

**NEW JERSEY DEPARTMENT OF TRANSPORTATION  
I-295/I-76/ROUTE 42 DIRECT CONNECTION**

**Initial Alternatives Screening Matrix**

IMPACTS	ALTERNATIVES																									
	A	A1	A2	B	B1	B2	C	C1	C2	D	D1	E	E2	F	F1	F2	G	G1	G2	H	H1	I	I1	J	K	L
<b>Constructability</b>	M	M	M	H	H	M	H	H	H	H	H	L	H	H	H	H	H	H	H	M	M	M	M	H	H	H
<b>Maintain and Operate</b>	L	L	L	L	L	L	M	M	M	M	M	L	H	M	M	M	M	M	M	M	M	L	L	H	H	H
<b>Comparison of Estimated Construction Cost (x100,000)</b>	8.4	7.9	5.9	9.6	9.6	7.1	10.1	9.8	10.5	8.2	8	6.6	24.1	9.9	9.7	7.6	12.6	12.5	12.5	13	12.8	6.2	6.1	14.6	17.4	16.5
<b>Compliance with Design Criteria</b>																										
♦ Undesirable design features	1	1	0	2	2	1	1	1	0	0	0	1	2*	2	2	2	2	2	2	2	2	1	1	1	1*	3*
♦ Number of conflict points	2	2	1	2	2	1	2	2	1	2	2	2	2	2	2	1	2	2	1	2	2	2	2	2	2	
<b>Right-of-Way</b>																										
♦ Residential	49	49	49	56	58	73	34	36	33	22	24	189	190	24	26	22	22	24	22	26	32	53	55	54	30	32
♦ Commercial	9	9	9	10	10	10	8	8	9	8	9	11	12	9	9	9	10	10	10	10	10	11	11	10	10	10
♦ Community Facilities																										
- Cemetery Plots	0	0	0	0	0	0	0	0	0	0	0	124	124	0	0	0	0	0	0	0	0	3800	3800	0	0	0
- Church	M	M	M	M	M	M	M	M	M	L	L	M	M	L	L	L	L	L	L	M	H	M	M	M	M	M
- School	M	M	M	L	L	L	L	L	L	M	M	M	M	M	M	M	L	L	L	M	M	M	M	H	M	H
- Parks																										
H-	1	1	1	1	1	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1
M-	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
L-	0	1	0	0	1	0	1	1	1	0	1	1	2	0	1	0	1	2	1	1	2	1	2	0	0	0
<b>Wetlands</b>																										
♦ Tidal	11.5	15	17	6.5	7	12	7.5	11.5	13	5	8.5	1	5	11	15	17.5	7	7.5	7	5	7.5	1	5.5	10	9	11.5
♦ Non-tidal	5.5	6	3.5	6	6.5	4.5	4	4.5	2	3	3	3.5	3.5	5	5.5	3	3	3.5	2	3.5	4	1.5	1.5	5.5	3	5.5
♦ Total	17	21	20.5	12.5	13.5	16.5	11.5	16	15	8	11.5	4.5	8.5	16	20.5	20.5	10	11	9	8.5	11.5	2.5	7	15.5	12	17
<b>Floodplains</b>	16.5	23.5	20.5	20	22	29	21	28	27.5	6	13.5	3.5	11	16	23	21	5	12.5	7	6.5	12.5	2	10	24	9.5	16.5
<b>Noise</b>	H	H	M	H	H	M	H	H	H	M	M	M	L	H	H	M	H	H	H	H	H	L	M	L	L	L
<b>Air</b>	L	L	L	L	L	L	H	H	H	L	L	L	L	L	L	L	H	H	H	H	H	L	L	L	L	L
<b>Socioeconomics</b>	M	M	M	M	M	M	L	L	L	L	L	H	H	L	L	L	L	L	L	M	L	H	H	M	L	L
<b>Visual/Contextual Impacts</b>	H	M	H	M	M	M	H	M	H	M	M	L	H	M	H	H	H	H	H	H	H	H	H	L	L	L
<b>Archaeological Resources</b>																										
♦ Prehistoric Resources																										
H-	26	30	20	24	23	21	24	29	22	14	19	13	18	24	29	21	16	20	10	16	20	8	14	25	16	26
M-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	1	1	-	-
L-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
♦ Historic Resources																										
H-	4	4	4	4	4	4	3	2	1	5	5	2	2	4	4	4	4	4	4	5	5	2	2	4	5	4
M-	2	2	2	6	5	7	5	5	4	2	2	4	4	2	2	2	2	2	2	2	2	9	9	7	2	2
L-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Historic Architecture</b>																										
♦ Hugg-Harrison-Glover House	H Visual	H Visual	H Visual	H Direct Visual Audible	H Direct Visual Audible	H Direct Visual Audible	H Visual	H Visual	H Visual	H Direct Visual Audible	H Direct Visual Audible	M Visual	H Visual	H Direct Visual Audible	H Direct Visual Audible	H Direct Visual Audible	H Direct Visual Audible	H Direct Visual Audible	H Direct Visual Audible	H Direct Visual Audible	H Direct Visual Audible	H Direct Visual Audible	H Direct Visual Audible	H Direct Visual Audible	H Direct Visual Audible	M Visual
♦ Camden County RR	L	L	L	L	L	L	L	L	L	L	L	M Direct	M Direct	L	L	L	L	L	L	L	L	L	L	M Direct	L	L

NOTES:

1. H - High Sensitivity, M - Moderate Sensitivity, L - Low Sensitivity
2. The terms High, Moderate, and Low Sensitivity are used relative to the sensitivities of the other alternatives under consideration. An item labeled 'L' means only that the potential impacts are lower than those of alternatives labeled 'M' or 'H'.
3. Alternative K is assumed to be a bored tunnel underneath the cemetery.
4. Alternatives E and E2 impact both the New St. Mary's Cemetery and the Resurrection Cemetery.
5. \* Although all alternatives meet current geometric design standards, certain design features applicable to open roadways may not be applicable in a tunnel (shoulders).