

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

SUMMARY OF TES FINDINGS, IMPACTS & BENEFITS

DISCIPLINES	BUILD ALTERNATIVES					NO BUILD ALTERNATIVE (2030)
	D	D1	G2	H1	K	
ENVIRONMENTAL IMPACTS						
Noise						
Category B Residences	340	342	378	380	327	269
Category B Recreation	3	5	3	5	3	2
Category B Cemeteries	2	2	2	2	2	1
Category E Schools (interior)	3	3	3	3	3	2
Category E Churches (interior)	2	2	2	2	2	2
Category C Commercial/Industrial	11	11	15	15	10	11
Total Number of Impacts Without Mitigation	361	365	403	407	347	287
Walls to be Removed	4	4	4	4	4	0
Noise Wall Costs	11.2 m	11.5 m	12.7 m	13 m	8 m	0
Mitigation for School Impacts (Air Conditioning)	2	2	3	3	2	0
Noise Impact Reduction	109	109	91	91	113	0
Post Mitigation Residential Noise Increase over Existing Conditions						
<i>Less than 3 dBA (Not Perceivable)</i>	135	125	150	140	133	250
<i>Greater than 3 dBA but less than 7 dBA (Perceivable)</i>	15	26	35	46	7	4
<i>Greater than 7 dBA (Noticeable)</i>	0	0	12	12	0	0
Approved Additional Residential Units (not present under existing conditions)	5	5	18	18	5	15
Total Number of Remaining Noise Impacts	155	156	215	216	145	269
Natural Ecosystems						
<i>Total Wetland & SOW Permanent Impacts</i>	1.97 Ac	3.73 Ac	0.95 Ac	3.15 Ac*	2.90 Ac	None
<i>State Open Water</i>	0.06 Ac.	0.10 Ac.	0.06 Ac.	0.22 Ac.	0.06 Ac.	None
<i>Tidal Wetlands</i>	0.64 Ac.	2.14 Ac.	0.04 Ac.	1.53 Ac.	1.44 Ac.	None
<i>Non-Tidal Wetlands</i>	1.28 Ac.	1.49 Ac.	0.86 Ac.	1.40 Ac.	1.40 Ac.	None
Stream Ecology Impacts	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact	No Impact
Total Impervious Coverage	61 Ac.	65 Ac.	64 Ac.	67 Ac.	67 Ac.	42 Ac.**
Requires Relocation of Little Timber Creek Channel	No	No	No	Yes	No	No
Floodplain	2.28 Ac	4.45 Ac	0.90 Ac	4.26 Ac	3.04 Ac	No Impact
Freshwater Wetland Buffer Impacts	3.59 Ac	4.20 Ac	2.48 Ac	4.67 Ac	3.35 Ac	None
On-Site Wetland Mitigation Opportunities	100%	10%	100%	12%	93%	0
Opportunity to Increase Wild Rice (Wildlife Food Source) Habitat	Yes	No	Yes	No	Yes	No
Surface Water Quality	Imp StormW Qual	Imp StormW Qual	Imp StormW Qual	Imp StormW Qual	Imp StormW Qual	Negative Impact
Waterfront Access	Yes	No	Yes	No	Yes	No
Upland Vegetation Impacts	19.04 Ac	20.92 Ac	20.57 Ac	21.95 Ac	21.43 Ac	None
Geology Impacts	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact	None
Soils Impacts	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact	None
Groundwater Flow / Quality Impacts	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact	Minimal Impact	None
Air Quality	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact

Note: Italicized impacts are distinguishing characteristics.

* Includes channel realignment/relocation.

** Does not provide for stormwater treatment

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

SUMMARY OF TES FINDINGS, IMPACTS & BENEFITS

DISCIPLINES	BUILD ALTERNATIVES					NO BUILD (2030)
	D	D1	G2	H1	K	
Socioeconomics						
Visual Impacts						
<i>Number of additional levels in interchange</i>	1	1	2	2	1	0
<i>Height of structure including noise walls (in feet)</i>	49	49	78	78	55	0
Economic Benefits						
Regional Accessibility						
<i>Travel Time Savings-Car (dollars saved)</i>	\$26 million	\$26 million	\$26 million	\$26 million	\$26 million	0
<i>Travel Time Savings-Truck (dollars saved)</i>	\$13 million	\$13 million	\$13 million	\$13 million	\$13 million	0
<i>Total Travel Time Savings (annual)</i>	\$39 million	\$39 million	\$39 million	\$39 million	\$39 million	0
<i>Cost Benefit from Reduction in Accidents (annual)</i>	\$11 million	\$11 million	\$11 million	\$11 million	\$11 million	0
Community Impacts						
Minority Population	No Impact	No Impact	No Impact	No Impact	No Impact	No Change
Senior Citizen	No Impact	No Impact	No Impact	No Impact	No Impact	No Change
Disabled	No Significant Impact	No Significant Impact	No Significant Impact	No Significant Impact	No Significant Impact	No Change
Linguistically Isolated Population	No Impact	No Impact	No Impact	No Impact	No Impact	No Change
Female Head of Household	No Impact	No Impact	No Impact	No Impact	No Impact	No Change
Transit Dependent	No Impact	No Impact	No Impact	No Impact	No Impact	Negative Impact
Low Income	No Significant Impact	No Significant Impact	No Significant Impact	No Significant Impact	No Significant Impact	No Change
Land Use and Zoning	No Impact	No Impact	No Impact	No Impact	No Impact	No Change
Total Acquisitions Including ROW and Permanent Easements (acres)	11.97	14.40	9.46	11.91	12.88	None
Bellmawr						
<i>Proposed ROW Acquisitions (in acres)</i>	10.50	12.99	11.41	8.02	10.54	0.00
Permanent Easements (in acres)	1.18	1.11	1.18	1.14	1.07	0.00
Temporary Easements (in acres)	2.18	2.12	2.11	1.93	1.95	0.00
Residences Acquired	13	13	5	5	13	0
Businesses Relocated	1	1	0	0	1	0
<i>Community Facilities Impacted -number of sites</i>	5	5	5	5	5	0
<i>Community Facilities Impacted -in acres (Acquisition and Permanent Easement)</i>	8.61	11.03	7.67	10.10	8.62	0.00
<i>Bellmawr Baseball League</i>	0.86	0.86	0.30	0.30	0.88	0.00
<i>Bellmawr Park Elementary School (4(f))</i>	0.70	0.70	0.32	0.32	0.70	0.00
<i>New St. Mary's Cemetery</i>	6.26	6.26	6.26	6.26	6.26	0.00
<i>Annunciation B.V.M. Church and Regional School</i>	0.72	3.15	0.72	3.15	0.72	0.00
<i>Resurrection Christ Cemetery</i>	0.07	0.07	0.07	0.07	0.07	0.00
<i>Community Facilities- Impact on services provided</i>	No impact	No impact	No impact	No impact	No impact	No Impact
Public Access to Little Timber Creek	Yes	No	Yes	No	Yes	No

Note: Italicized impacts are distinguishing characteristics.

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

SUMMARY OF TES FINDINGS, IMPACTS & BENEFITS

DISCIPLINES	BUILD ALTERNATIVES					NO BUILD (2030)
	D	D1	G2	H1	K	
Socioeconomics						
Mt. Ephraim						
Proposed ROW Acquisitions (in acres)	0.03	0.03	0.03	0.03	0.03	0
Permanent Easements (in acres)	0.22	0.22	0.22	0.22	0.22	0
Temporary Easements (in acres)	0.11	0.11	0.11	0.11	0.11	0
Gloucester City						
Proposed ROW Acquisitions (in acres)	0	0	0	0	0	0
Permanent Easements (in acres)	0.05	0.05	0.05	0.05	0.05	0
Temporary Easements (in acres)	0	0	0	0	0	0
Archaeological Resources	No Impact	No Impact	No Impact	No Impact	No Impact	No Impact
Historic Architectural Resources						
<i>Physical Destruction of Resource in Acres (% of total acreage)</i>	2.11 Ac (8.87%)	2.11 Ac (8.87%)	1.05 Ac (4.4%)	1.05 Ac (4.4%)	2.20 Ac (9.27%)	No Impact
<i>Demolition/Relocation of Contributing Resources</i>	5 residential buildings; 12 dwelling units	5 residential buildings; 12 dwelling units	1 residential building; 4 dwelling	1 residential building; 4 dwelling units	5 residential buildings; 12 dwelling units	No Impact
<i>Noise Impact Reduction to Historic District</i>	14	14	14	14	18	0
Post Mitigation Residential Noise Increase over Existing Conditions						
<i>Less than 3 dBA (Not Perceivable)</i>	16	16	18	18	12	23
<i>Greater than 3 dBA but less than 7 dBA (Perceivable)</i>	0	0	1	1	0	0
<i>Greater than 7 dBA (Noticeable)</i>	0	0	0	0	0	0
<i>Total Number of Remaining Noise Impacts to Historic District</i>	16	16	19	19	12	23
<i>Impact to Viewshed</i>	Moderate	Moderate	High	High	Low	No Impact
Hazardous Waste						
Areas of Concern Impacted	3	3	2	2	3	1
Area of Ramp C at I-295, MP 27	Yes	Yes	Yes	Yes	Yes	No
New St. Mary's Cemetery	Yes	Yes	Yes	Yes	Yes	No
Bill Sea's Towing	Yes	Yes	No	No	Yes	No
No. of Buildings on AOCs to be Demolished (LBP/ACM issues)	4	4	2	2	4	0
No. of Residential Buildings to be Demolished (LBP/ACM issues)	6	6	2	2	6	0
Acreage of Potentially Contaminated Soil Impacted (Maintenance Areas)	0.35 Ac.	0.35 Ac.	0.30 Ac.	0.30 Ac.	0.35 Ac.	0.00
Roadway Spill Area Impacted	Yes	Yes	Yes	Yes	Yes	Yes
Aboveground Storage Tanks to be Removed	1	1	1	1	1	0
Underground Storage Tanks to be Removed	1	1	1	1	1	0

Note: Italicized impacts are distinguishing characteristics.