

NEW JERSEY DEPARTMENT OF TRANSPORTATION  
I-295/I-76/ROUTE 42 DIRECT CONNECTION  
METRICS FOR DISTINGUISHING CHARACTERISTICS

ENGINEERING CRITERIA

CRITERION	METRIC
Meets Purpose & Need	Yes or No.
Temporary Construction Impacts	<b>Low:</b> Impacts caused by routine maintenance and potential upgrades which will result in local noise and dust and inconvenience of short duration (less than a few months).
	<b>Medium:</b> Noise, dust, vibration and/or visual impacts and inconvenience to neighboring properties for several years.
	<b>High:</b> Considerable noise, dust, vibrations, visible impacts, inconvenience to neighboring properties for several years.
Maintenance & Protection of Traffic	<b>Low:</b> Minimal traffic is diverted off the mainline due to construction.
	<b>Medium:</b> Traffic diversions off the mainline due to the southbound weave are 12 months or less, and overall construction duration is less than 6 years.
	<b>High:</b> Traffic diversion off the mainline due to the southbound weave is greater than 12 months, and overall construction duration is 6 years or more.
Security	<b>Low:</b> Potential breach of security results in minor facility damage with a short recovery time to repair.
	<b>Medium:</b> Potential breach of security results in significant facility damage with an extended duration for repair.
	<b>High:</b> Potential breach in security results in multiple extreme failures of facilities with an extended duration for repair.
Design Criteria (Substandard Elements)	<b>Low:</b> Mainline I-295 is accommodated with a direct connection with 55 mph posted speed, and interchange ramps are designed for a 40 mph posted speed. The substandard design elements are primarily limited to existing bridges and/or facilities at the limits of the project (i.e. Market Street, railroad bridge).
	<b>Medium:</b> Some geometric improvements are made to the interchange with some increase in posted speeds, however; there are still a number of design elements or other substandard conditions throughout the project limits.
	<b>High:</b> Mainline I-295 is not accommodated with a direct connection and the northbound weave with Rt 42 and the use of Al-Jo's curve for I-295 southbound still exist. There are no changes in posted speed. Numerous substandard design elements and conditions are present for both the roadway, ramps and bridges within the interchange as well as for bridges or facilities at the limit of the project.
Cost to Build	Estimated cost to build includes construction costs, costs to design, construction inspection costs and right-of-way costs.
Construction Duration	Estimated duration of the project.
Maintenance & Operations	<b>Low:</b> Amount of structure has not increased and structure maintenance is routine. Operations of pump stations and tunnel sections are not required.
	<b>Medium:</b> Amount of structure has increased or structure maintenance is significant. Operations of pump stations are required. Operations of tunnel sections are not required.
	<b>High:</b> Amount of structure has increased significantly or structure maintenance is significant. Operations of pump stations and tunnel sections are required.

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ENVIRONMENTAL CRITERIA

CRITERION	METRIC
<b>Noise</b>	
Residential Noise Impact Reduction	The number of receptors presently above the Category B NAC (66 dBA) who will be reduced below the Category B NAC as a result of the project.
Post Mitigation Residential Noise Increase over Existing Conditions	The number of receptors experiencing an increase over existing conditions in each of three ranges: less than 3 dBA (not perceivable); greater than 3 dBA but less than 7 dBA (perceivable); and greater than 7 dBA (noticeable).
<b>Natural Ecosystems</b>	
Floodplain	The actual acreage of floodplain lost due to construction and fill.
Total Wetland and SOW Permanent Impacts	The actual acreage of permanent wetland and SOW impacts.
On-Site Wetland Mitigation Opportunities	The percentage of acreage available for on-site mitigation.
Total Impervious Coverage	The total impervious coverage in acres.
Waterfront Access	Yes or No.
<b>Socioeconomics</b>	
Visual Impacts	<p><b>None:</b> There will be no change to the viewshed.</p> <p><b>Low:</b> View is open with limited intrusion of concrete infrastructure. Landscape is dominated by vegetation, existing buildings or buildings of a consistent nature.</p> <p><b>Medium:</b> View has changed to include some road infrastructure, but infrastructure is balanced with the rest of the landscape. Although the view has changed, the view is recognizable.</p> <p><b>High:</b> Field of view is dominated by massive intrusive structures, and the resulting view is barely recognizable from existing conditions.</p>
Residential Acquisitions	The actual number of residential acquisitions.
Community Property Acquisitions	<p><b>None:</b> No impact to community facility.</p> <p><b>Low:</b> No loss of use of community facility.</p> <p><b>Medium:</b> Temporary loss of use of community facility.</p> <p><b>High:</b> Permanent loss of use of community facility.</p>
4(f) Property Acquisition	The actual acreage acquired from the 4(f) property.
Regional Accessibility	The annual vehicle cost savings in dollars due to reduced travel time.
Cost Benefits From Reduction in Accidents	The cost savings in dollars on an annual basis.
<b>Historic Architectural Resources</b>	
Physical Impacts to Historic District	The number of actual acres impacted and the number of structures impacted.
Noise Impact Reduction to Historic District	The number of receptors presently above the Category B NAC (66 dBA) that will be reduced below the Category B NAC as a result of the project.
Post Mitigation Residential Noise Increase over Existing Conditions	The number of contributing buildings within the Bellmawr Park Mutual Housing Historic District that would have an increase in noise levels over existing conditions in each of three ranges: less than 3 dBA (not perceivable); greater than 3 dBA but less than 7 dBA (perceivable); and greater than 7 dBA (noticeable).
Impact to Viewshed	<p><b>None:</b> There will be no change to the viewshed.</p> <p><b>Low:</b> The viewshed would remain relatively unchanged and open with limited intrusion of physical infrastructure.</p> <p><b>Medium:</b> The viewshed would be changed to include some new infrastructure at a relatively close distance to the historic district.</p> <p><b>High:</b> The viewshed would be dominated by intrusive infrastructure at a relatively close distance to the historic district.</p>