land in farms, and farm income. Using NJDA data, trends in farmland sales and farm income are discussed in the following sub-sections. State farm policy is also described, including all major legislation pertaining to farmlands such as the Right to Farm Act, the Farmland Assessment Act, and other state farmland preservation programs.

General county profiles have been created that describe recent trends in agriculture in each county. Each profile reports data such as the number of farms, average size of farms, cropped acreage, and market value of crops. Historical trends will be developed, and each county's agricultural productivity by crop will be compared to other counties and the state. Lastly, a description of each county's farm policy will be provided. For those municipalities with ordinances or policies that specifically deal with agriculture or farmland preservation, such ordinances and policies are also described.

A description of all farms within the Project Corridor is provided by municipality, presented in south-to-north order. Graphics depicting the physical boundaries of each farm are provided as part of the farmland inventory. Any farms currently enrolled in a farmland preservation program or proposed to be included in such a program in the future are also identified and described.

3.6.3 State Agricultural Profile

3.6.3.1 General Profile

The status of agriculture in New Jersey was assessed through an evaluation of the major crops, amount of land in farms, farm production, farm income, and trend characteristics. The major crops in the state by production value were soybeans, bell peppers, tomatoes, blueberries, cranberries, peaches, and nursery products. New Jersey routinely ranks in the top five states for production of blueberries, cranberries, bell peppers, and peaches. The major crops by harvested acreage were hay, soybeans, and corn. Another large component of agriculture in the state is livestock and dairy products. In 2004, the state's livestock inventory consisted of 44,000 cattle and calves, 11,000 hogs and pigs, and 12,000 milk cows producing 200 million pounds of milk.⁵

In 2003, the cash receipts from farm marketings totaled approximately \$846 million in New Jersey. This was a decrease of \$23.5 million (2.6 percent) from 2002 cash receipts of approximately \$869 million. Receipts for crops comprised \$658 million of the total, while receipts for livestock made up the remaining \$188 million. Within crops, receipts for nursery products were the largest category, comprising \$368 million. Vegetable cash receipts, at \$146 million, were down 14.6 percent from the previous year's level of \$171 million. All fruit cash receipts totaled \$97 million in 2003 compared to \$99 million in 2002, a decrease of two percent.⁶

In 2002, the total amount of land in the state devoted to agriculture was 805,682 acres. Approximately 68 percent of the land was cropland, 19 percent was woodland, 5 percent was pastureland and rangeland, and 8 percent was used for other farming purposes.

⁵ USDA, National Agriculture Statistics Service, 2004.

⁶ USDA, National Agriculture Statistics Service, 2004.

Since the middle of the last century, farmland in New Jersey has decreased significantly. In 1958, there were 18,000 farms consisting of 1,530,000 acres. In 2002, there were 9,924 farms consisting of 805,682 acres. This represents a 45 percent reduction in the number of farms and a 47 percent reduction in land devoted to farming. In comparison, the number of farms at a national level decreased by 50 percent and the land in farms decreased by 21 percent during the same period.

3.6.3.2 State Agricultural Policy

The policy of the State with regard to farming is reflected in six pieces of legislation: 1) the Farmland Assessment Act (1964); 2) the Right to Farm Act (1983); 3) the Agriculture Retention and Development Act (1983); 4) the Garden State Preservation Trust Act (1999); 5) the State Planning Act (1992) – State Development and Redevelopment Plan (2001); and 6) the State Transfer of Development Rights Act (2005). A brief discussion of these laws, as presented below, serves to indicate the direction of the State’s policy toward agriculture. In addition, components of the Agriculture Retention and Development Act are directly relevant to the Proposed Project. These relevant components are explained in detail.

Farmland Assessment Act of 1964

The *Farmland Assessment Act of 1964* (N.J.S.A. 54:4-23.1 et seq., P.L. 1964, c. 48) allowed land “actively devoted to agricultural or horticultural use” to be assessed at its agricultural value rather than its market value for development. In general, such land must be in use as agricultural land for two years before the lower assessment applies, and the amount of land must exceed five acres and produce at least \$500 worth of agricultural products sold in order to qualify each year. The assessment runs from year to year, and failure to apply for the assessment or to meet the criteria will cause the land to revert to the normal assessment. If the land is sold for development, a rollback feature makes the land subject to taxes amounting to the difference between what was paid under the Act and the development market price for the prior two years.

Right to Farm Act

The *Right to Farm Act* (N.J.S.A. 4:1C-1 et seq., P.L. 1983, c. 31) was enacted to protect agricultural operations from nuisance actions and to facilitate farming alongside an increasing suburban/non-farm population. The legislation permits any FAA-qualified farm that meets certain management standards to pursue a wide variety of agricultural activities so long as no direct threat to public health and safety is imposed. The Act is intended to counteract other legislation and regulations that tend to inhibit the farmer’s ability to do his or her work. In 1998, the Act was strengthened by banning municipalities or other government agencies from declaring commercial activities which conform to established agricultural management practices (provisions in the “Administrative Procedure Act”) as a public or private nuisance or as interfering with the use of adjacent property.

In addition, the Right to Farm Act established the State Agricultural Development Committee (SADC) to coordinate the State’s regulatory action toward agricultural activities, with the primary goal of maintaining and enhancing the agricultural industry in the State. The functions of the SADC are to: administer the Farmland Preservation Program; provide grants to counties, municipalities and nonprofit groups to fund the purchase of development easements on farmland; directly purchase farms and development easements from landowners; and offer grants to landowners in the program to fund up to 50 percent of the cost of soil and water conservation projects. The SADC also administers the Right to Farm Program, oversees the Transfer of Development Rights Bank, and operates the Farm Link Program, which helps connect farm owners with farmers seeking access to farmland and farming opportunities.

Agriculture Retention and Development Act

The *Agriculture Retention and Development Act* (N.J.S.A. 4:1C-1 et seq., P.L. 1983, c. 32) enabled counties to establish agricultural development areas (ADAs) in which agriculture is presumed to be the first priority use of the land. The Act charged State departments and agencies with encouraging agricultural production and placed some restrictions on public infrastructure development. In these areas, farmers are eligible for financial, administrative, and regulatory benefits through participation in the program. Participation involves placing a deed restriction for a period of time on the land, limiting its use to agriculture.

According to the Agriculture Retention and Development Act, no public body shall exercise the power of eminent domain for the acquisition of land in a municipally-approved farmland preservation program or land from which a development easement has been conveyed unless the Governor declares that the action is necessary for the public health, safety and welfare and that there is no immediately apparent feasible alternative. In addition, the Governor may elect to require the public body to file a notice of intent with the State Agriculture Development Committee and the Agriculture Development Board in the affected counties, and to prepare an Agricultural Impact Assessment.

According to the Agriculture Retention and Development Act, if any public body or public utility intends to acquire real property or commence certain construction activity within an agricultural development area, the County Agriculture Development Board (CADB) is to receive notice of the proposed activity. If the CADB finds that the proposed action would cause unreasonably adverse effects on the agricultural development area or State agricultural preservation and development programs, the CADB may direct that no action be taken for 60 days, during which time public hearings are conducted (N.J.S.A. 4:1C-19).

Garden State Preservation Trust Act

The *Garden State Preservation Trust Act* (N.J.S.A. 13:8C-1 et seq., P.L. 1999, c. 152) (GSPT) set a goal of preserving an additional one million acres of farmland over the next ten years, which is 40 percent of the State's land mass. Through this goal, the importance of open space, farmland, and historic properties was emphasized and a stable source of funding for preservation was created. For ten years (through 2009), GSPT will receive \$98 million annually. The three basic programs within the GSPT are: Green Acres Preservation Trust, the Farmland Preservation Trust, and the Historic Preservation Trust. The Farmland Preservation Trust will be funded with \$36.8 million per year.

State Planning Act

In 1985, New Jersey passed the *State Planning Act* (N.J.S.A. 52:18A-196 et seq., P.L. 1985, c. 398), which embodies its growth management strategy. The goal is to conserve natural resources and protect the environment while revitalizing urban centers. It called for a *State Development and Redevelopment Plan* (SDRP) to be developed which would protect the natural resources and qualities of the State, and protect scenic, historic, cultural and recreational values by identifying areas which are suitable for growth, limited growth, agriculture, open space conservation and other designations. A new SDRP was adopted in 2001 which consists of three primary objectives: 1) maintain and revitalize existing cities and towns; 2) focus growth into compact, mixed-use communities that offer an array of choices and options; and 3) protect farmland and natural and historic resources. Specific to sustaining agriculture, the plan has a two-pronged approach. First, the plan consists of 23 statewide policies for supporting farming and continued use of land for agriculture. Second, planning area policies guide development into centers to protect outlying agricultural areas.

As a part of the SDRP, the Agricultural Smart Growth Plan, adopted in November 2003, was developed by the Agriculture Smart Growth Working Group. The Plan was created as an overall policy guide for agriculture and land use planning within the State. The plan will be integrated into the statewide comprehensive plan for smart growth and is also meant to be integrated with plans developed by other state agencies, such as the departments of Community Affairs, Environmental Protection, and Transportation. The plan includes five linked components: Farmland Preservation; Innovative Conservation Planning; Economic Development; Natural Resource Conservation; and Agricultural Industry Sustainability.

State Transfer of Development Rights Act

The *State Transfer of Development Rights Act* (N.J.S.A. 40:55D-137 et seq., P.L. 2004, c. 2), was enacted in 2004. The Act authorizes towns in New Jersey to adopt transfer of development rights (TDR) ordinances. Until this Act, only towns in Burlington County could adopt TDR ordinances through a pilot program. The TDR program involves the preservation of farmland through the private sale of development rights by a farmer, whose land has been designated to be in a “sending area”, to a person who owns a separate parcel of land in a “receiving area”. The purchase of the development rights enables the purchaser to develop his land or to build at a higher density, depending upon the TDR scheme. TDR requires municipalities to carefully plan the sending areas and receiving areas; i.e., the sending areas are those areas where the town wants to preserve land, while the receiving areas are those areas where the town wants land to be developed, or where there is existing infrastructure to support development.

The State Agriculture Development Committee (SADC) administers the State’s Farmland Preservation Program. The SADC coordinates with county Agriculture Development Boards (CADB), municipal governments, nonprofit organizations, and landowners to implement the following programs:

Sale of Development Easements – Landowners who want to continue farming their land can sell their development rights. These deed restrictions remain in force for any future owners. Landowners can sell the development rights on their land to the SADC, the affected CADB, municipalities, or nonprofit organizations. Most farms have entered the Farmland Preservation Program through the sale of development rights.

Donation of Development Easement – Donating development rights for all or a portion of agricultural land can also provide significant income and estate tax benefits to farmers and landowners.

Fee Simple Sale – The SADC, local governments, and nonprofit organizations purchase agricultural land at fair-market value. When the SADC makes these fee simple purchases, it then auctions the farm to a private owner with an agricultural deed restriction in place that ensures the farm’s permanent preservation.

Eight-Year Preservation – Landowners can choose to voluntarily restrict development on their land for a period of eight years. Although landowners receive no payment for this, they are eligible to apply for cost-sharing grants for soil and water conservation projects, as well as for the New Jersey Farmland Preservation Program’s other benefits and protections.

The minimum eligibility requirement for the programs listed above is that the farm be located in an Agricultural Development Area (ADA). ADAs are land areas identified by each CADB where agricultural operations are likely to continue in the future and therefore be eligible for the farmland preservation program. The delineation of ADAs is a state requirement to receive funding for the preservation program, and each CADB is responsible for delineating and adopting ADAs and establishing the minimum standards for the inclusion of land in the preservation programs.

3.6.4 County Agricultural Profiles and Policies

The agricultural profile of each of the three Project Corridor counties is presented below, along with the agricultural policy of each.

3.6.4.1 Burlington County

General Profile

Burlington County is a major agricultural county in New Jersey, ranking 2nd in 2002 for the total value of agricultural products sold in the state. In 2002, Burlington County contained 906 farms totaling 111,237 acres. The number of farms was down 3.1 percent from 935 farms in 1997. However, the amount of land in farms increased by 7.3 percent from 103,627 acres in 1997. During the same time period, the average size of a farm increased by 10.8 percent from 111 acres to 123 acres.⁷

The total value of agricultural products sold in Burlington County was \$83.2 million in 2002. This represents a decrease of 5.7 percent from \$88.2 million in 1997. Crop sales accounted for \$72.9 million of the total value in 2002, while livestock sales accounted for \$10.4 million of the total value. The market value of production per farm was \$91,891 in 2002, compared to \$94,323 in 1997.⁸

More than three-fourths of the agricultural products sold in the county are within the following groups:

- Nursery, greenhouse, floriculture, and sod;
- Fruits, tree nuts, and berries; and
- Vegetables, melons, potatoes, and sweet potatoes.

The largest category was nursery stock, which accounted for more than \$38 million worth of the products sold. The county was ranked third in the state for this category. In 2003, the county ranked fourth in the state for both the number of nurseries and total nursery stock acreage.

Fruits, tree nuts, and berries accounted for almost \$17 million worth of products sold. The county was second in the state for this category. More specifically, in 2003, the county was first in the state for cranberry production and second for blueberry production.

Farms in the county sold almost \$11 million worth of products in the vegetables, melons, potatoes, and sweet potatoes category. For 2003, among the state's 21 counties, Burlington ranked second for sweet corn, third for tomatoes, fourth for asparagus, and fifth for cabbage. In addition to these, farms in the county also have a strong field crop production. In 2003, the county ranked second in the state for soybean production and third for feedcorn.⁹

County Farm Policy

The Burlington County Resource Conservation Department administers the Farmland and Open Space Preservation Programs. The county's farmland preservation policy focuses on placing agricultural lands in permanent deed restrictions for use as farmland in perpetuity. Easements are purchased from landowners by combining state, county, and municipal funding to restrict against non-agricultural development of farmland, thus providing a permanent opportunity for agricultural activity into the

⁷ 2002 Census of Agriculture, County Profile, Burlington, New Jersey.

⁸ Ibid.

⁹ USDA, National Agriculture Statistics Service, 2003.

future. As of December 2004, the county has preserved more than 18,080 acres of farmland. As of summer 2006, there were 71,834 acres of ADA land in Burlington County.

3.6.4.2 Mercer County

General Profile

Mercer County ranked 14th among the State's 21 counties in 2002 for the total value of agricultural products sold in the state. In 2002, the county contained 304 farms totaling 25,070 acres. The number of farms was down 1.6 percent from 309 farms in 1997. In addition, the amount of land in farms decreased by 11.7 percent from 28,395 acres in 1997. During the same time period, the average size of a farm decreased by 10.8 percent from 92 acres to 82 acres.¹⁰

The total value of agricultural products sold in Mercer County was \$12.2 million in 2002, a decrease of 8.3 percent from \$13.3 million in 1997. Crop sales accounted for \$10.9 million of the total value in 2002, while livestock sales accounted for \$1.3 million of the total value. The market value of production per farm was \$40,286 in 2002, compared to \$43,016 in 1997.

More than four-fifths of the agricultural products sold in the county are within the following groups:

- Nursery, greenhouse, floriculture, and sod;
- Vegetables, melons, potatoes, and sweet potatoes; and
- Grains, oilseeds, dry beans, and dry peas.

The largest category was nursery stock, which accounted for more than \$6 million worth of the products sold. Products within the vegetables, melons, potatoes, and sweet potatoes category accounted for more than \$2 million worth of products sold. Farms in the county sold almost \$2 million worth of products in the grains, oilseeds, dry beans, and dry peas category. The county ranked sixth in the state for this category. The county is also ranked fourth in the state for soybean acreage.¹¹

County Farm Policy

Mercer County preserves farmland through the Open Space Trust Fund, and by working with the SADC, local municipalities, and non-profit organizations. The Open Space Trust Fund tax, a voter-approved tax, provides the funding for the preservation of farmland. The county uses multiple methods for preserving farmland, which include: easement purchase; easement purchase on an installment basis; fee simple purchase; and eight-year programs. Under the eight-year programs, the landowner agrees to keep the farm in active agricultural use for a period of at least eight years. In return, the landowner is eligible for a 50 percent cost-sharing on conservation projects approved by the State Soil Conservation Committee. As of summer 2006, there were 50,550 acres of ADA land in Mercer County.

3.6.4.3 Middlesex County

General Profile

Middlesex County ranked 10th among the state's 21 counties in 2002 for the total value of agricultural products sold in the state. In 2002, the county contained 275 farms totaling 21,824 acres. The number of farms was down 8.3 percent from 300 farms in 1997. In addition, the amount of land in farms

¹⁰ 2002 Census of Agriculture, County Profile, Mercer, New Jersey.

¹¹ Ibid.

decreased by 23.8 percent from 28,635 acres in 1997. During the same time period, the average size of a farm decreased by 16.8 percent from 95 acres to 79 acres.¹²

The total value of agricultural products sold in Middlesex County was \$22.7 million in 2002, a decrease of 34.2 percent from \$34.5 million in 1997. Crop sales accounted for \$21.3 million of the total value in 2002, while livestock sales accounted for \$1.4 million of the total value. The market value of production per farm was \$82,555 in 2002, compared to \$114,894 in 1997.¹³

More than four-fifths of the agricultural products sold in the county are within the following groups:

- Nursery, greenhouse, floriculture, and sod;
- Vegetables, melons, potatoes, and sweet potatoes; and
- Grains, oilseeds, dry beans, and dry peas.

The largest category was nursery stock, which accounted for more than \$15 million worth of the products sold. The county ranked eighth in the state for this category. Products within the vegetables, melons, potatoes, and sweet potatoes category accounted for almost \$4 million worth of products sold. The county sold almost \$2 million worth of products in the grains, oilseeds, dry beans, and dry peas category. The county ranked eighth in the state for this category. The county is ranked first in the state for spinach acreage.¹⁴

County Farm Policy

The Middlesex County Farmland Preservation Program provides four preservation options to owners of agricultural land. The options used most is the Easement Purchase Program. Under this program, a landowner voluntarily agrees to sell the property's development rights. A permanent deed restriction is then placed on the property, which ensures that the property will only be used for agricultural purposes. Owners of land that is permanently deed restricted continue to pay farmland assessed property taxes.

The county farmland preservation program permits easement purchases only within a designated ADA. ADA's may be designated either privately or through municipal petition. This process involves the submission of a petition to the County Agriculture Development Board (CADB). The CADB convenes a public hearing on the matter and forwards its recommendation on the proposed ADA designation to the SADC. Once approved by the SADC, landowners within the designated ADA may submit an application to participate in the easement purchase program. The entire ADA designation process involves approximately 4 to 6 months time. Application for easement purchase are accepted only once annually around May 1st.¹⁵ As of summer 2006, there were 17,688 acres of ADA land in Middlesex County.

The Eight Year Municipally Approved Farmland Preservation Program (MAFPP) and the Eight Year Farmland Preservation Programs are the second and third most popular programs. Property owners accepted into these programs are required to keep their farms in active agricultural use for eight years. In return, they may apply for farm management benefits, such as a 50 percent cost sharing on conservation projects approved by the New Jersey Soil Conservation Committee. The land owner may reapply to the program after the initial eight years have expired. Both of these programs provide the property owner with greater protection from eminent domain as well as additional "right to farm" protection in situations involving conflicts between farmland and adjacent conflicting land uses. The

¹² 2002 Census of Agriculture, County Profile, Middlesex, New Jersey.

¹³ Ibid.

¹⁴ Ibid.

¹⁵ East Brunswick Reexamination Report and Land Use Plan Amendment, adopted June, 2nd 1999.

main difference between the two programs is that the MAFPP requires a municipal ordinance endorsing the landowner's enrollment in the program.

The fourth program is the Fee Simple Purchase, in which the farm is sold outright to the State. The State then places permanent deed restrictions on the property to prevent future non-agricultural development. The property is then resold. This program is the least used option within the State's Farmland Preservation Program.¹⁶

3.6.5 Municipal Profiles

In the municipal profiles below, those communities with policies that specifically deal with agriculture or farmland preservation are mentioned. Where the municipal policies are not sufficiently specific or aggressively supportive of farming to be of interest, no details are given. This classification is subjective and is not intended to be critical of the actions of the municipality either for or against farming.

All farmland within the Project Corridor was catalogued by municipality. In some cases, the boundaries of the farms went beyond the defined Project Corridor. The extensions of such farmland properties outside of the Project Corridor are included in the below discussions in order to create an inventory of entire farm lots. Table 3.24 shows a summary of the number and size of farmland properties by municipality. Milltown is the only municipality in the Project Corridor that is not listed in the table, due to that fact that it is the only one not containing any farmland properties within the Project Corridor portion of its jurisdiction. The municipality with the largest number of farms in the Project Corridor is Mansfield Township; the municipality with the largest farmland acreage is also Mansfield.

Table 3.24
Project Corridor Farmland Summary

Municipality	Number of Farms	Size (acres)
Burlington County	39	2,391
Mansfield Twp.	23	1,498
Bordentown Twp.	8	197
Chesterfield Twp.	8	696
Mercer County	42	1,892
Hamilton Twp.	12	666
Washington Twp.	14	579
East Windsor Twp.	16	647
Middlesex County	21	1,245
Cranbury Twp.	8	557
Monroe Twp.	1	7
South Brunswick Twp.	11	646
East Brunswick Twp.	1	35
Total Within Project Corridor	101	5,528

Source: The Louis Berger Group, Inc.; Burlington County Department of Information Technology; Mercer County Planning Department; and Middlesex County Planning Department.

¹⁶ Township of South Brunswick 2001 Master Plan, adopted December 2001.