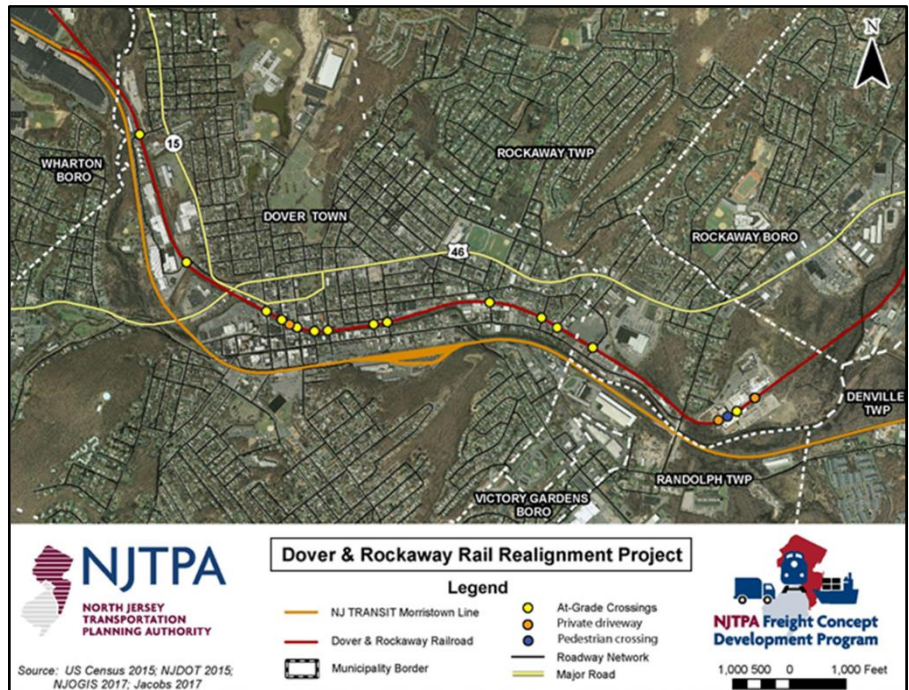


Dover & Rockaway Rail Realignment Project Concept Development Study Summary

The Dover & Rockaway Rail Line begins at its connection with the NJ TRANSIT Morristown Line west of the Dover Station running through the Town of Dover, Rockaway Township and Rockaway Borough. The line passes through 13 un-gated at-grade road crossings in the Town of Dover, and five un-gated at-grade crossings in Rockaway Township. A number of customers are served by the railroad, with the movement of trains along this corridor resulting in pedestrian and roadway safety concerns, noise and air quality impacts and inefficient rail operations.



This study sought to identify a new alignment of the Dover & Rockaway Rail

Line to optimize freight movements, maintain service to active customers and improve safety for the travelling public at the multiple uncontrolled road crossings, particularly in downtown Dover.

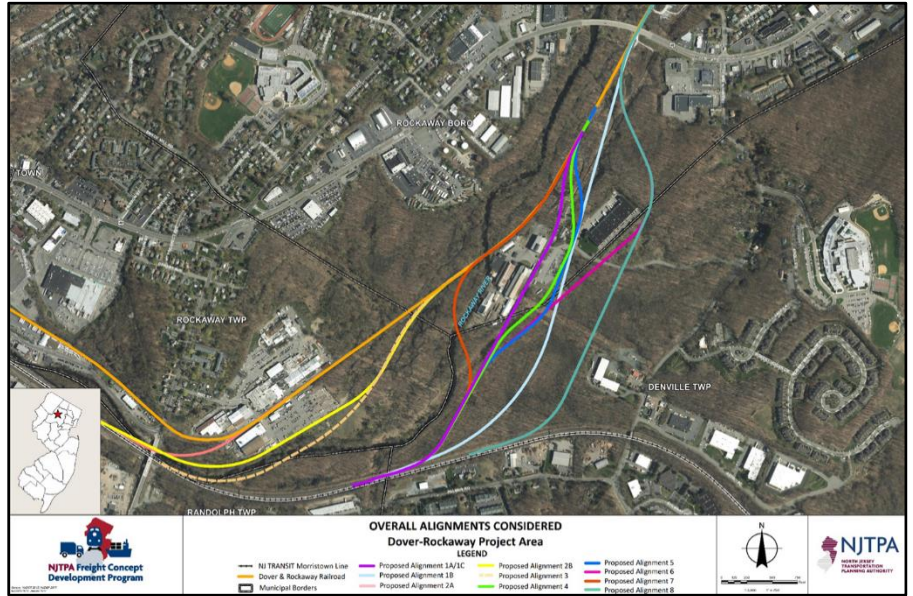
A Concept Development Study is essentially a fatal flaw analysis performed to eliminate impractical and inefficient options and advance those alternatives that are more likely to be constructible. One critical aspect of the analysis is an assessment of potential environmental impacts. A wide range of potential constraints were investigated in this study including:

- Existing Land Uses
- Community Profiles
- Wetlands
- Protected Waterways and Stream Corridors
- Flood Hazard Areas
- Threatened and Endangered Species
- Hazardous Materials
- Utilities
- Historic / Cultural Resources

Several public agencies, municipal officials and private entities have an interest in the operation of this rail line and the effect of any potential realignment. These stakeholders have been engaged and involved in the project from its beginning. They include:

- NJ TRANSIT
- NJ Department of Transportation
- NJ Historic Preservation Office
- Dover and Rockaway River Railroad
- Morris County
- Town of Dover
- Rockaway Township
- Rockaway Borough
- Randolph Township
- Denville Township
- McWilliams Forge
- Sandy and Tim McWilliams
- Donjon Recycling

Numerous alternative alignments were identified for consideration. Eleven alternatives (shown to the right) advanced for detailed screening and investigation. As part of the investigation process, the alternatives meetings were held with property owners who would be affected by each alternative. Based upon stakeholder feedback, the alternatives were revised and a series of evaluation metrics were applied to identify the alternative that would serve the project purpose and need with a minimum adverse impact to existing land uses or sensitive environmental resources.



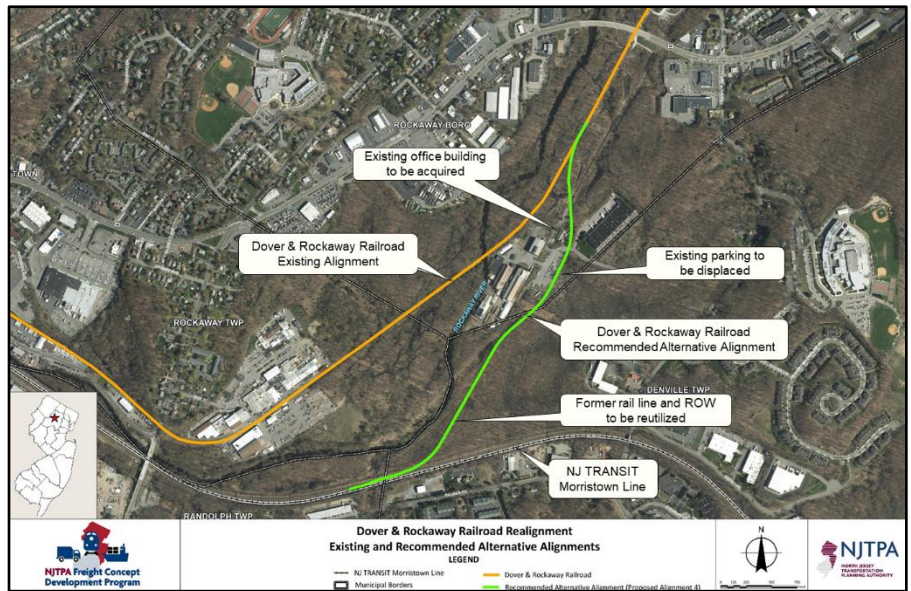
Alternatives Scoring

Fourteen evaluation criteria were identified and used to score each alternative. Positive or negative scores were awarded for each criterion, based on the alternative’s potential benefits or detriments, as shown in the table to the right. The following table summarizes the scoring of each alternative. As shown, Alternative 4 received the highest cumulative score and is therefore being recommended to advance into design and construction as the Preliminary Preferred Alternative.

Highly Beneficial	5
Moderately Beneficial	3
Minorly Beneficial	1
Neutral	0
Minorly Detrimental	-1
Moderately Detrimental	-3
Highly Detrimental	-5
Fatally Flawed	-100

Criteria	East Switch			West Switch			Alignment				
	1-A	1-B	1-C	2-A	2-B	3	Thru Bldg & Lot	Between Bldgs	Easterly Swing 1	Westerly Swing	Easterly Swing 2
							4	5	6	7	8
Freight Rail Operations Impacts / Benefits	3	3	3	3	3	3	3	3	3	3	3
Passenger Rail Operations Impacts / Benefits	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Adjacent and Proximate Land Use Impacts / Benefits	-5	-5	-5	-5	-5	-5	-3	-3	0	0	0
Historic and Cultural Resources Impacts / Benefits	-1	-1	-1	-3	-3	-3	-1	-1	-3	-5	-3
Community Profile & Environmental Justice/Title VI Impacts / Benefits	0	0	0	0	0	0	0	0	0	0	0
Wetlands Impacts / Benefits	-3	-3	-1	-1	-1	-5	-1	-3	-5	-5	-5
Floodplains & Aquifers Impacts / Benefits	-1	-1	-1	-100	-100	-100	-1	-1	-1	-5	-1
Threatened & Endangered Species Impacts / Benefits	-1	-1	-1	-1	-1	-3	-1	-3	-5	-5	-5
Stormwater and Drainage Impacts / Benefits	-1	-1	-1	-3	-3	-5	-1	-1	0	0	0
Hazardous Materials Impacts / Benefits	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1	-1
Air Quality & Noise Impacts / Benefits	3	3	3	3	3	3	3	3	3	3	3
Community Impacts / Benefits	5	5	5	5	5	5	5	5	5	5	5
Safety Impacts / Benefits	3	3	3	3	5	5	3	3	3	5	3
Utility Impacts / Relocation Requirements	-1	-1	-1	-1	-3	-1	-1	-1	-1	-1	-1
Summary Score	-1	-1	1	-102	-102	-108	3	-1	-3	-7	-3

The Preliminary Preferred Alternative is shown to the right. This alternative would use a portion of a former rail right of way that is uniquely suited in alignment and grade for the re-installation of a rail line with minimal environmental impact. This alignment would require the use of a section of the McWilliams Forge employee parking. The project would also require the acquisition of an existing commercial office building, however a portion of that property's parking lot could be given to McWilliams Forge to replace its displaced employee parking.



Next Steps

Public comments are being accepted through June 28, 2020 and will be incorporated into the draft Concept Development Report. The draft report will be shared with stakeholder agencies for final review and approval. The final Concept Development Report, which will recommend advancing the preferred alternative for funding of design and construction, will be available to the public.