*Agency Coordination Meeting #9*

# I-295/I-76/Route 42 Direct Connection

Camden County

*June 13, 2006*

*Presented by NJ Department of Transportation*

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# AGENDA

1. **INTRODUCTIONS**
   Bub Kovacs

2. **WELCOME**
   Jody Barankin, NJDOT

3. **REVIEW OF PROGRESS / ALTERNATIVES**
   Craig Johnson, Dewberry

4. **ALTERNATIVES ANALYSIS PROCESS**
   Nick Caiazza, NJDOT

5. **ENGINEERING CRITERIA**
   Craig Johnson, Dewberry

6. **SUMMARY OF TES FINDINGS / METRICS FOR DISTINGUISHING CHARACTERISTICS**
   Ileana Ivanciu, Dewberry

7. **DISCUSSION**

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# REVIEW OF PROGRESS / ALTERNATIVES

*Craig Johnson*
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# PROGRESS SINCE LAST MEETING

- Updated 2030 Traffic Forecasts
- Modified Ramp D alignment
- Technical Environmental Studies (TES) – completed by Dewberry, reviewed by NJDOT, currently being reviewed by FHWA.
- Construction Staging Concepts
- Construction Schedule
- Construction Cost Estimate
- New St. Mary's Cemetery – Protective Purchase

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# REVIEW OF ALTERNATIVES

- Alternative D – NB and SB I-295 side by side on a bridge over I-76 and Browning Road. Ramp C crosses under I-76 just north of Browning Road.
- Alternative D1 – NB and SB I-295 side by side on a bridge over I-76 and Browning Road. Ramp C follows similar path to that of Al-Jo's curve.

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# REVIEW OF ALTERNATIVES

- Alternative G2 – NB and SB I-295 in a stacked arrangement on bridges over I-76 and Browning Road. Ramp C crosses under I-76 just north of Browning Road.
- Alternative H1 – NB and SB I-295 in a stacked arrangement on bridges over I-76 and Browning Road. Ramp C follows similar path to that of Al-Jo's Curve.
- Alternative K - NB and SB I-295 side by side in a tunnel section under I-76 and Browning Road. Ramp C crosses over I-76 just north of Browning Road.

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# ALTERNATIVES
# D, G2 & K


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# ALTERNATIVES
# D1 & H1


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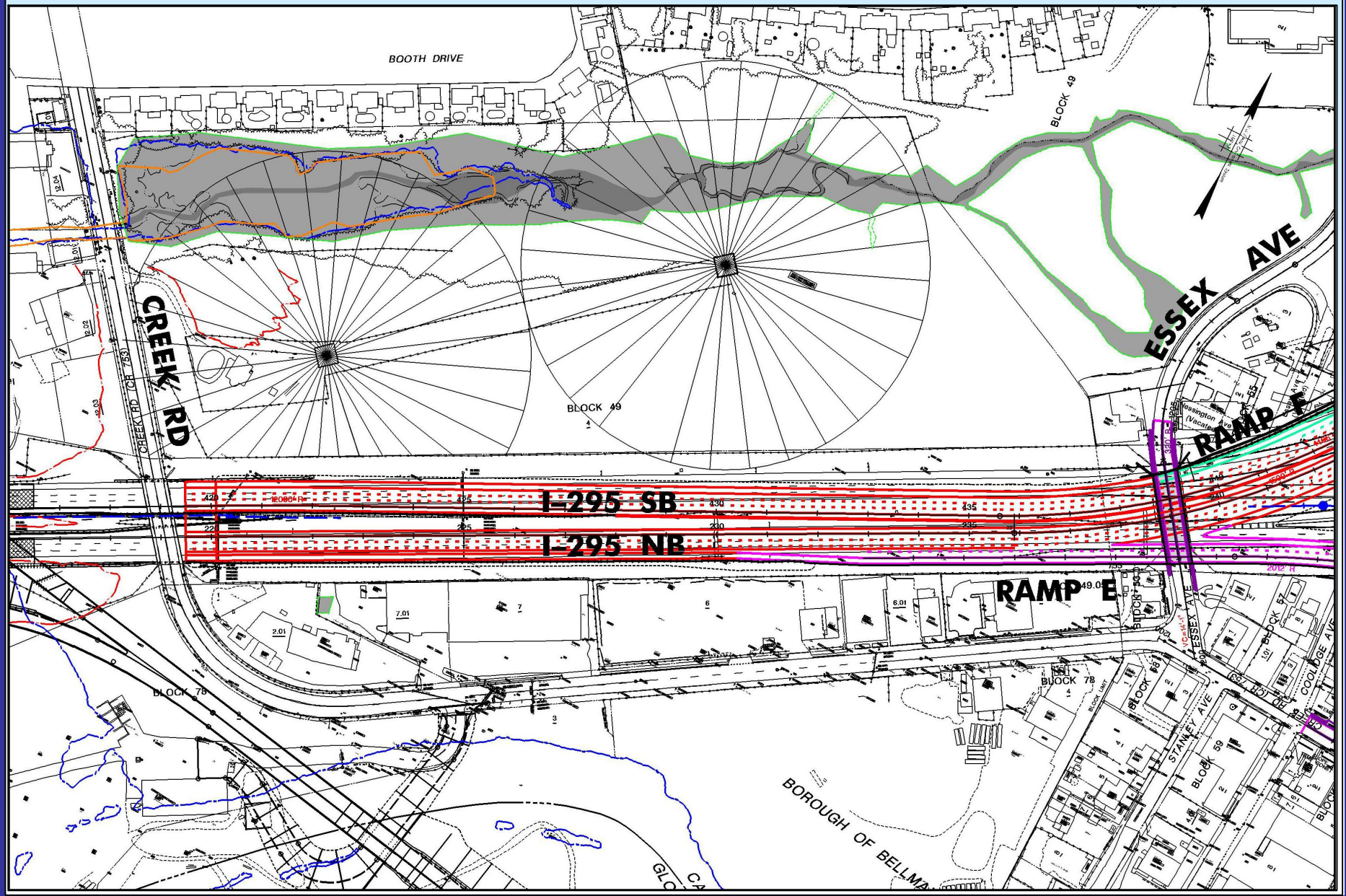
# ALTERNATIVE D



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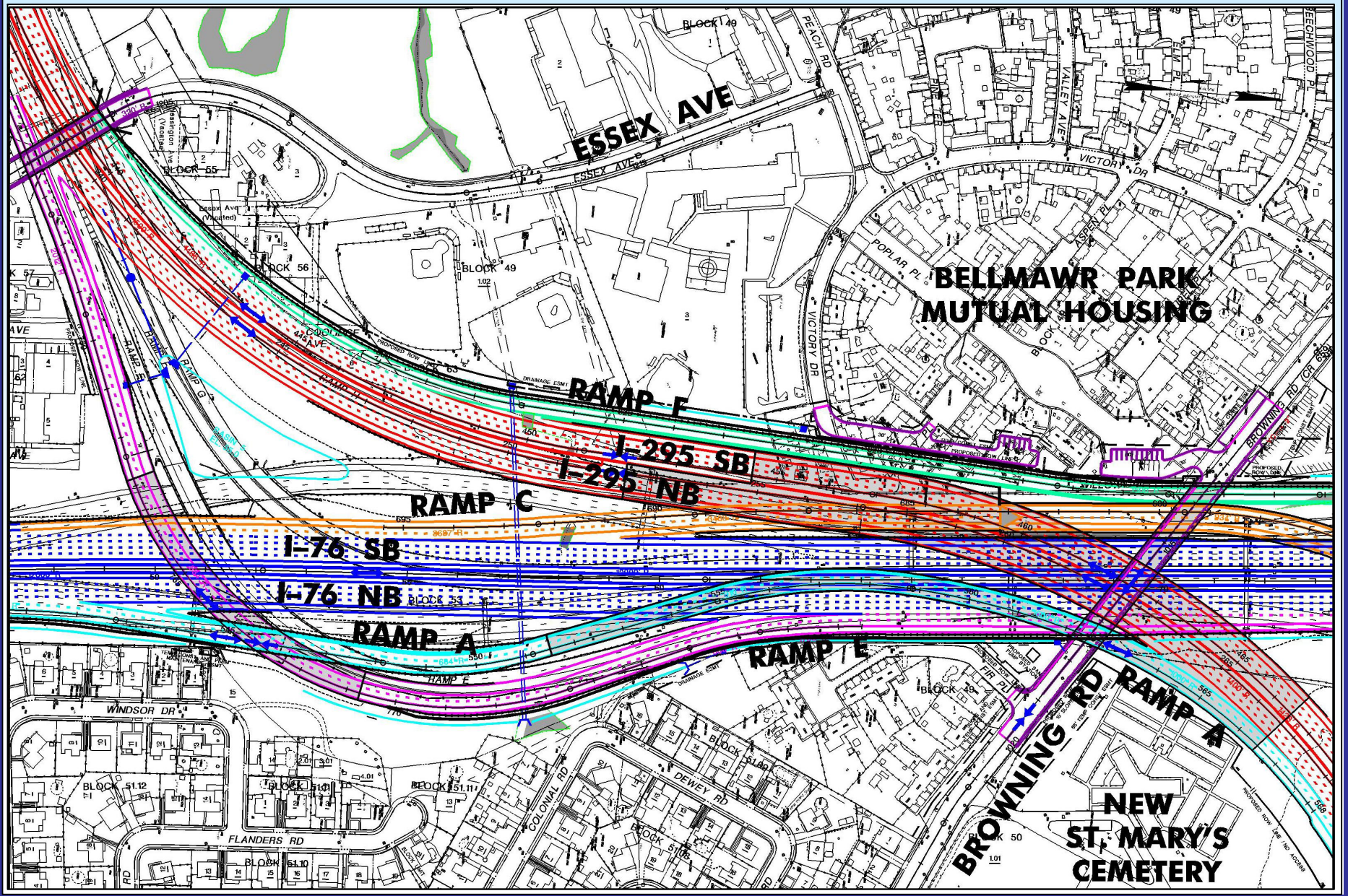

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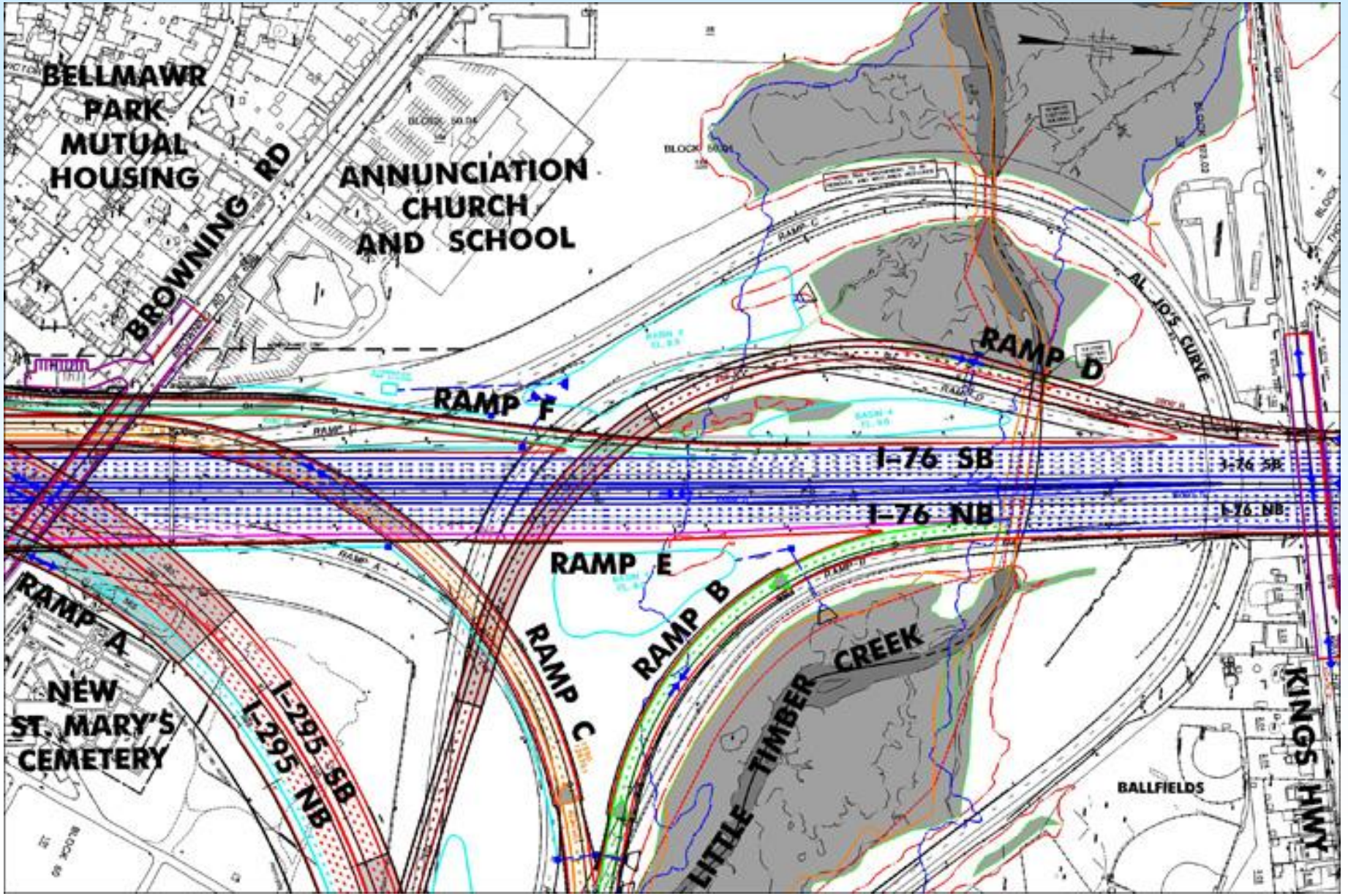

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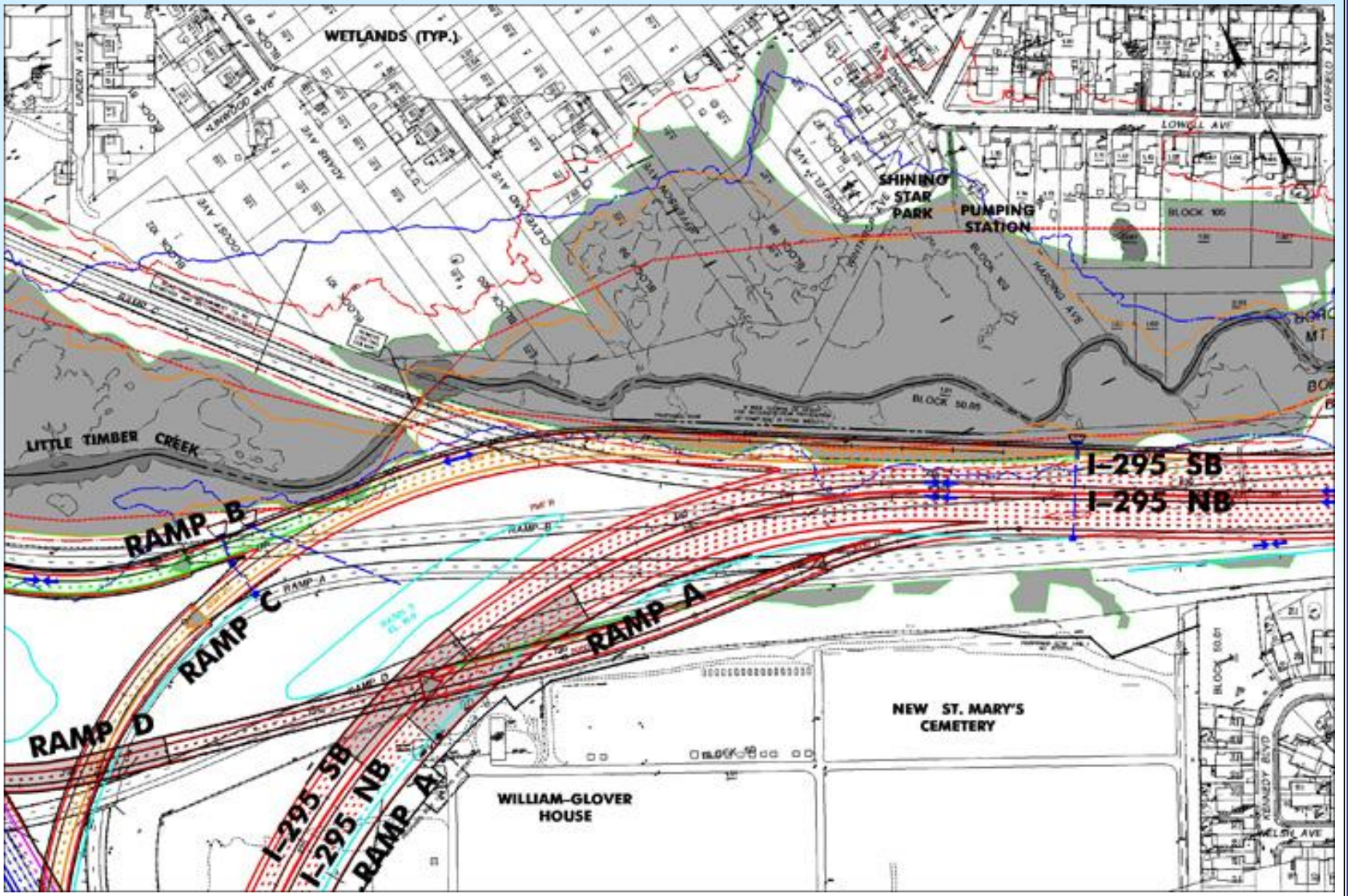

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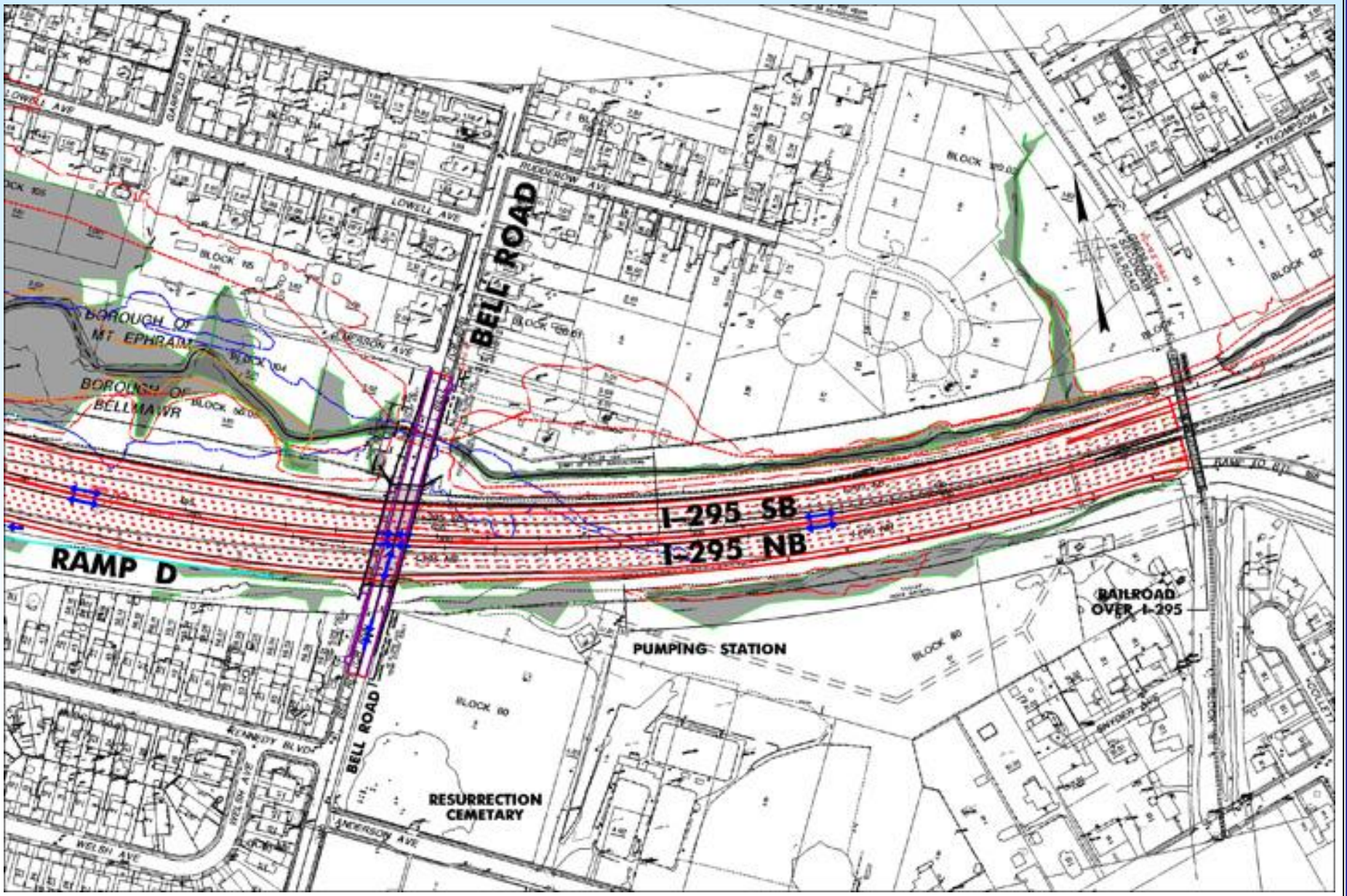

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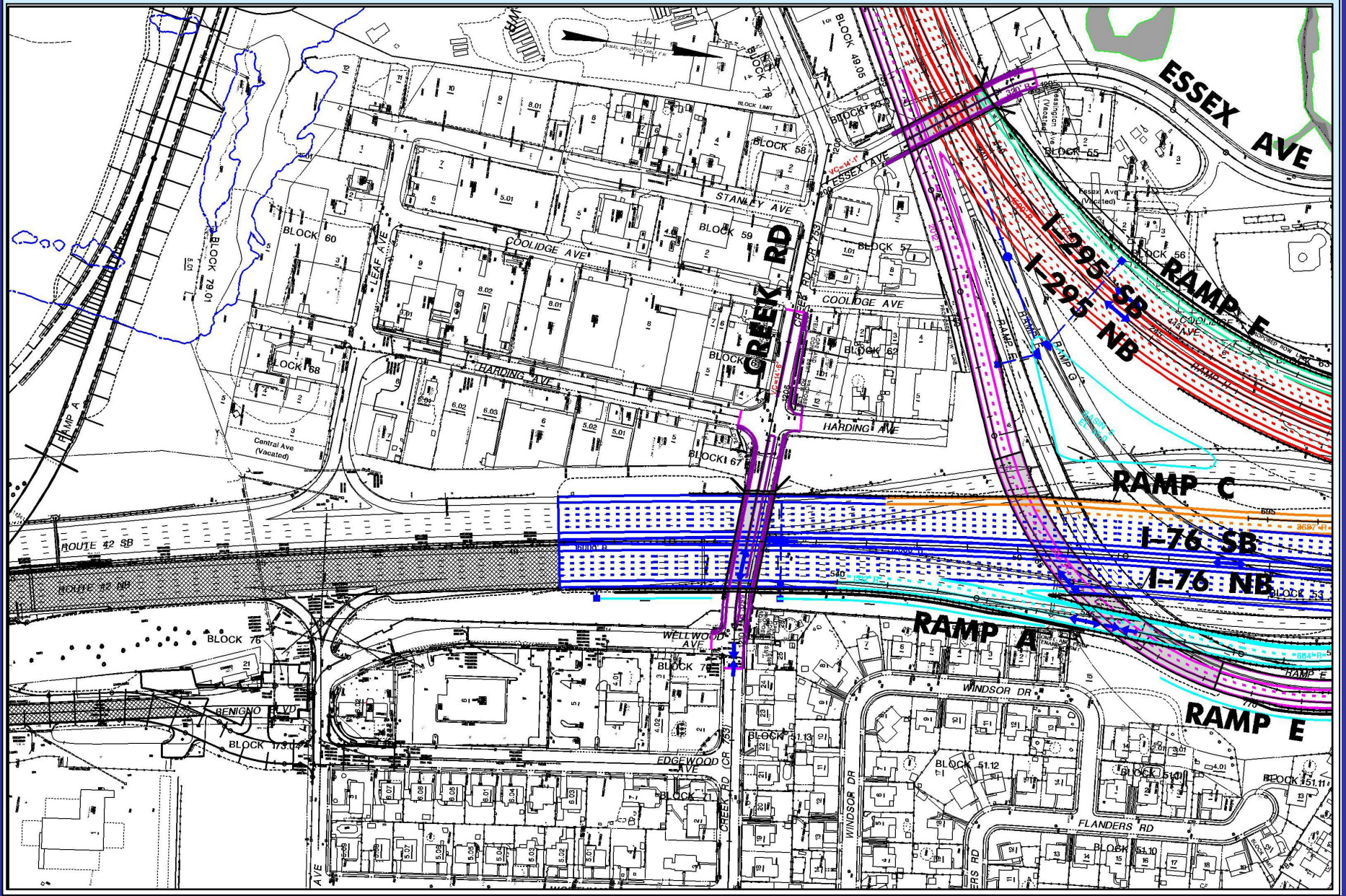

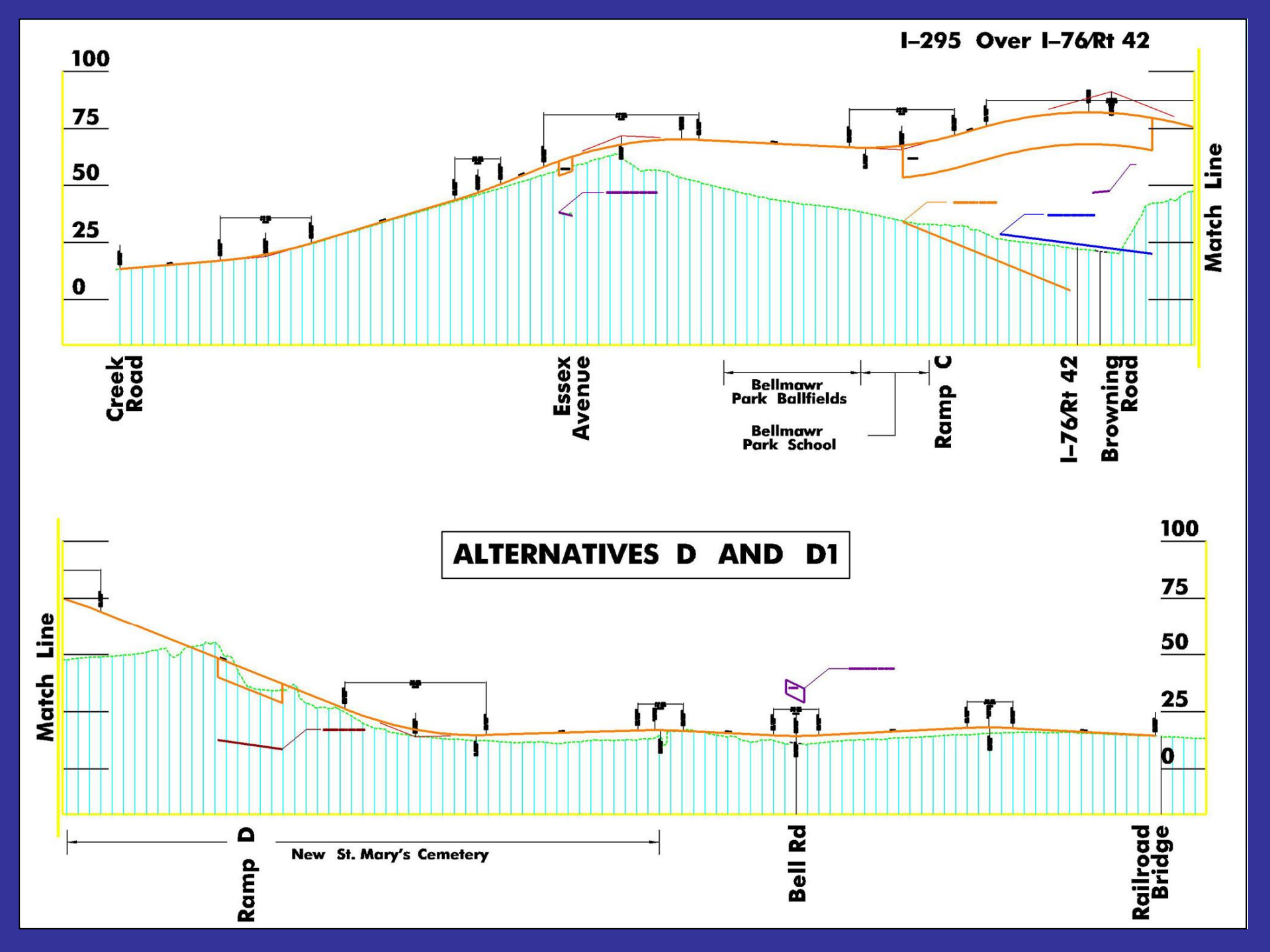
I–295 Over I–76/Rt 42
100
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Match Line
Creek Road
Essex Avenue
Bellmawr Park Ballfields
Bellmawr Park School
Ramp C
I–76/Rt 42
Browning Road
ALTERNATIVES D AND D1
Match Line
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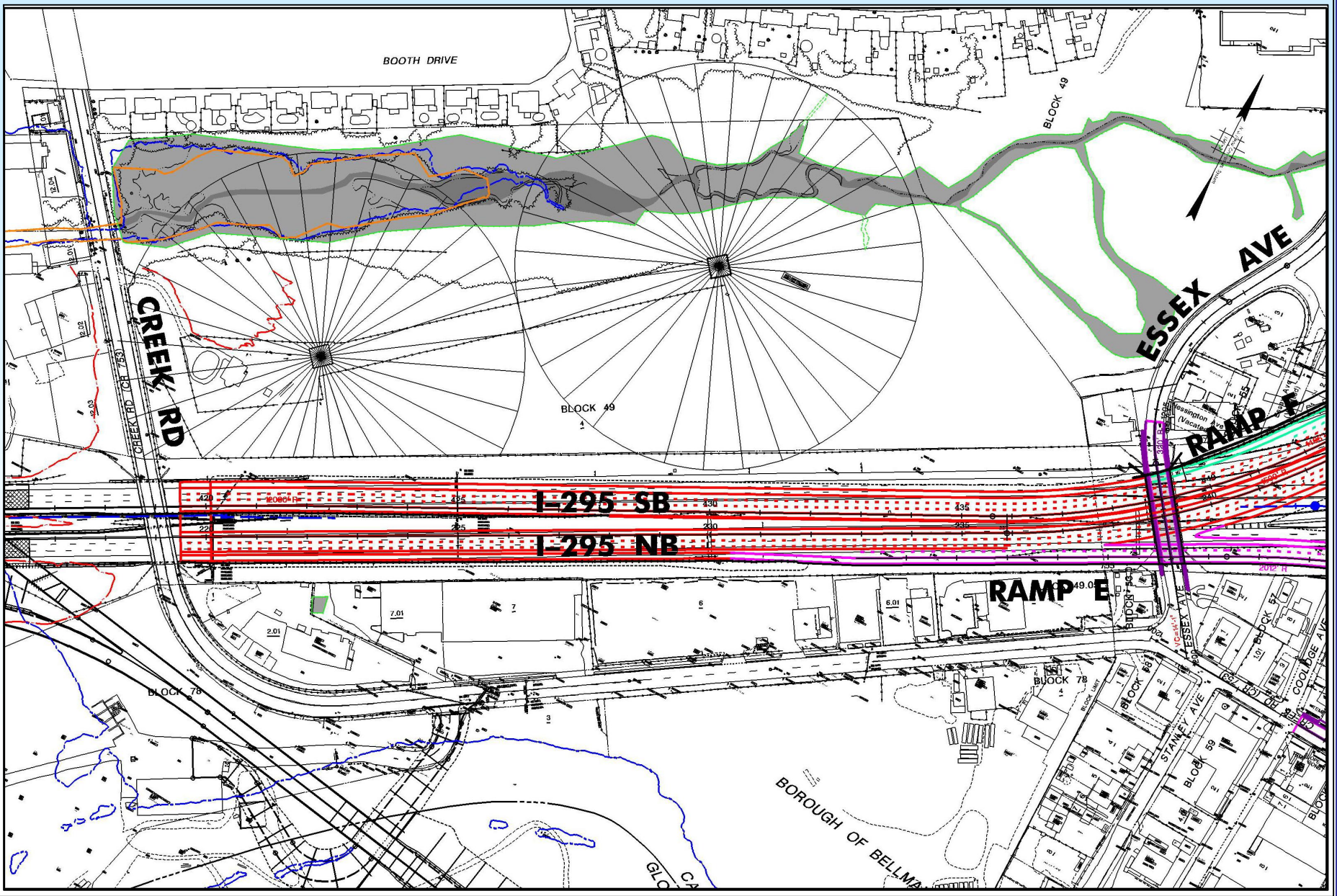
50
25
0
Ramp D
New St. Mary's Cemetery
Bell Rd
Railroad Bridge

# ALTERNATIVE D1



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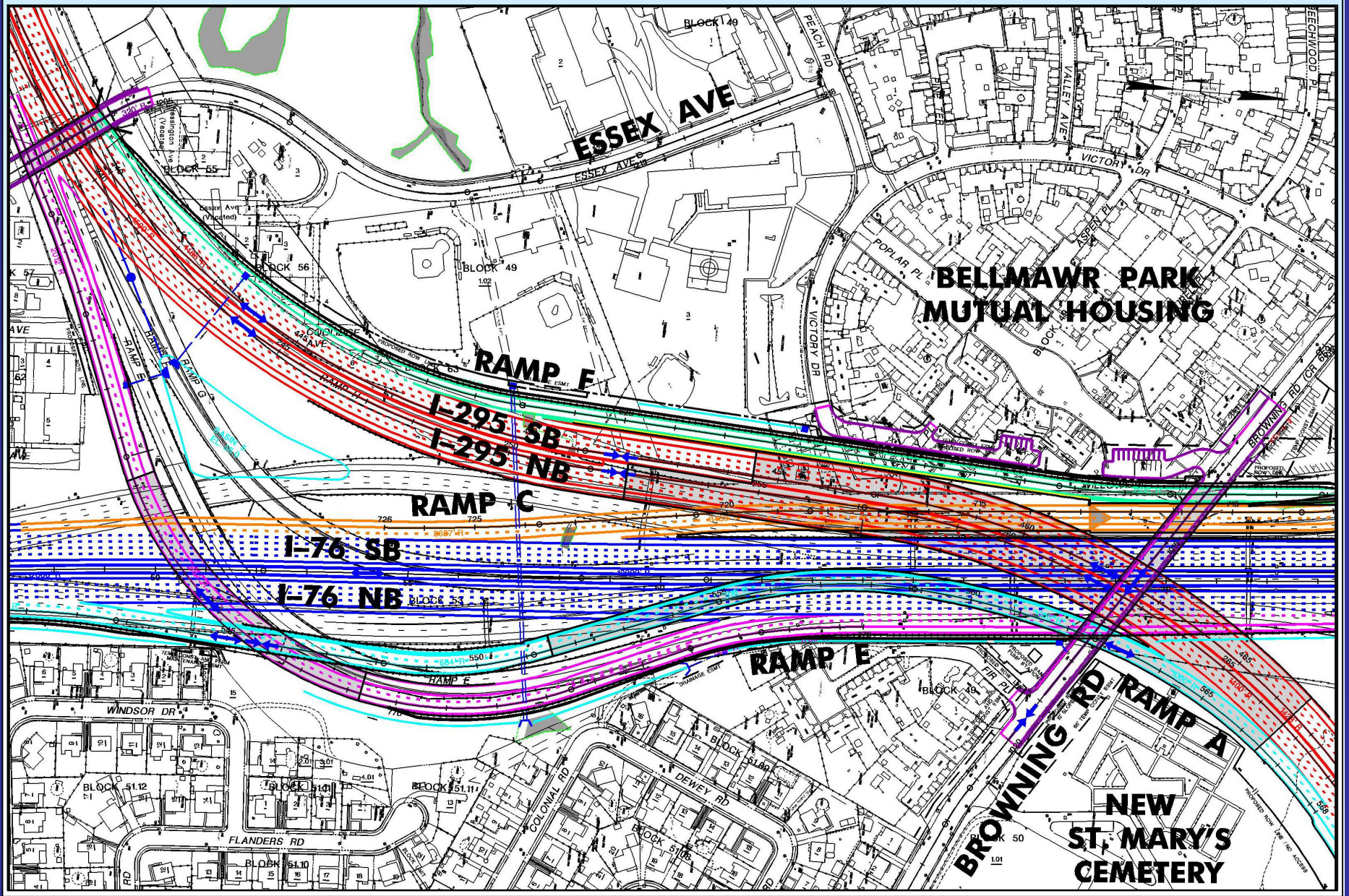

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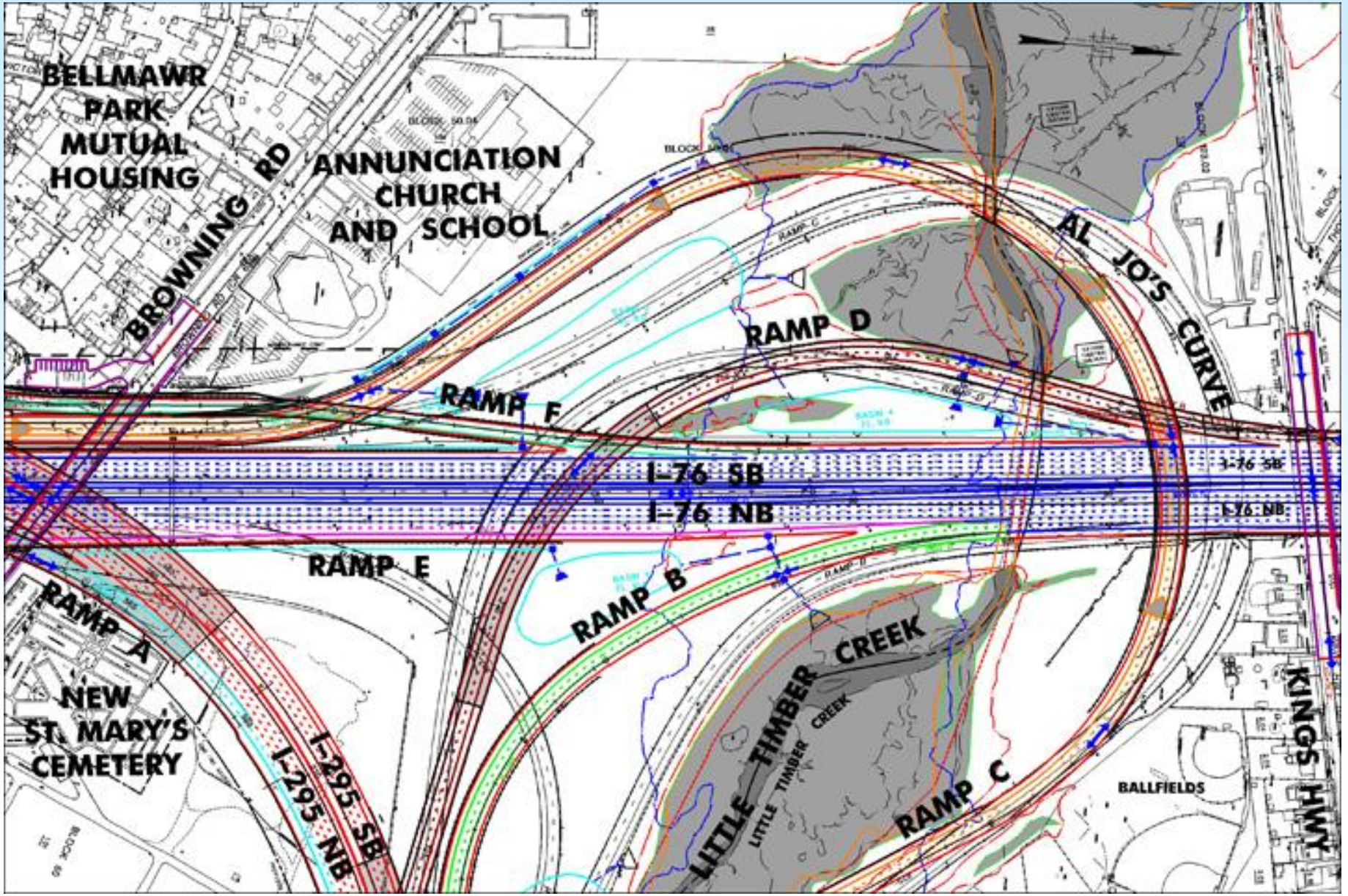

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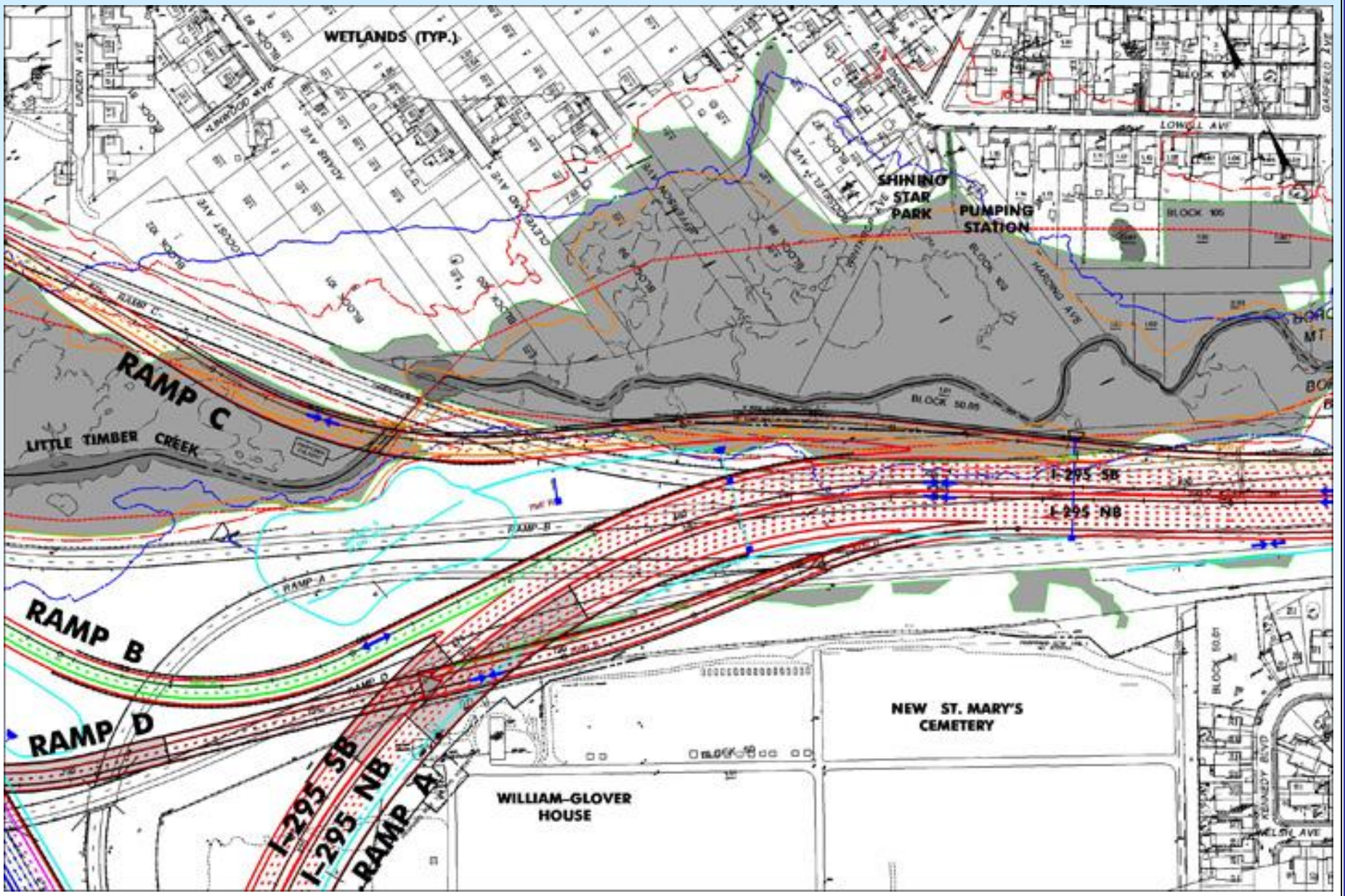

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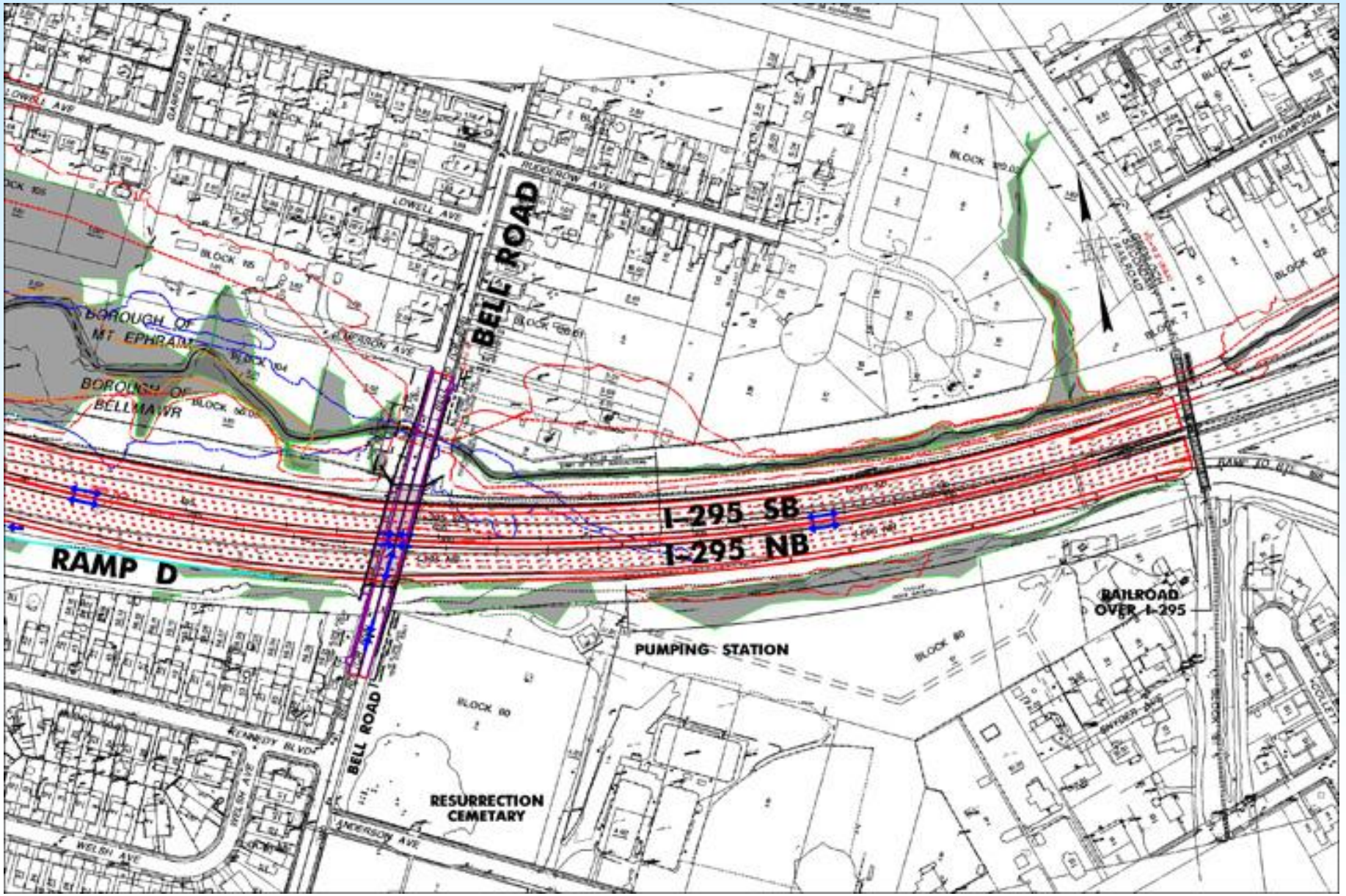
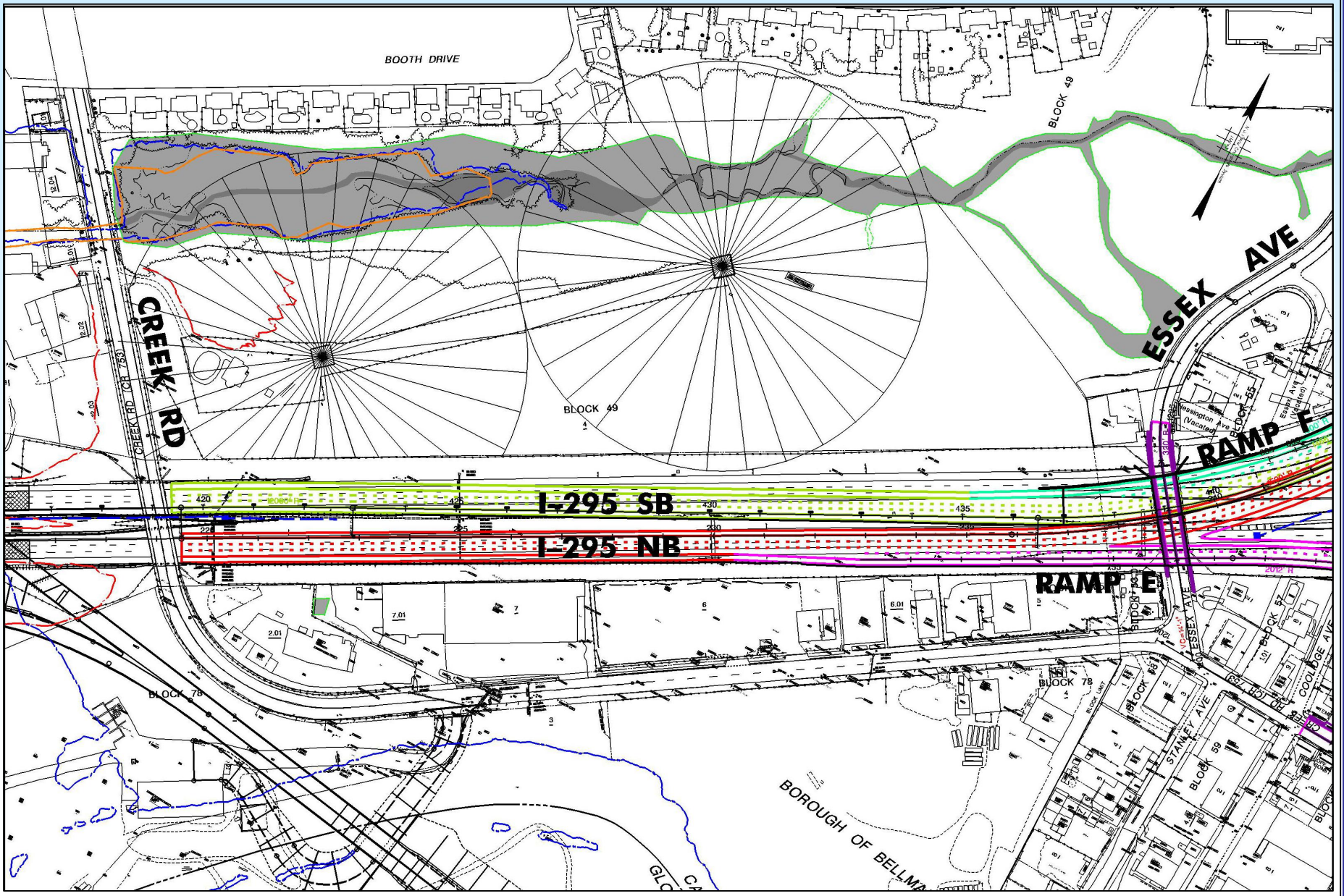


# ALTERNATIVE G2



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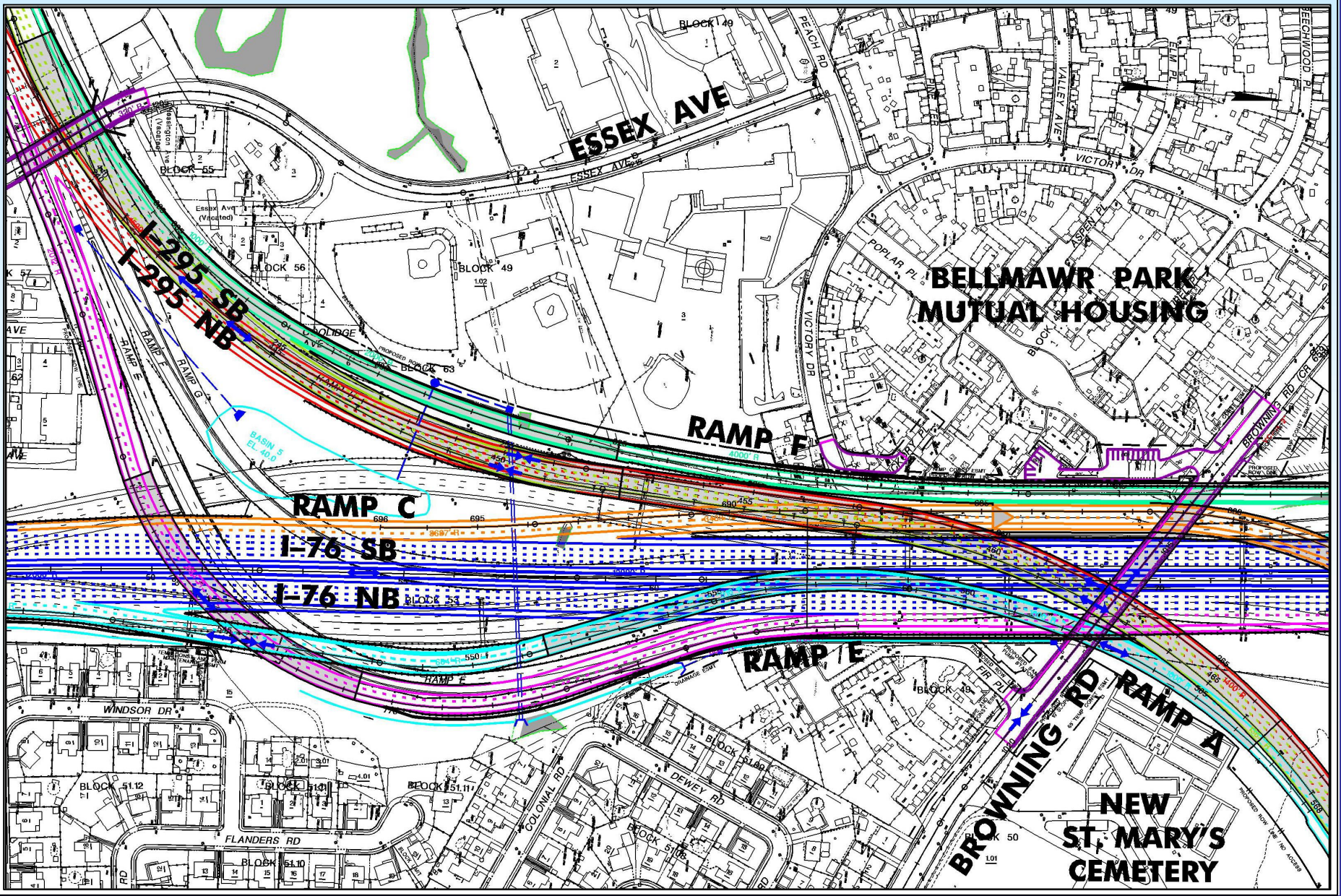

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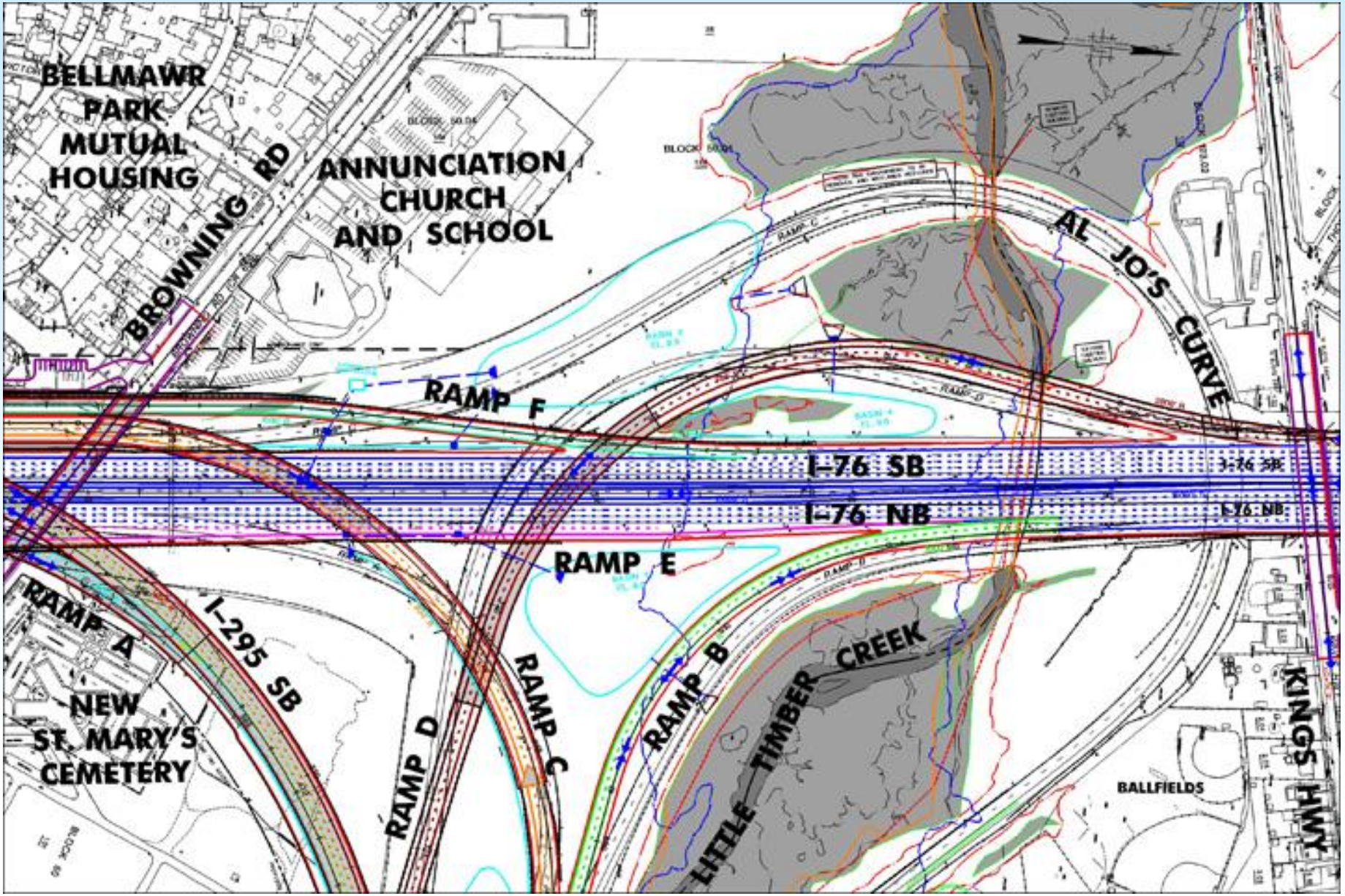

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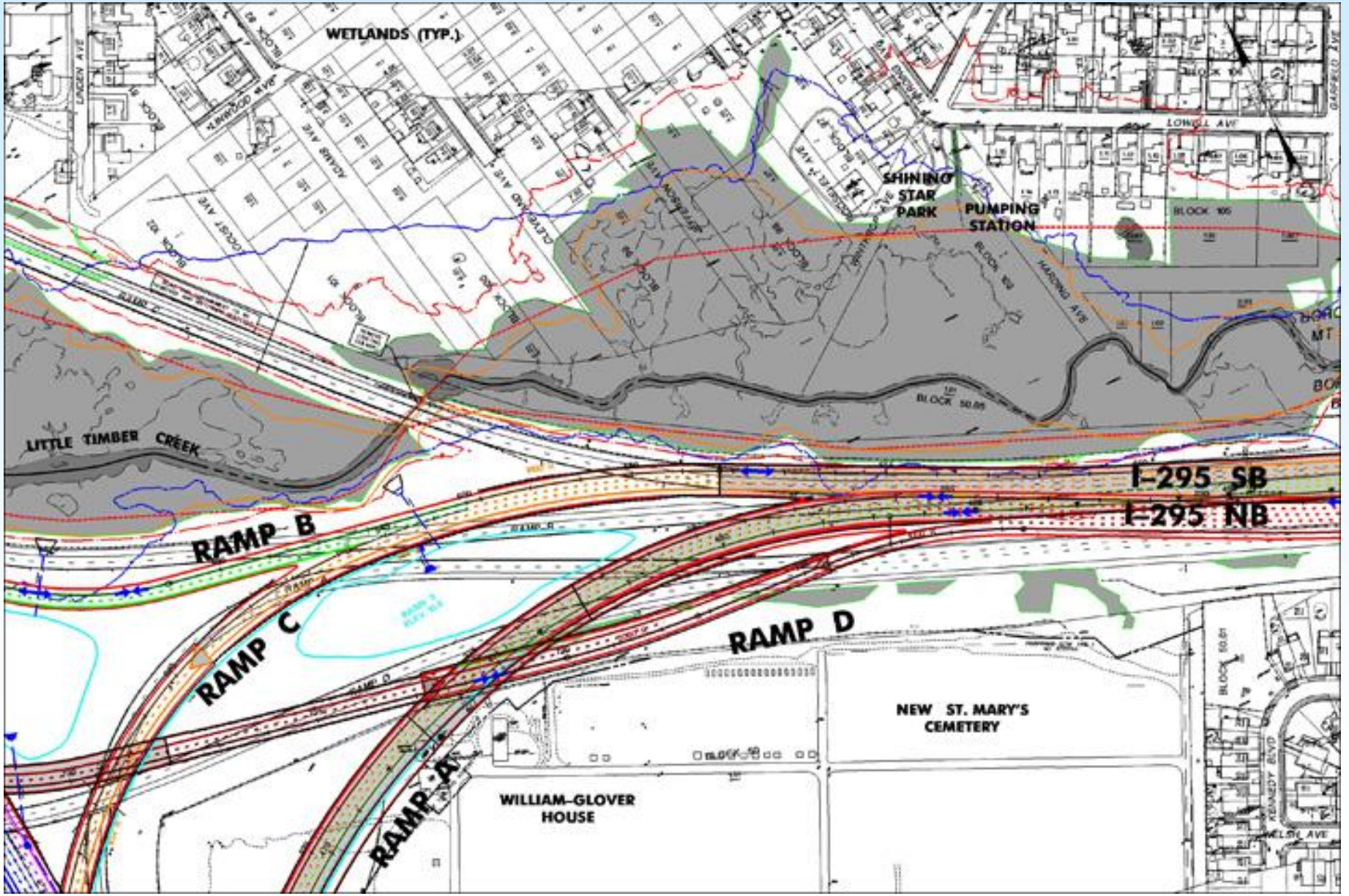

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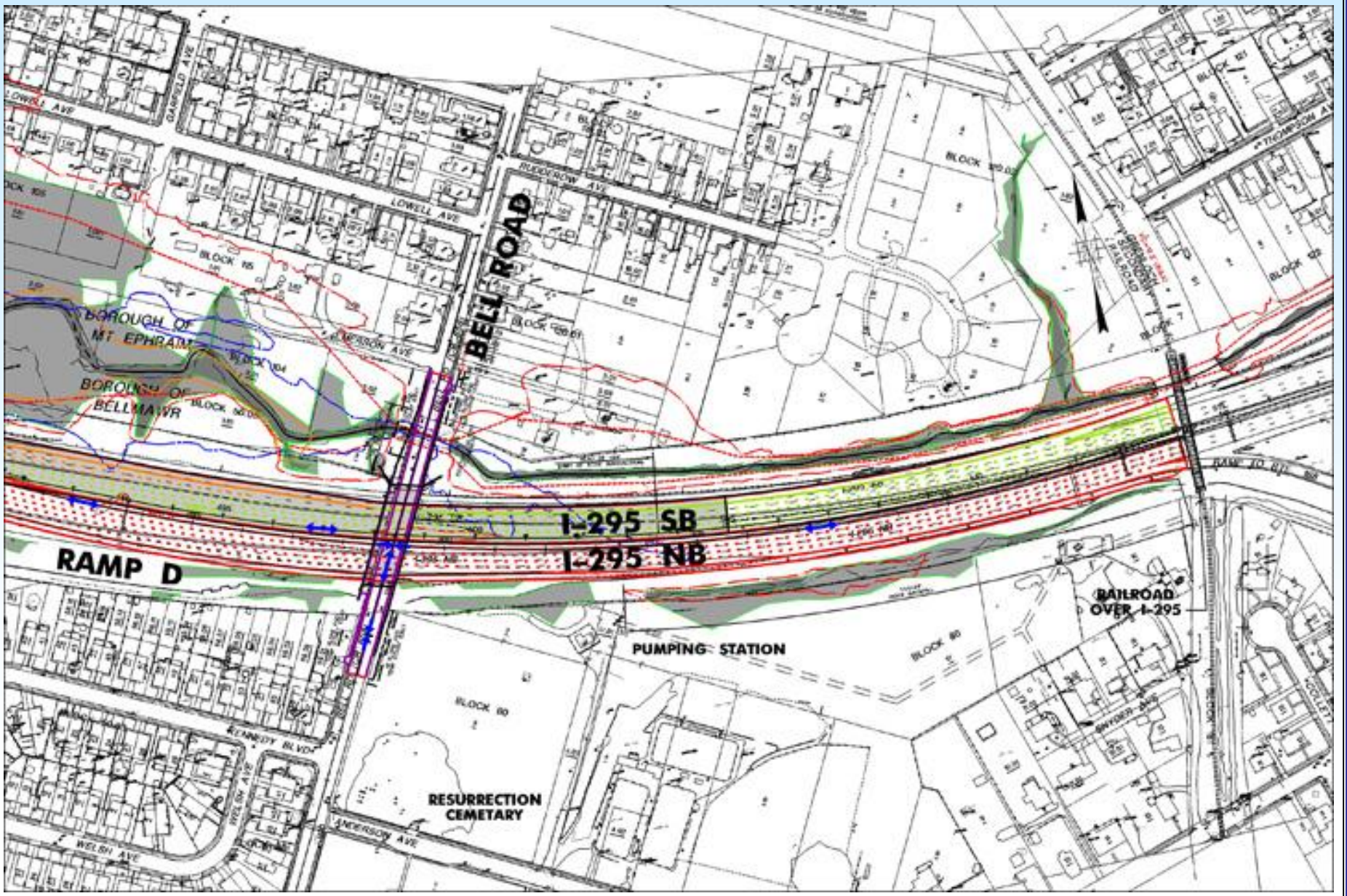

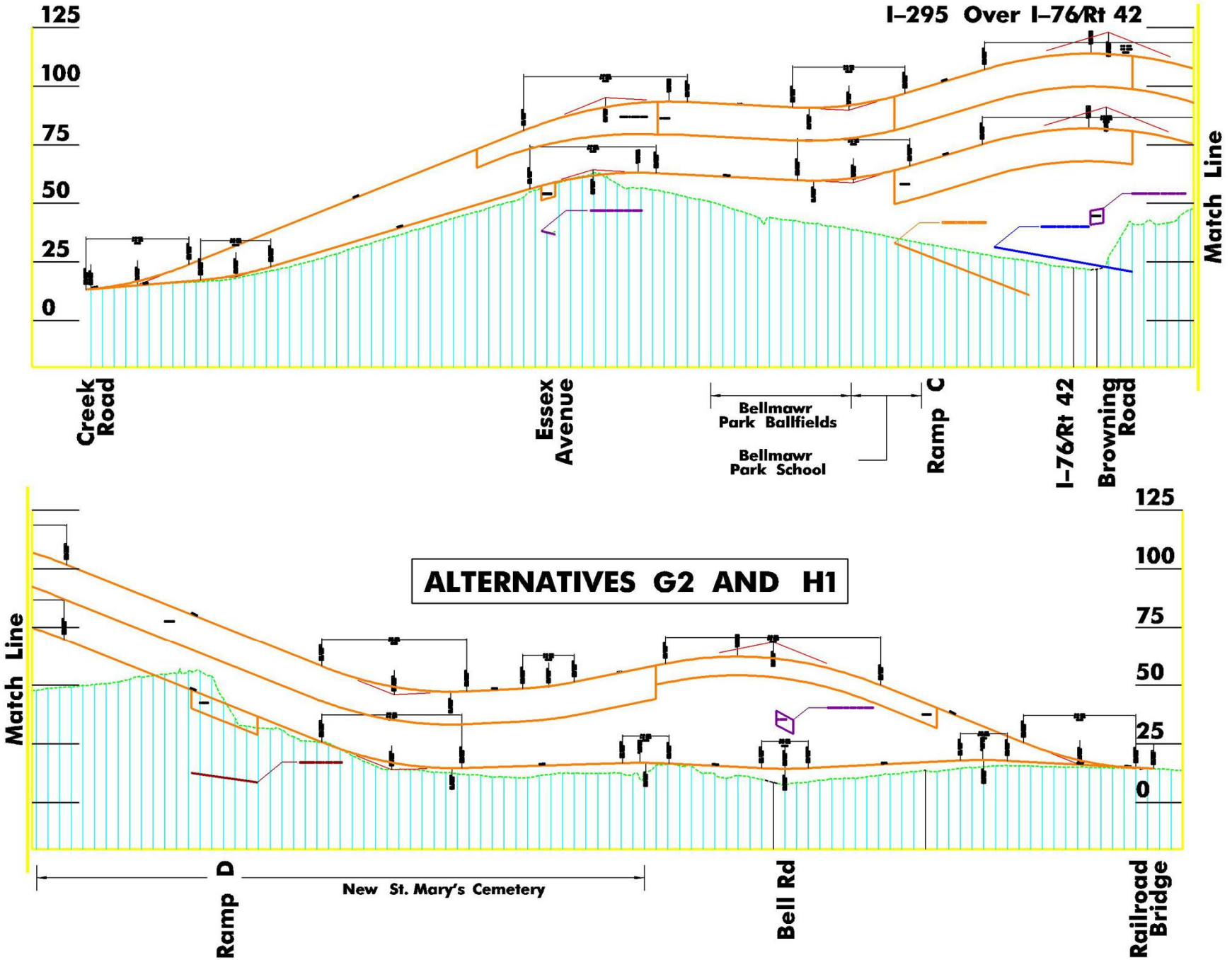
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ALTERNATIVES G2 AND H1
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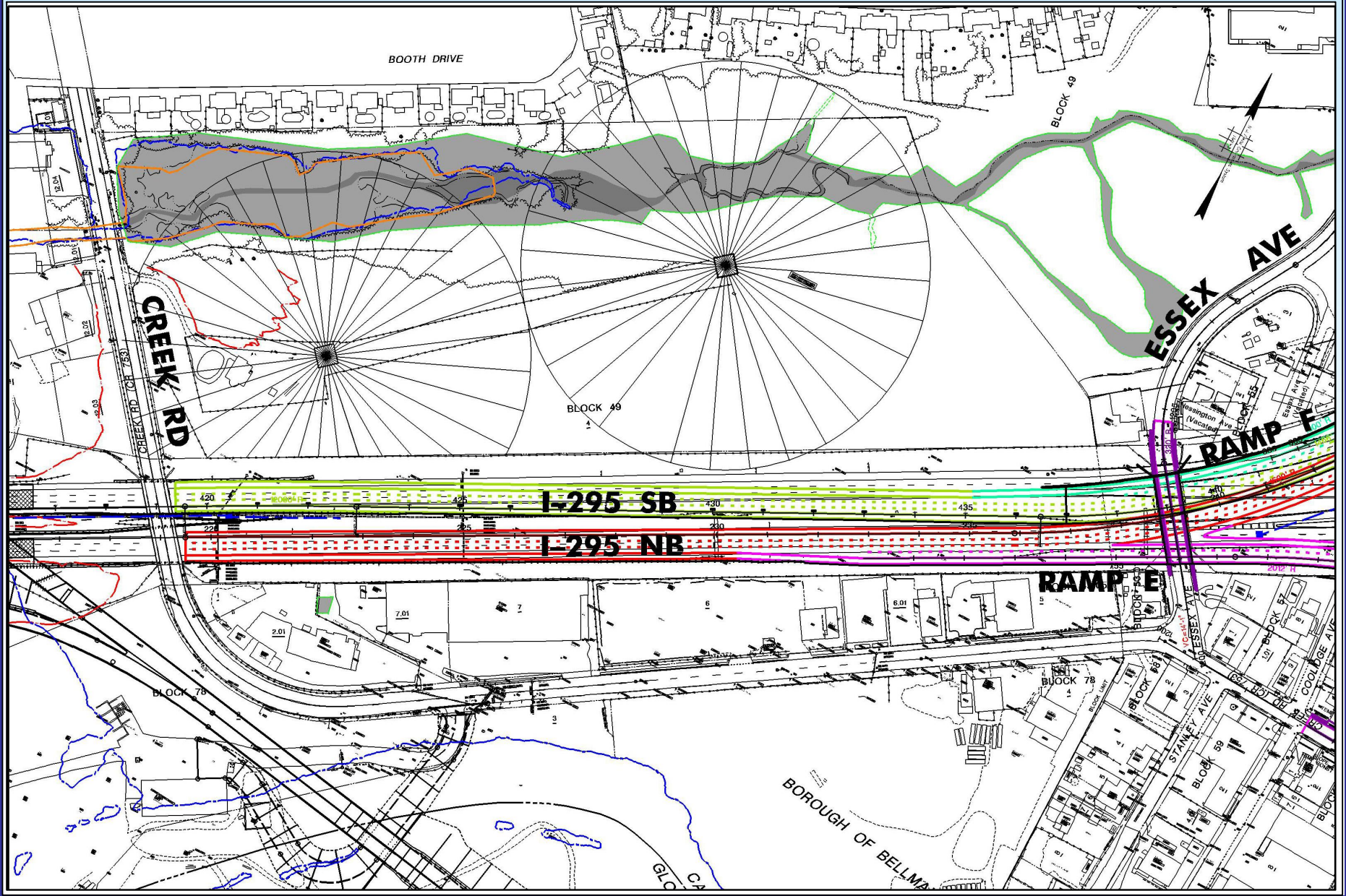
# ALTERNATIVE H1



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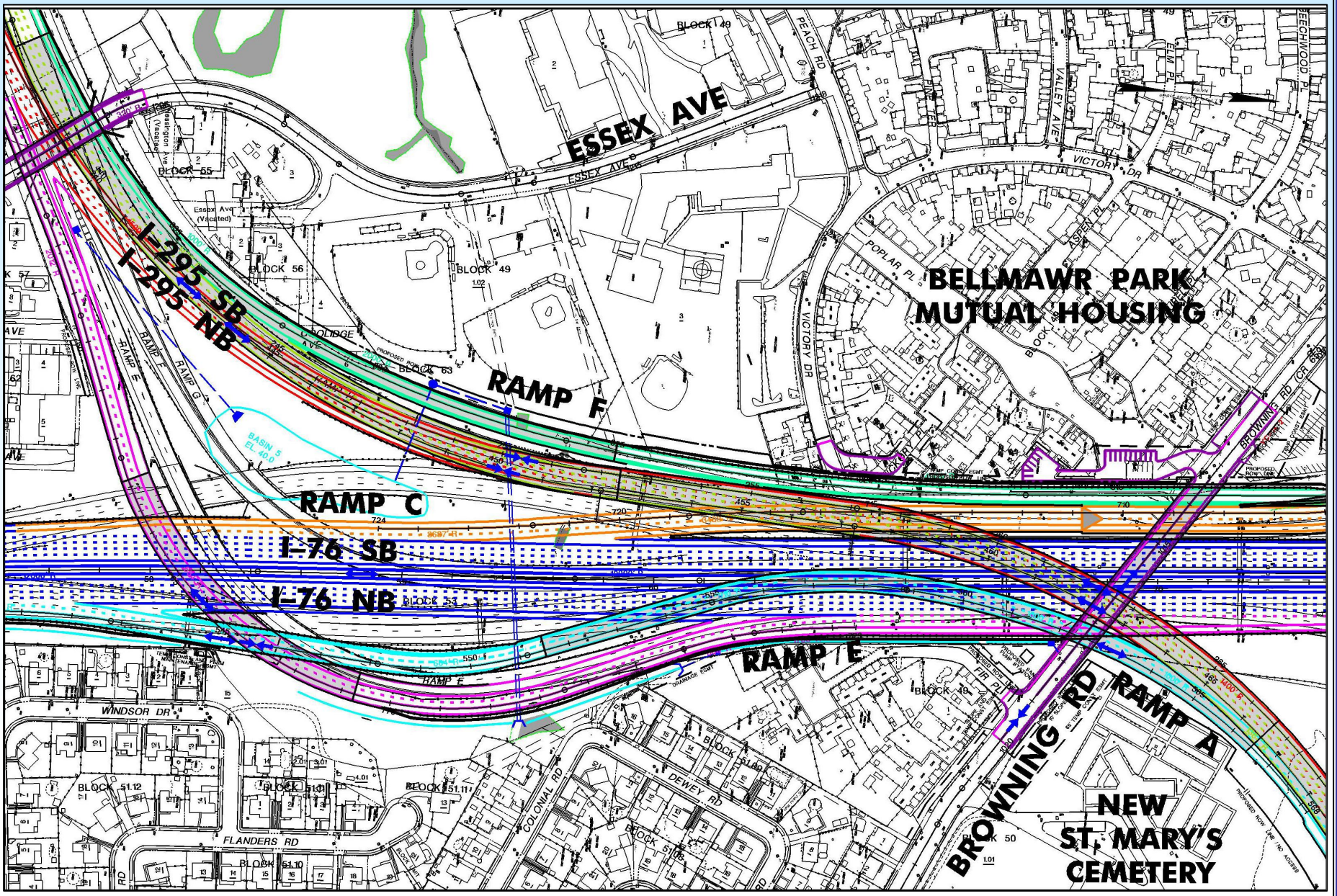

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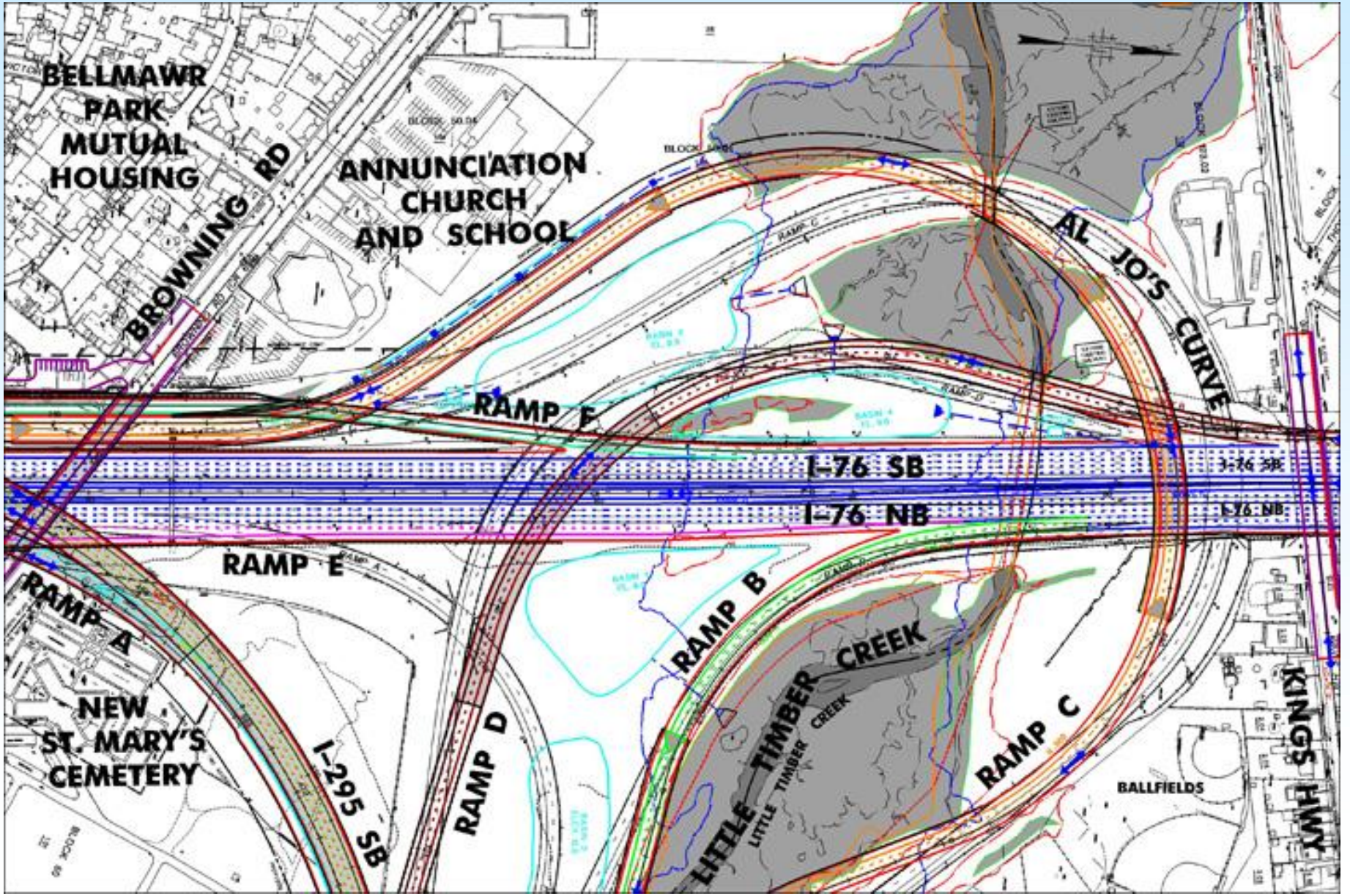

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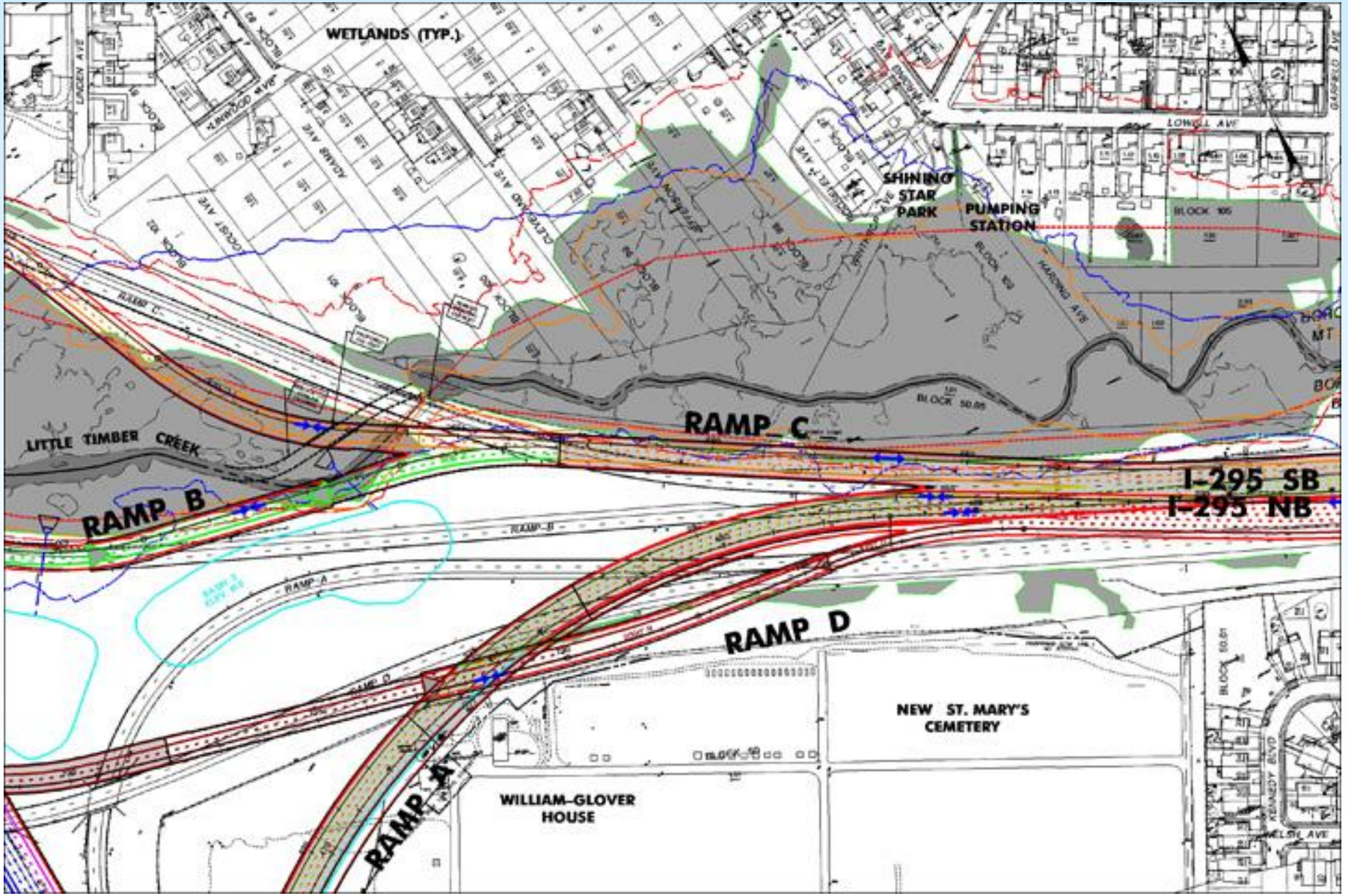

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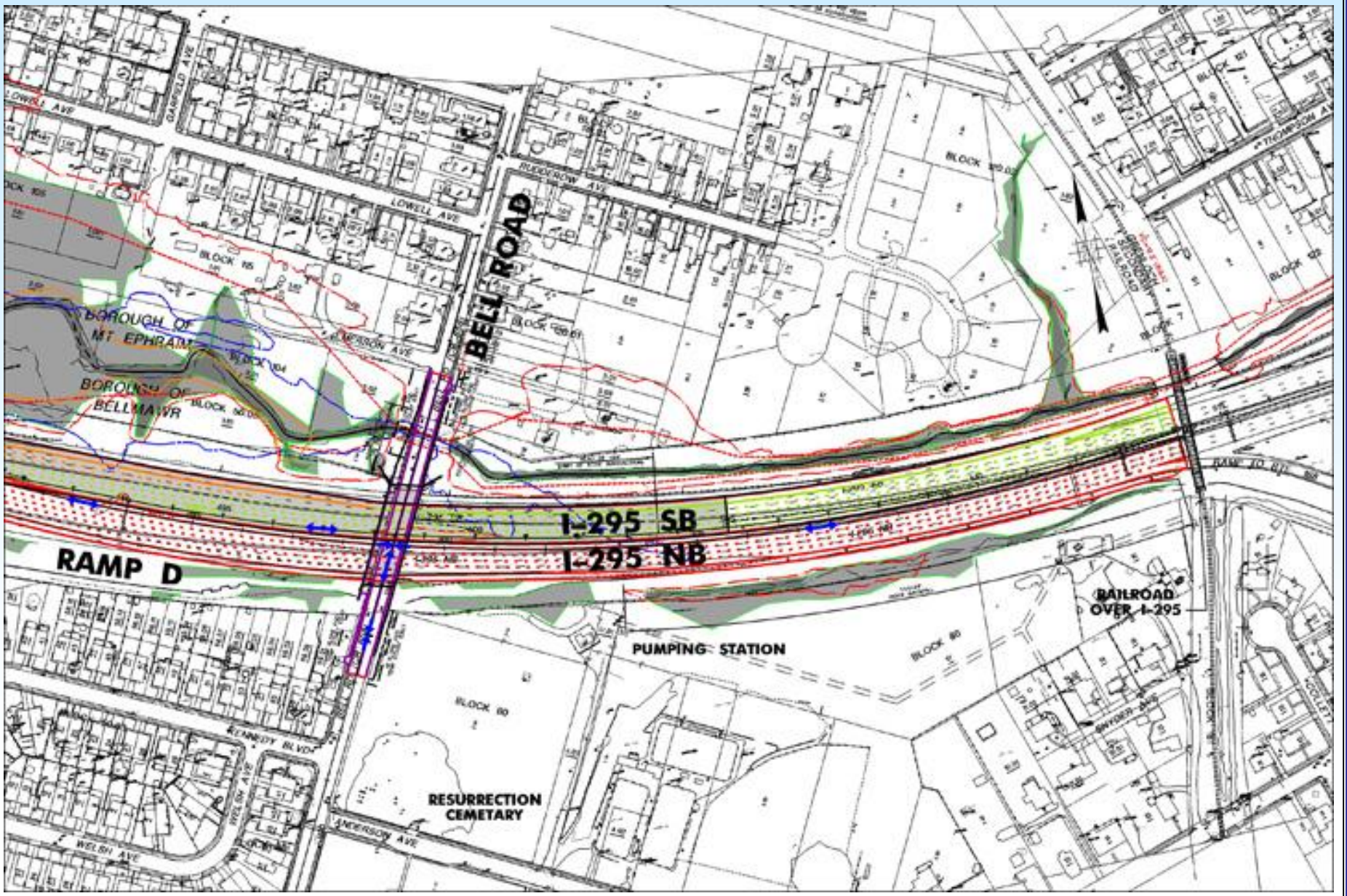

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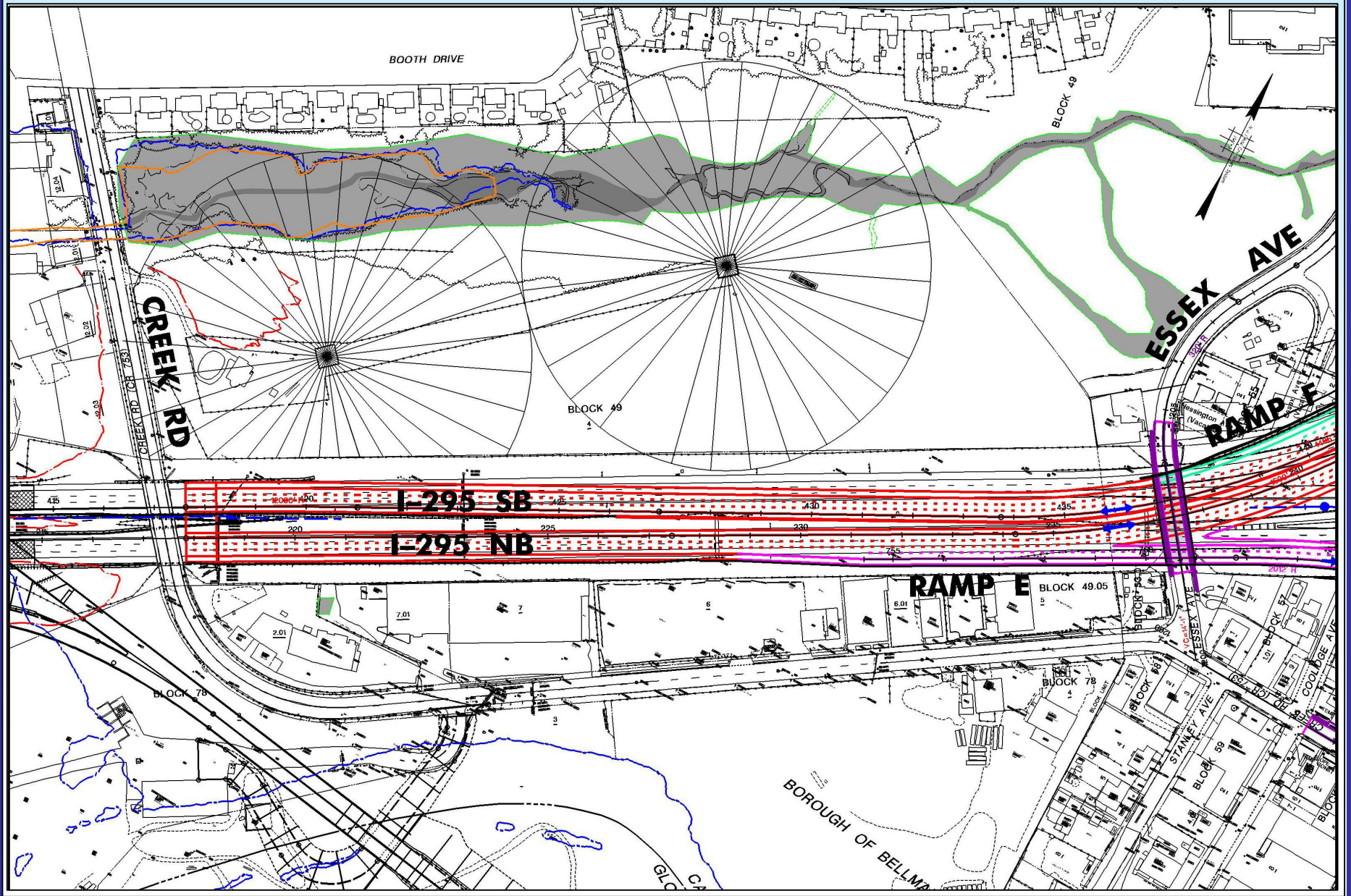

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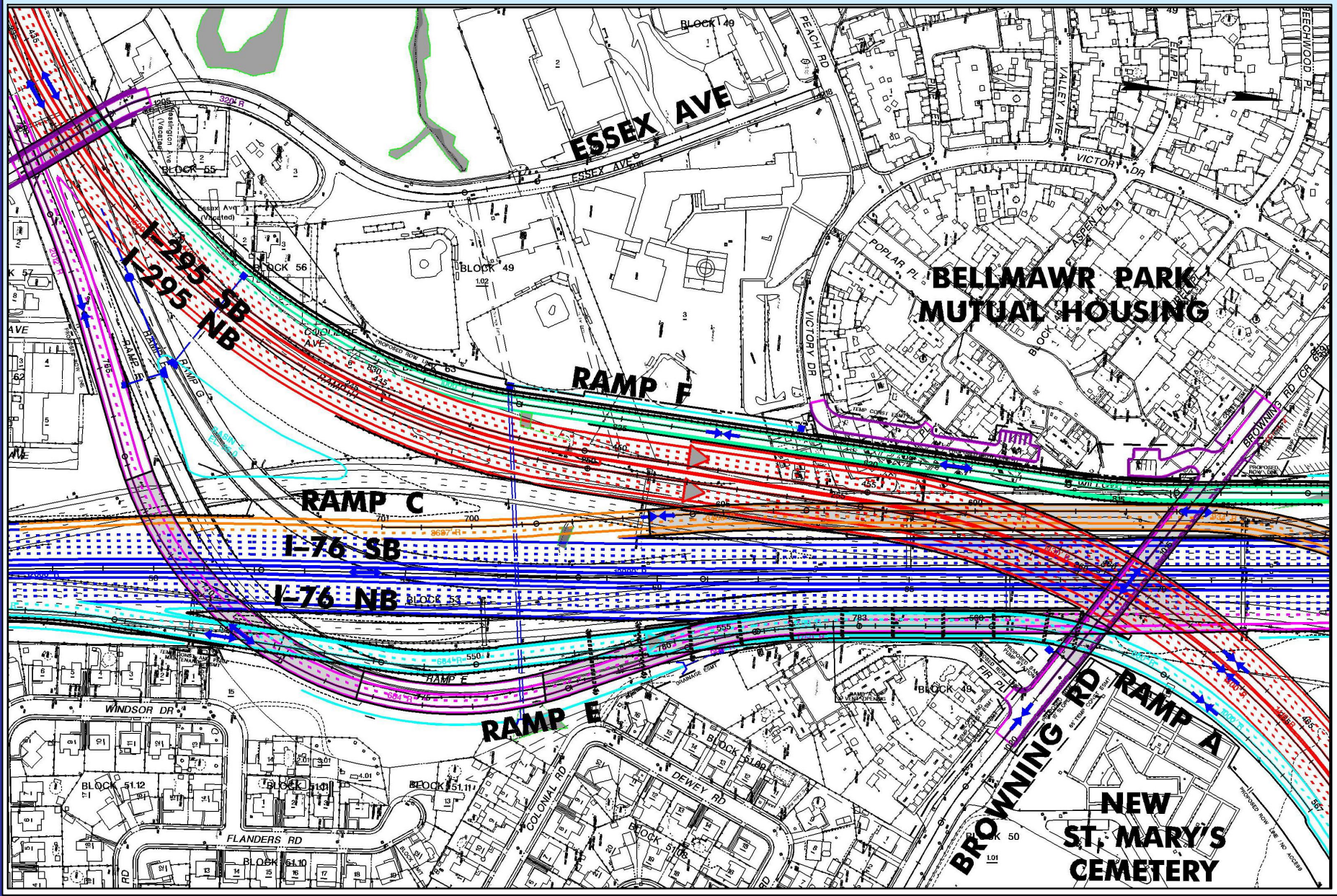

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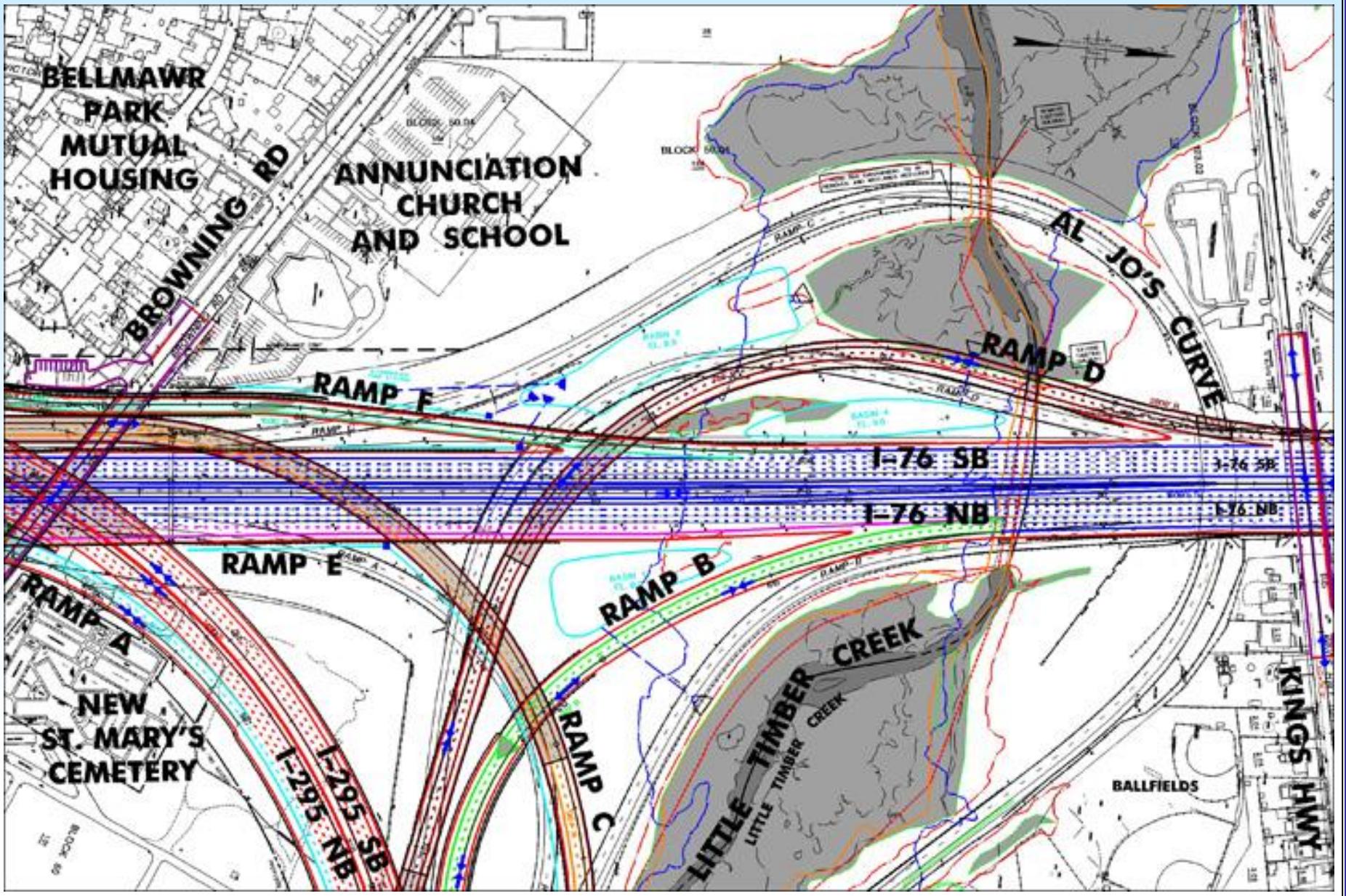

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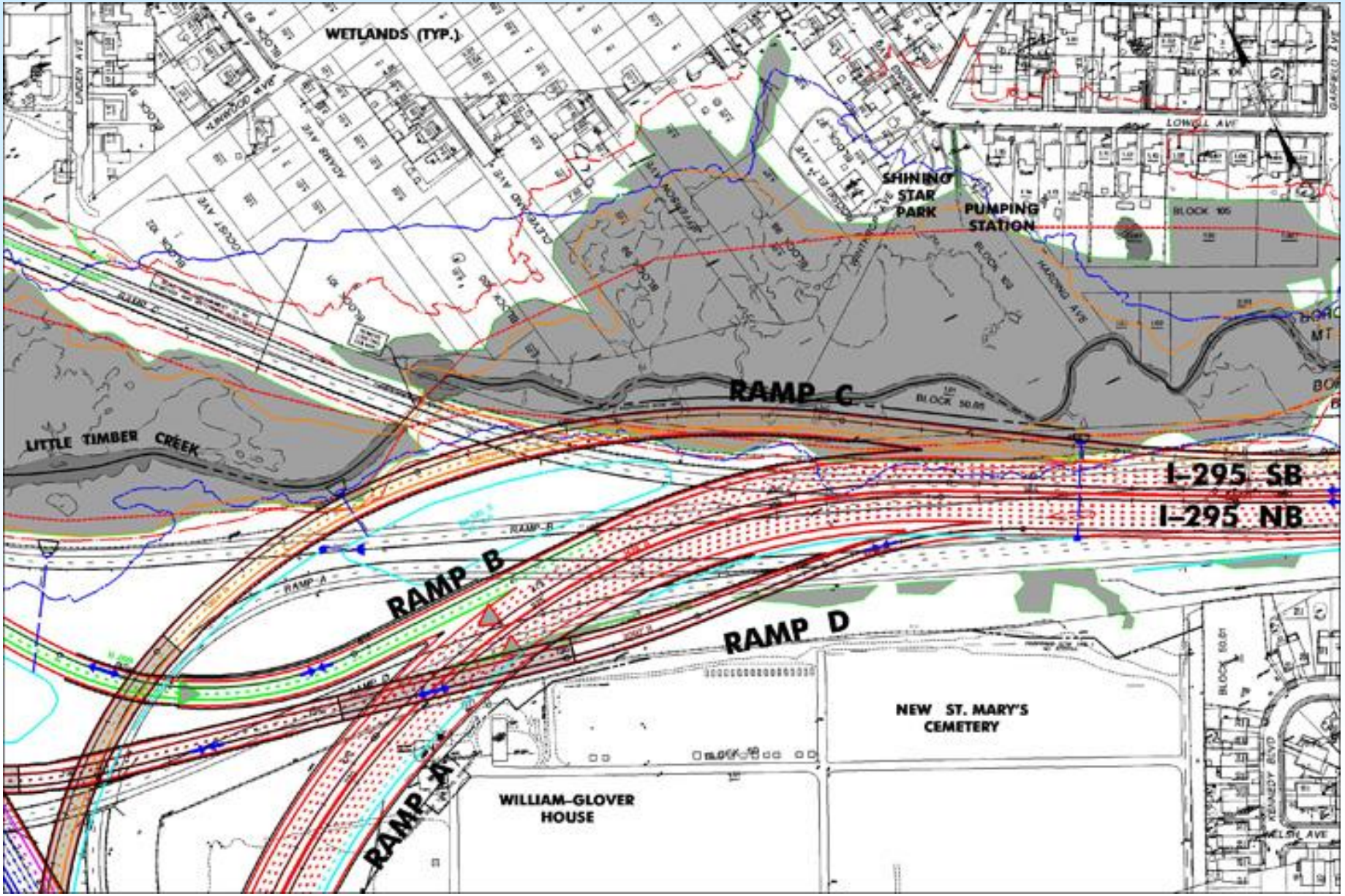

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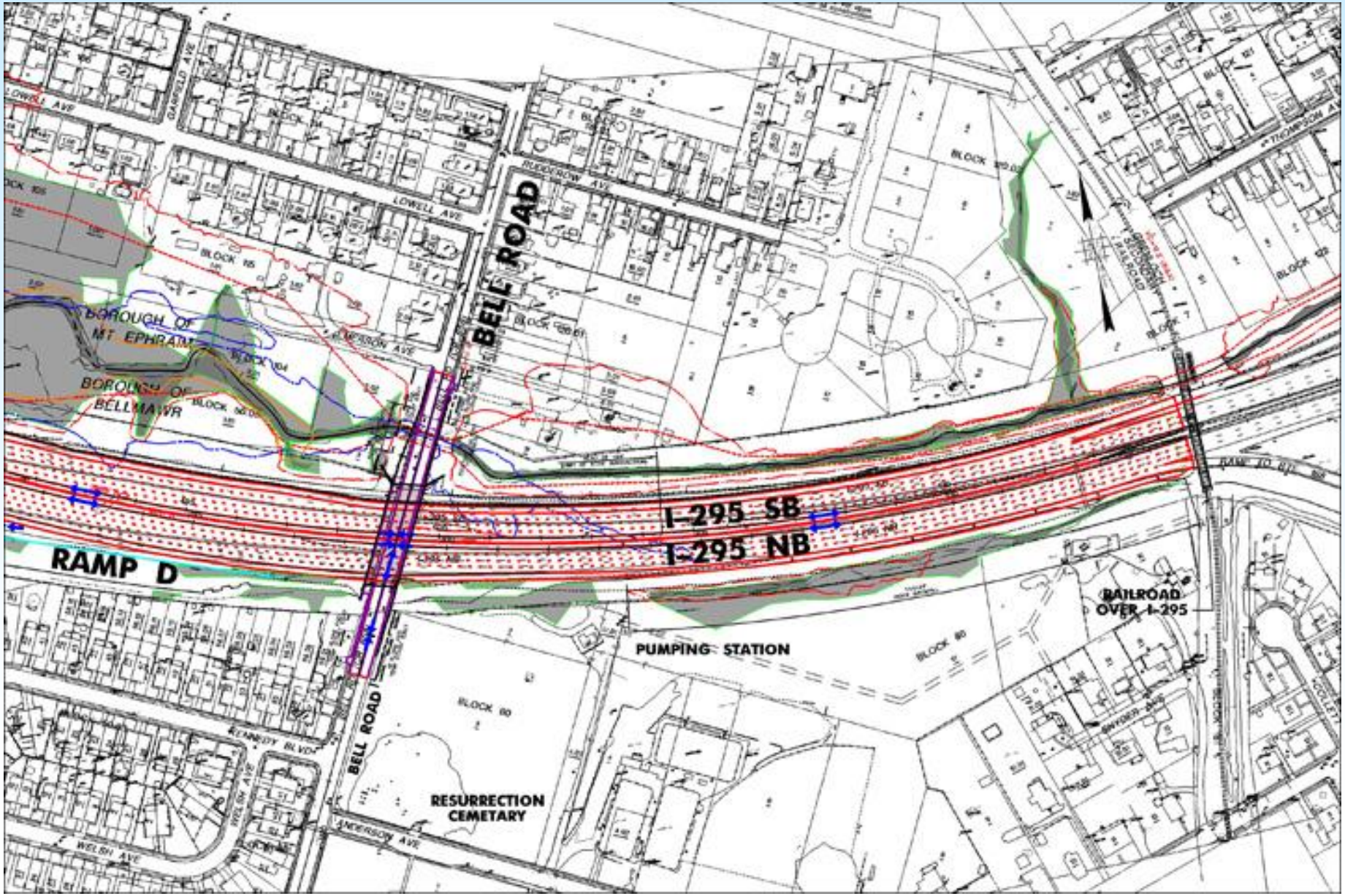

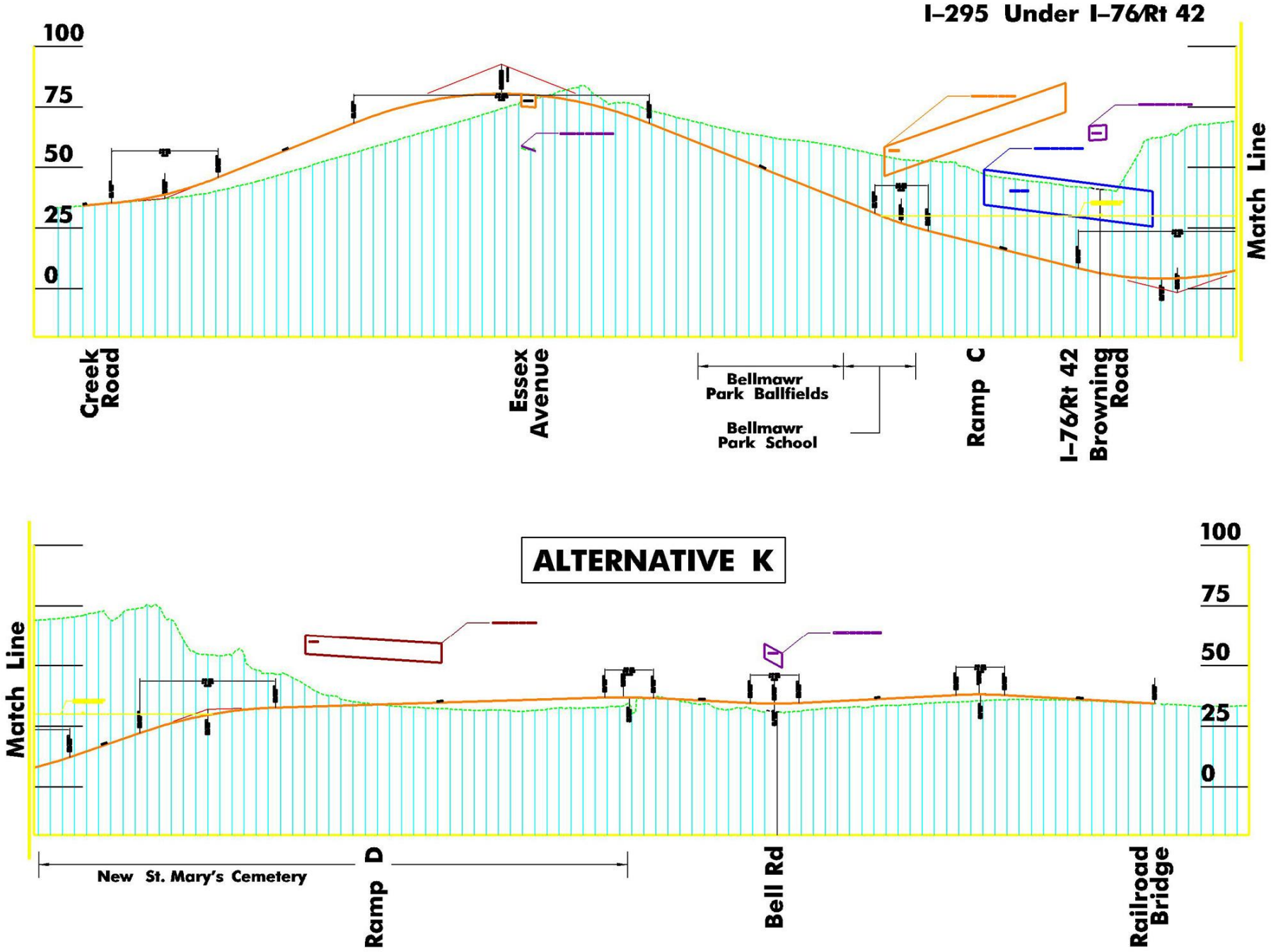
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# ALTERNATIVE ANALYSIS PROCESS

*Nick Caiazza*
NJ Department of Transportation

# EIS SCHEDULE

- FHWA review of TES – Summer 2006
- Identify Preferred Alternative – Fall 2006
- Pre-Draft EIS and Conceptual ACOE Permit – Winter 2007
- Agency Review – Spring 2007
- Circulation of DEIS – Fall 2007
- Public Hearing – Fall 2007
- Final EIS – Spring 2008

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# ENGINEERING FACTORS

*Craig Johnson*
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# ALTERNATIVE COMPARISON MATRIX

| CRITERIA | BUILD ALTERNATIVES | | | | | No Build |
|---|---|---|---|---|---|---|
| | D | D1 | G2 | H1 | K | |
| **ENGINEERING FACTORS** | | | | | | |
| | | | | | | |
| Meets Purpose and Need | | | | | | |
| Temporary Construction Impacts | | | | | | |
| Maintenance and Protection of Traffic | | | | | | |
| Security | | | | | | |
| Design Criteria | | | | | | |
| Construction Cost | | | | | | |
| Construction Schedule | | | | | | |
| Maintenance and Operations | | | | | | |
| | | | | | | |
| **ENVIRONMENTAL IMPACTS** | | | | | | |
| | | | | | | |
| **Noise** | | | | | | |
| Increase from Existing Conditions | | | | | | |
| | | | | | | |
| **Natural Ecosystems** | | | | | | |
| Floodplain | | | | | | |
| Wetlands | | | | | | |
| Stream Ecology and Storm Water Quality | | | | | | |
| Waterfront Access | | | | | | |
| | | | | | | |
| **Socioeconomic Impacts** | | | | | | |
| Visual Impacts | | | | | | |
| Residential Acquisitions | | | | | | |
| Community Property Acquisitions | | | | | | |
| 4(f) Property Acquisition | | | | | | |
| Economic Benefits - Regional Accessibility | | | | | | |
| Economic Benefits - Travel Time | | | | | | |
| | | | | | | |
| **Historic Architecture** | | | | | | |
| Physical Impact to Historic District | | | | | | |
| Noise Increase from Existing Conditions on Historic District | | | | | | |
| Impact to Viewshed | | | | | | |
| | | | | | | |

***NOTES:*** Air Quality, Hazardous Waste and Archaeology are not distinguishing criteria.

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# ENGINEERING FACTORS

- **Meets Purpose and Need**
  - ✓ **Improve traffic safety, reduce traffic congestion and meet driver's expectations by improving the direct connection of the I-295 mainline and the interchange of I-295/I-76/Route 42.**
  - ✓ **Metrics: Yes, No**

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# ENGINEERING FACTORS

- **Temporary Construction Impacts**
  - ✓ **Includes increased noise, dust and vibrations, encroachment through easements, visual impacts and in general, an inconvenience to local residents.**
  - ✓ **Metrics:**

| | |
|---|---|
| Low | 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). |
| Medium | Noise, dust, vibration and/or visual impacts and inconvenience to neighboring properties for several months to a year. |
| High | Considerable noise, dust, vibrations, visual impacts, inconvenience to neighboring properties for several years. |

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# ENGINEERING FACTORS

- **Maintenance and Protection of Traffic**
  - ✓ **Traffic will slow through the construction zone due to narrowing of lanes, elimination of shoulders, etc. Some stages of construction will require anticipated diversions onto local roads from the interchange. Overall construction duration is also a consideration.**
  - ✓ **Metrics:**

| | |
|---|---|
| Low | Minimal traffic is diverted off the mainline due to construction. |
| Medium | Traffic diversions off the mainline due to the southbound weave are 12 months or less, and overall construction duration is less than 6 years. |
| High | Traffic diversion off the mainline due to the southbound weave is greater than 12 months, and overall construction duration is 6 years or more. |

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# ENGINEERING FACTORS

- **Security**
  - ✓ **Potential breach of security results in structural or facility damage. Incidents which can impact multiple facilities are of greatest concern.**
  - ✓ **Metrics:**

| | |
|---|---|
| Low | Potential breach of security results in minor facility damage with a short recovery time to repair. |
| Medium | Potential breach of security results in facility damage requiring several months recovery time for repair. |
| High | Potential breach in security results in multiple failures of facilities requiring redesign and reconstruction lasting several years. |

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# ENGINEERING FACTORS

- **Design Criteria**
  - ✓ **Geometric improvements which eliminate substandard conditions and allow posted speeds expected for an Interstate facility.**
  - ✓ **Metrics:**

| | |
|---|---|
| Low | 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. Limited substandard conditions. |
| Medium | Some geometric improvements are made to the interchange with some increase in posted speeds. Some substandard conditions. |
| High | Mainline I-295 is not accommodated with a direct connection and the northbound weave with Route 42 and the use of Al-Jo's curve for I-295 southbound still exist. There are no changes in posted speed. Numerous substandard conditions. |

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# ENGINEERING FACTORS

- **Construction Cost**
  - ✓ **Probable estimated construction cost based on work restrictions and construction staging scheme. Costs include up to 20% contingencies and were capped at 20% escalation.**
  - ✓ **Metrics: $**

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# ENGINEERING FACTORS

- Construction Schedule
  - ✓ Anticipated schedule for construction based on construction staging scheme. Opportunities for acceleration and the split into various contracts will be investigated once an alternative is selected.
  - ✓ Metrics: Years

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# ENGINEERING FACTORS

- **Maintenance and Operations**
  - ✓ **Includes routine maintenance (i.e., replacing damaged guide rail, replacing burnt out bulbs) to more significant work, such as maintenance of structures, as well as operations of pump stations and tunnel control systems.**
  - ✓ **Metrics:**

| | |
|---|---|
| Low | Amount of structure has not increased significantly and structure maintenance is routine. Operations of pump stations and tunnel sections are not required. |
| Medium | Amount of structure has increased or structure maintenance is significant. Operations of pump stations are required. Operations of tunnel sections are not required. |
| High | Amount of structure has increased significantly or structure maintenance is significant. Operations of pump stations and tunnel sections are required. |

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# SUMMARY OF DRAFT TES FINDINGS AND DISTINGUISHING CHARACTERISTICS

*Ileana Ivanciu*

**Dewberry**

# OVERVIEW

- Review TES findings for all disciplines
- Define distinguishing characteristics – matrix criteria
- Define metrics by criterion

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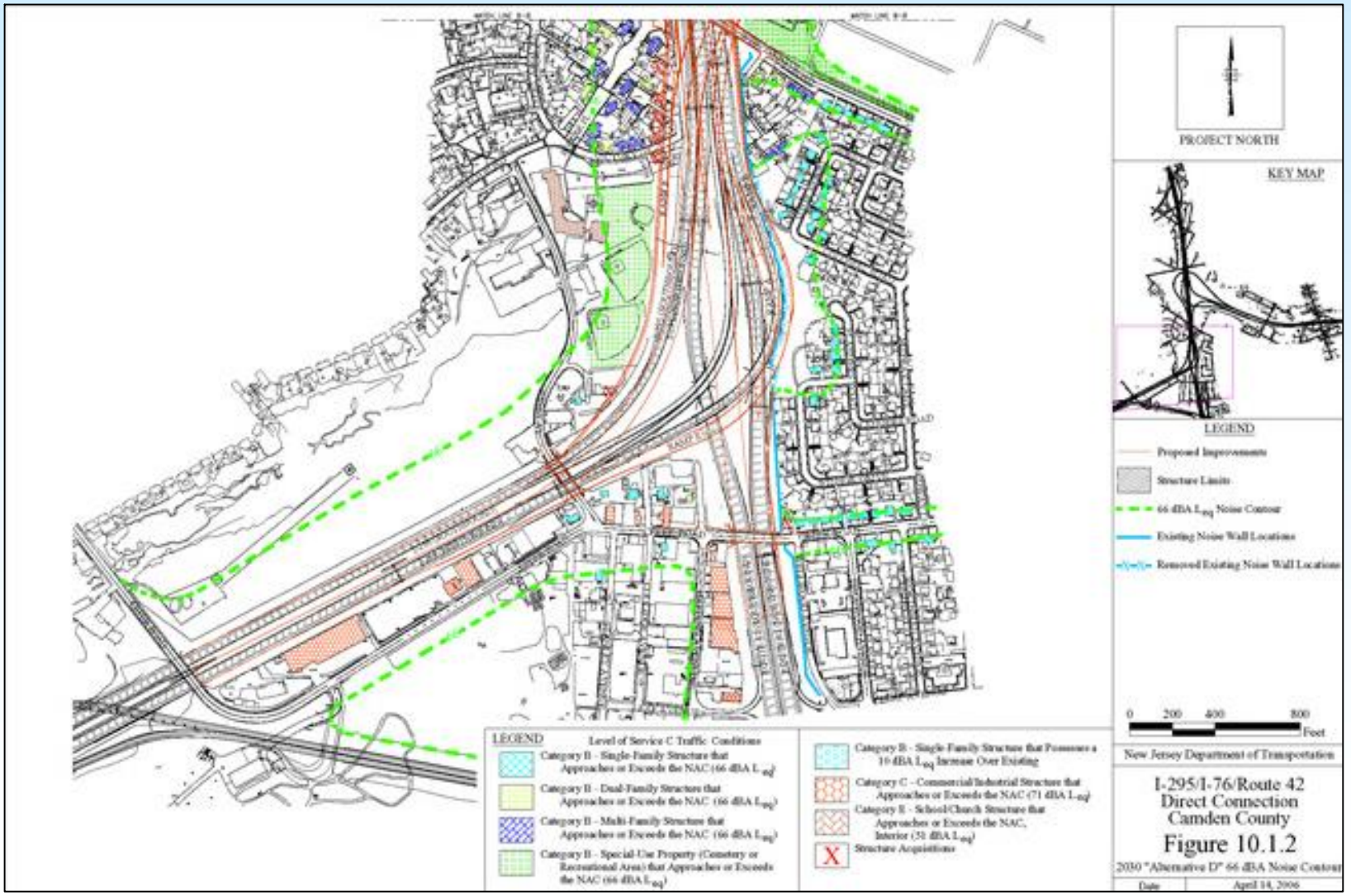
# DRAFT TES FINDINGS
# NOISE




*2030 Alt. D 66 dBA Noise Conditions*

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# DRAFT TES FINDINGS
# NOISE

## Summary of 2030 Unmitigated Noise Impacts

| DISCIPLINES | ALTERNATIVES | | | | | NO BUILD (2030) |
|---|---|---|---|---|---|---|
| | D | D1 | G2 | H1 | K | |
| Category B Residences | 320 | 342 | 378 | 380 | 327 | 269 |
| Category B Recreation | 2 | 2 | 3 | 5 | 3 | 1 |
| Category B Cemeteries | 3 | 5 | 2 | 2 | 2 | 2 |
| Category E Schools | 3 | 3 | 3 | 3 | 3 | 2 |
| Category E Churches | 2 | 2 | 2 | 2 | 2 | 2 |
| Category C Commercial/Industrial | 11 | 11 | 15 | 15 | 10 | 11 |
| Commercial Acquisitions | 1 | 1 | 0 | 0 | 1 | 0 |
| Residential Acquisitions | 7 | 7 | 3 | 3 | 7 | 0 |

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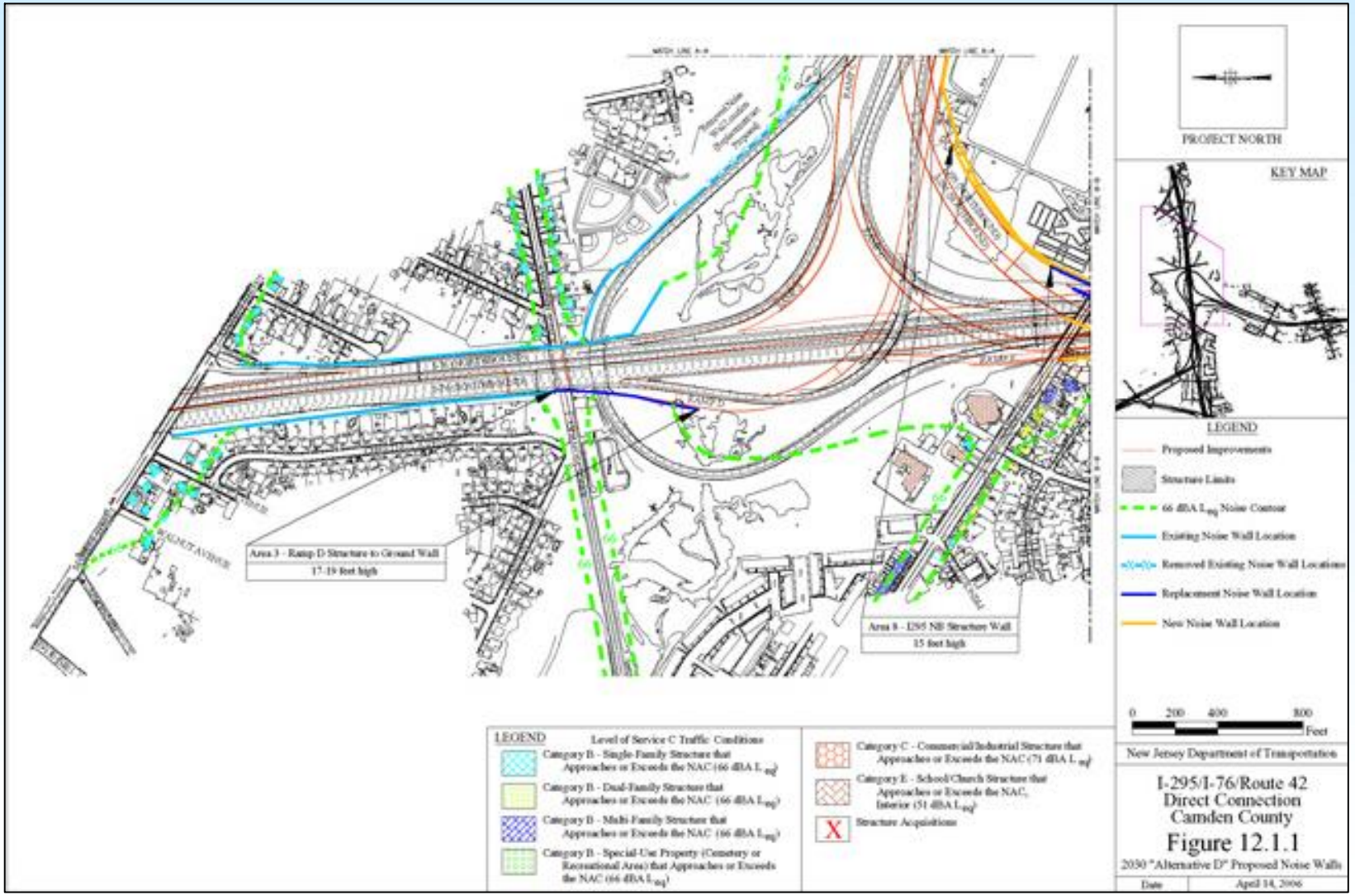
# DRAFT TES FINDINGS
# NOISE




*2030 Proposed Noise Wall Locations*

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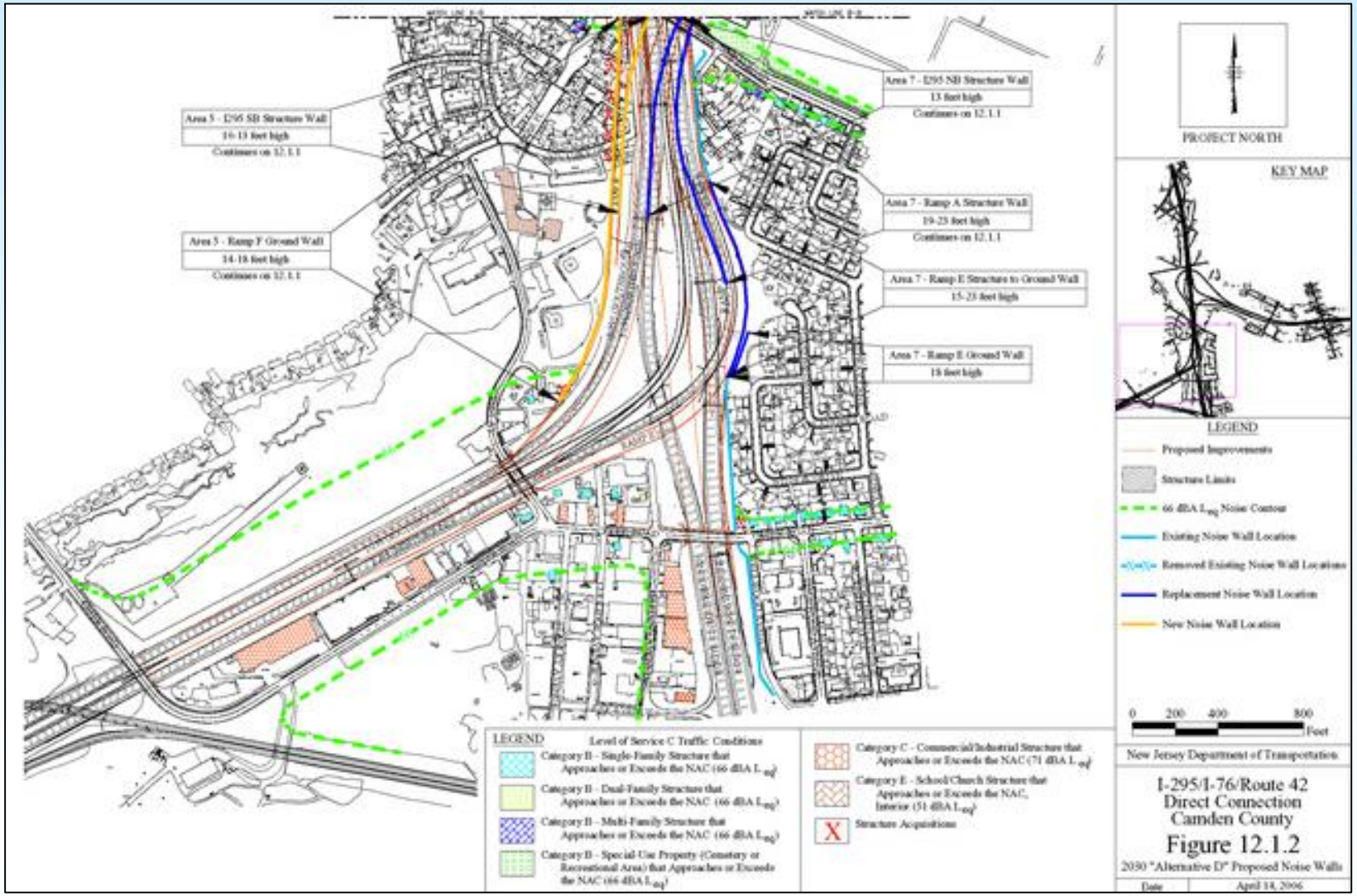
# DRAFT TES FINDINGS
# NOISE




*2030 Proposed Noise Wall Locations*

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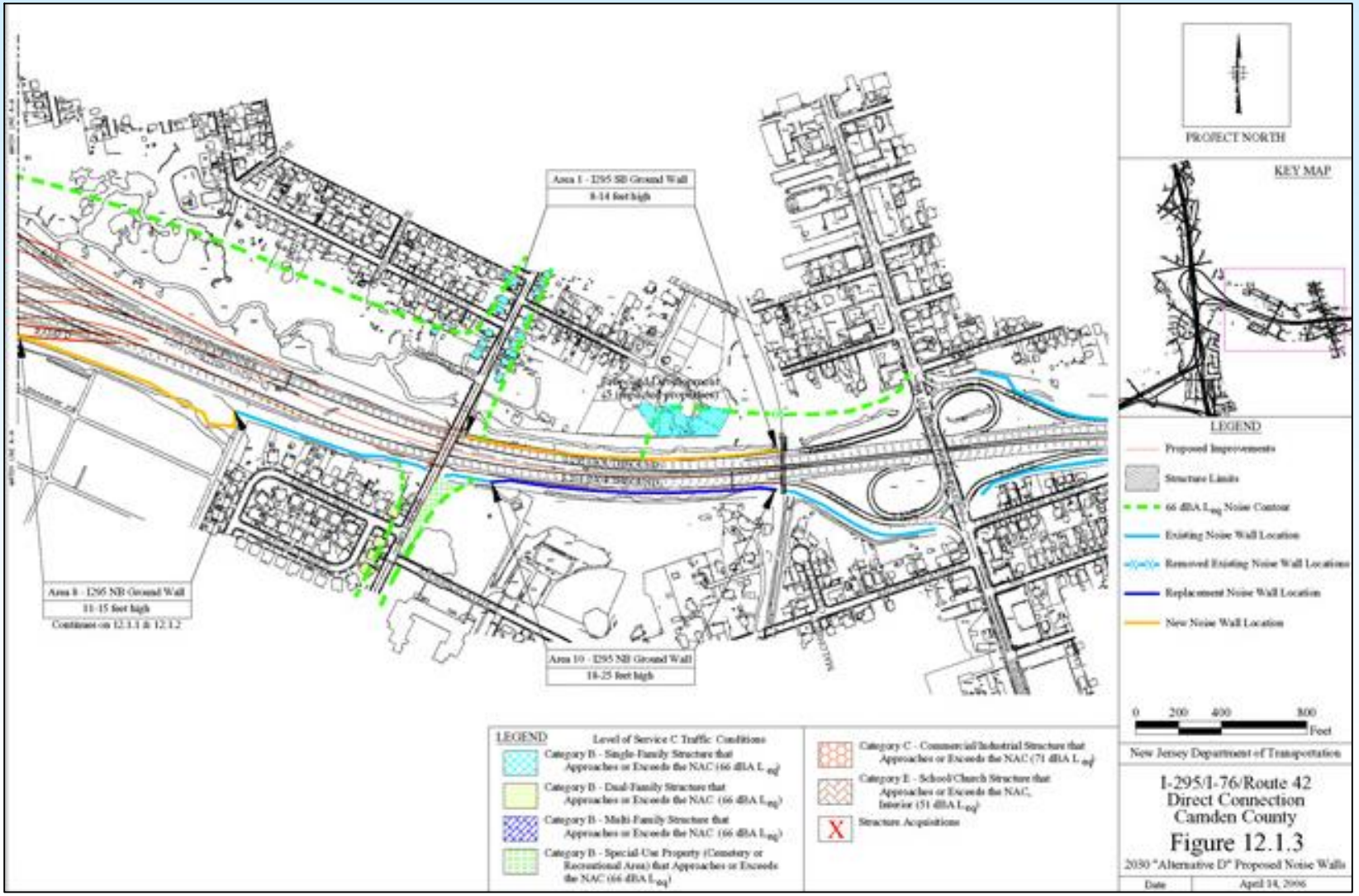


*2030 Proposed Noise Wall Locations*

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# DRAFT TES FINDINGS
# NOISE

## Proposed Noise Mitigation

| DISCIPLINES | BUILD ALTERNATIVES | | | | | NO BUILD (2030) |
|---|---|---|---|---|---|---|
| | D | D1 | G2 | H1 | K | |
| Wall Removal | 4 | 4 | 4 | 4 | 4 | 0 |
| Mitigation Cost | 11.2 m | 11.5 m | 12.7 m | 13 m | 8 m | 0 |
| Post-Mitigation Impacts | 155 | 156 | 215 | 216 | 145 | N/A |
| Air Conditioning for Schools | 2 | 2 | 3 | 3 | 2 | N/A |
| *Increase of 0-3 dBA* | 148 | 149 | 169 | 169 | 140 | 179 |
| *Increase of 4-6 dBA* | 2 | 2 | 16 | 17 | 0 | 0 |
| *Increase of over 7 dBA* | 0 | 0 | 12 | 12 | 0 | 0 |
| Total Number of Impacts | 155 | 156 | 215 | 216 | 145 | 194 |

*Distinguishing Criteria:*

Noise - Noise impacts are measured as the number of receptors experiencing an increase over existing conditions

0-3 dBA - Not Perceivable Increase
4-6 dBA - Perceivable Increase
7-10 dBA - Noticeable Increase

Metrics:

Low: Noise level increase that is not perceivable to the average person without the use of instruments

Medium: Some receptors with a perceivable increase over existing conditions

High: Some receptors with a perceivable increase and some receptors with a noticeable increase over existing conditions

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# DRAFT TES FINDINGS
# NATURAL ECOSYSTEM

| DISCIPLINES | BUILD ALTERNATIVES | | | | | NO BUILD (2030) |
|---|---|---|---|---|---|---|
| | D | D1 | G2 | H1 | K | |
| Upland Vegetation | 19.039 Ac | 20.923 Ac | 20.569 Ac | 21.951 Ac | 21.427 Ac | None |
| Geology Impacts | Minimal | Minimal | Minimal | Minimal | Minimal | None |
| Soil Impacts | Minimal | Minimal | Minimal | Minimal | Minimal | None |
| Groundwater Flow / Quality Impacts | Minimal | Minimal | Minimal | Minimal | Minimal | None |

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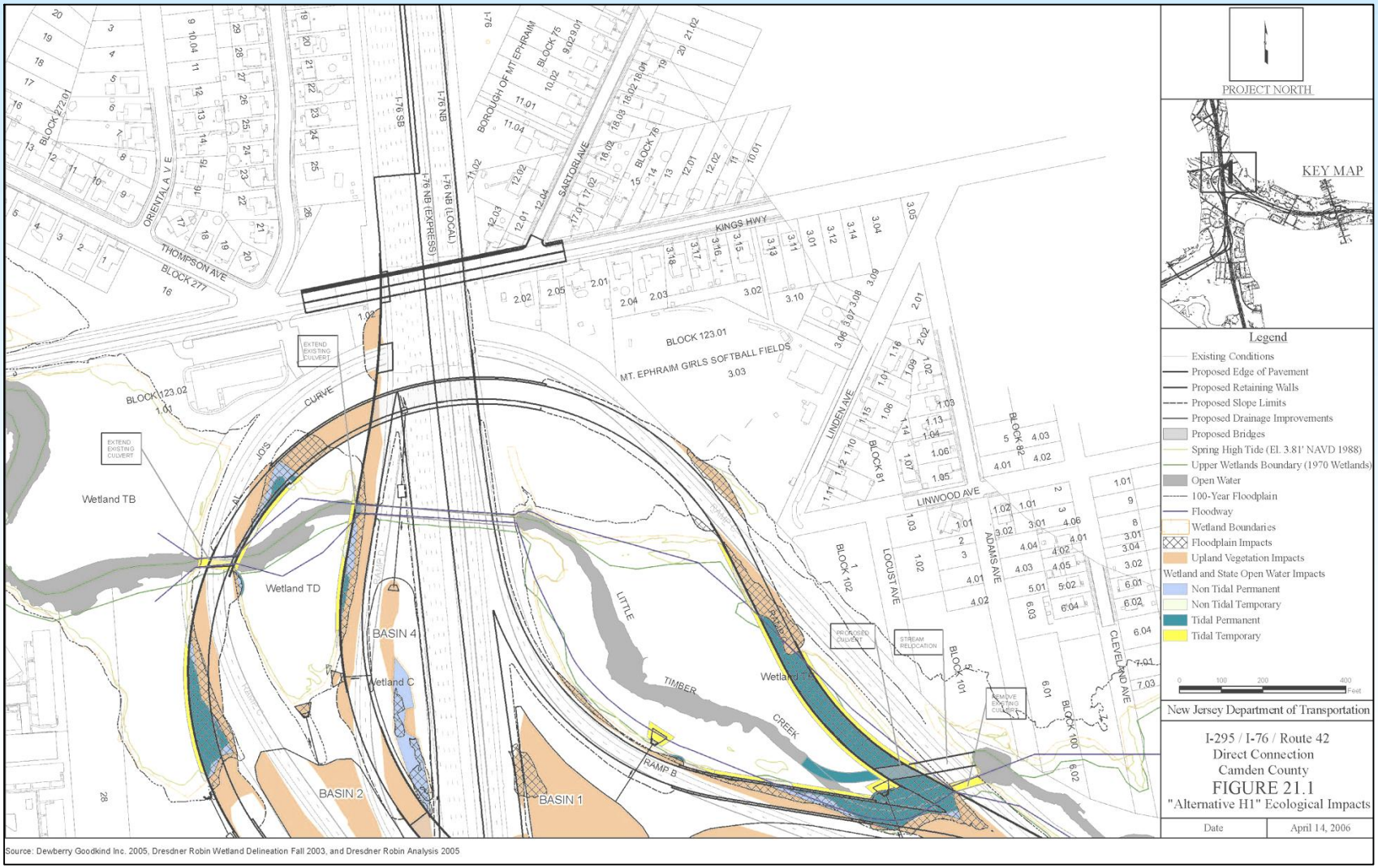
# DRAFT TES FINDINGS
# NATURAL ECOSYSTEM




Source: Dewberry Goodkind Inc. 2005, Dresdner Robin Wetland Delineation Fall 2003, and Dresdner Robin Analysis 2005

*Alt. H1 Ecological Impacts*

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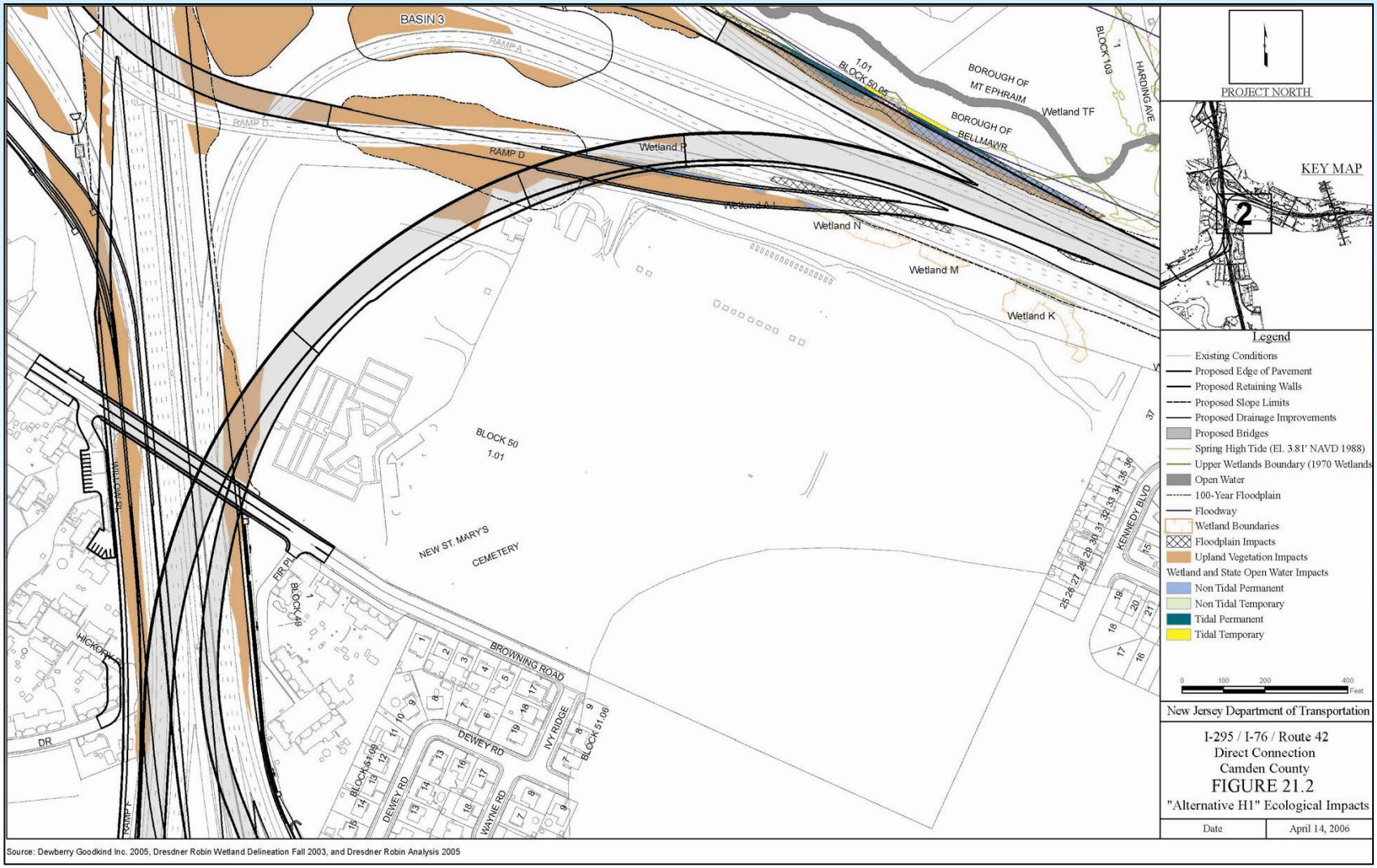
# DRAFT TES FINDINGS
# NATURAL ECOSYSTEM




Source: Dewberry Goodkind Inc. 2005, Dresdner Robin Wetland Delineation Fall 2003, and Dresdner Robin Analysis 2005

*Alt. H1 Ecological Impacts*

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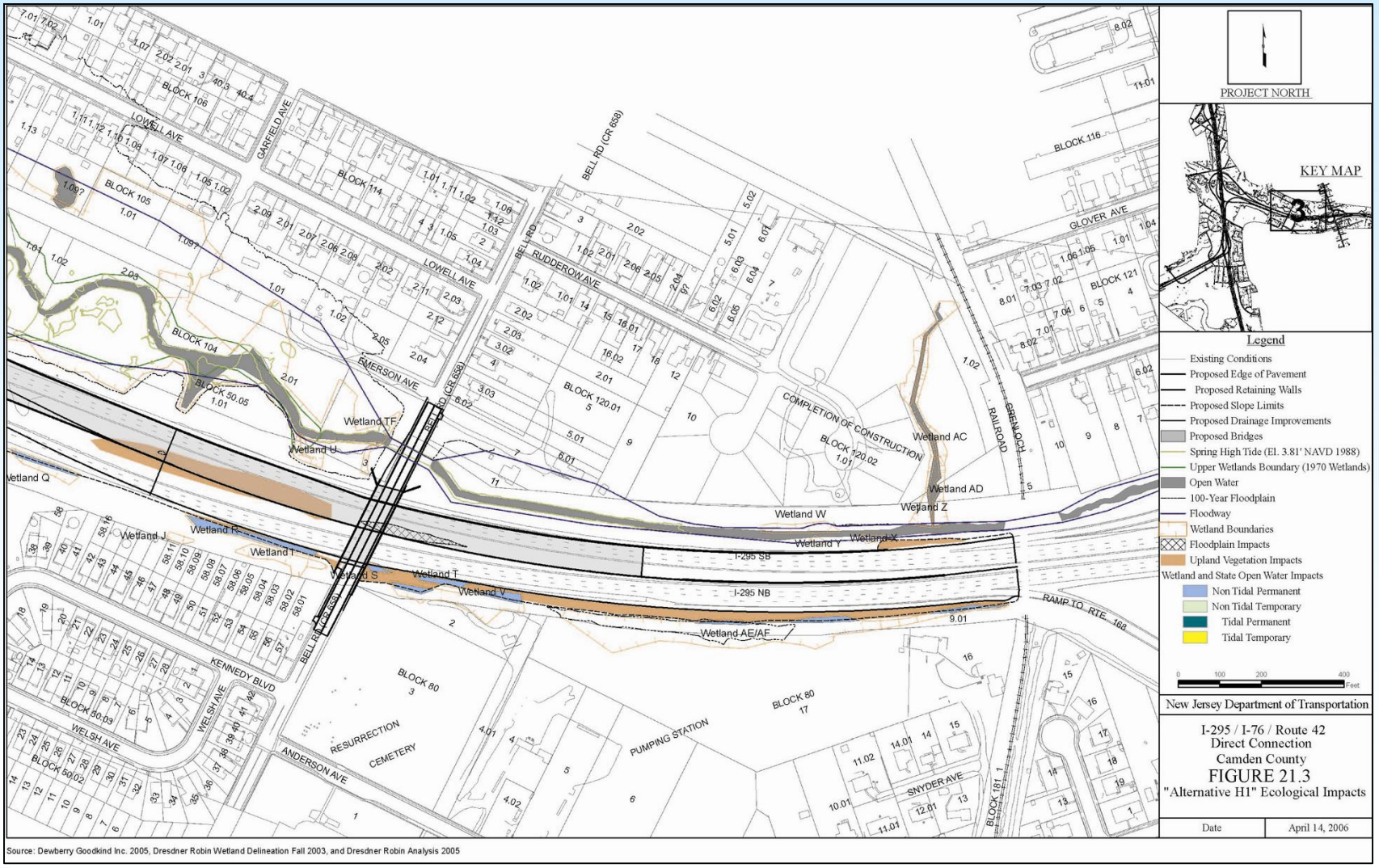
# DRAFT TES FINDINGS
# NATURAL ECOSYSTEM




*Alt. H1 Ecological Impacts*

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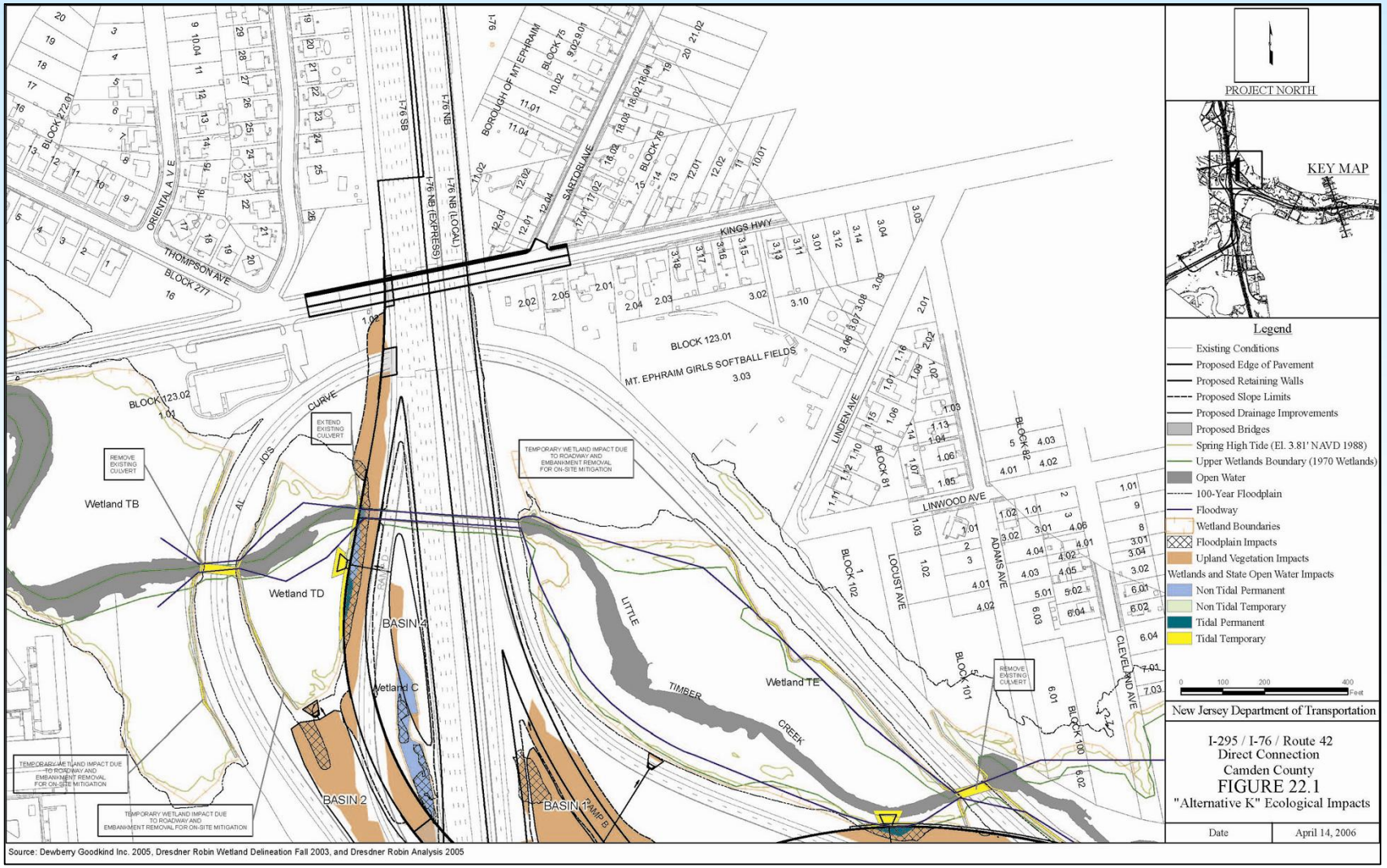
# DRAFT TES FINDINGS
# NATURAL ECOSYSTEM




*Alt. K Ecological Impacts*

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# DRAFT TES FINDINGS
# NATURAL ECOSYSTEM


*Alt. K Ecological Impacts*

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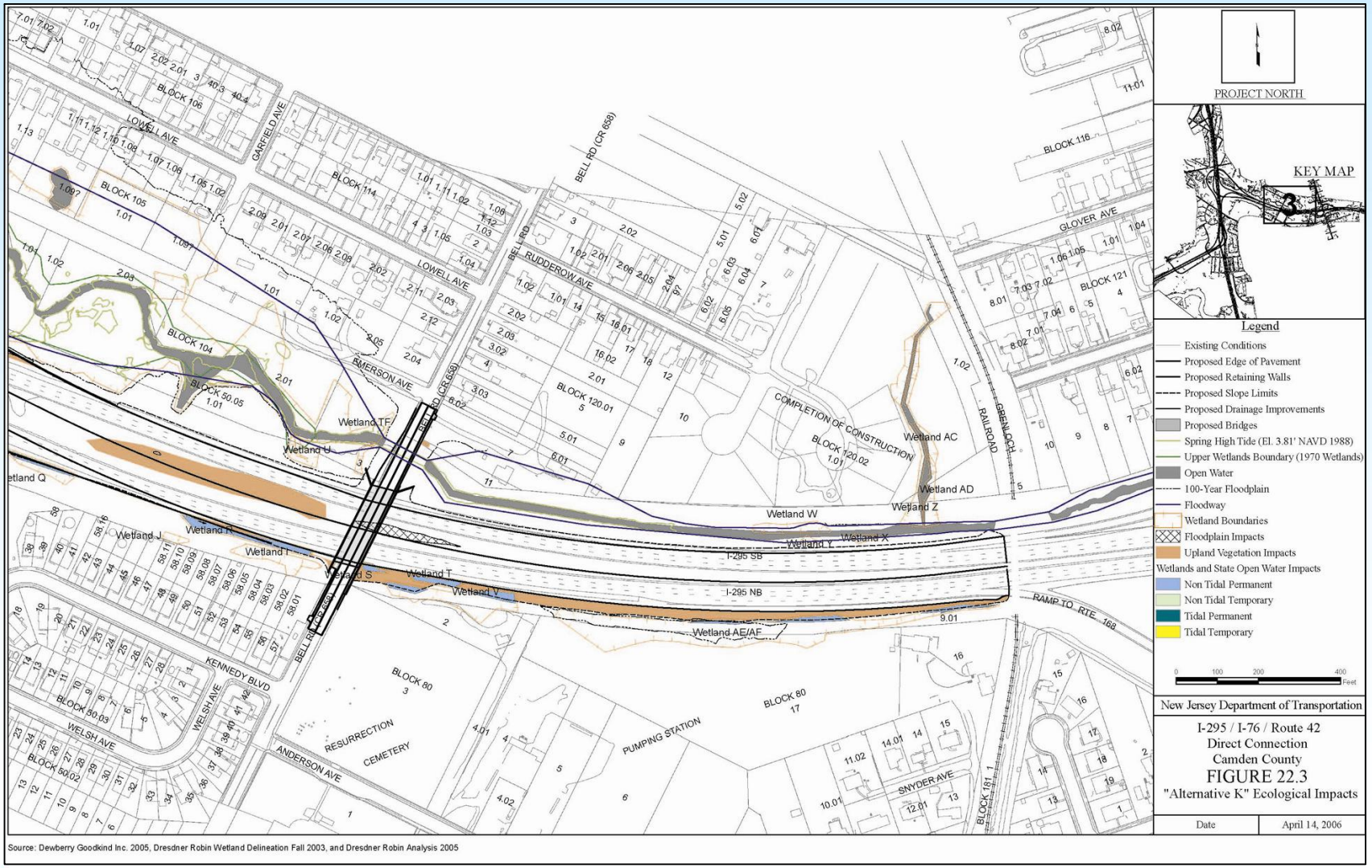
# DRAFT TES FINDINGS
# NATURAL ECOSYSTEM




Source: Dewberry Goodkind Inc. 2005, Dresdner Robin Wetland Delineation Fall 2003, and Dresdner Robin Analysis 2005

*Alt. K Ecological Impacts*

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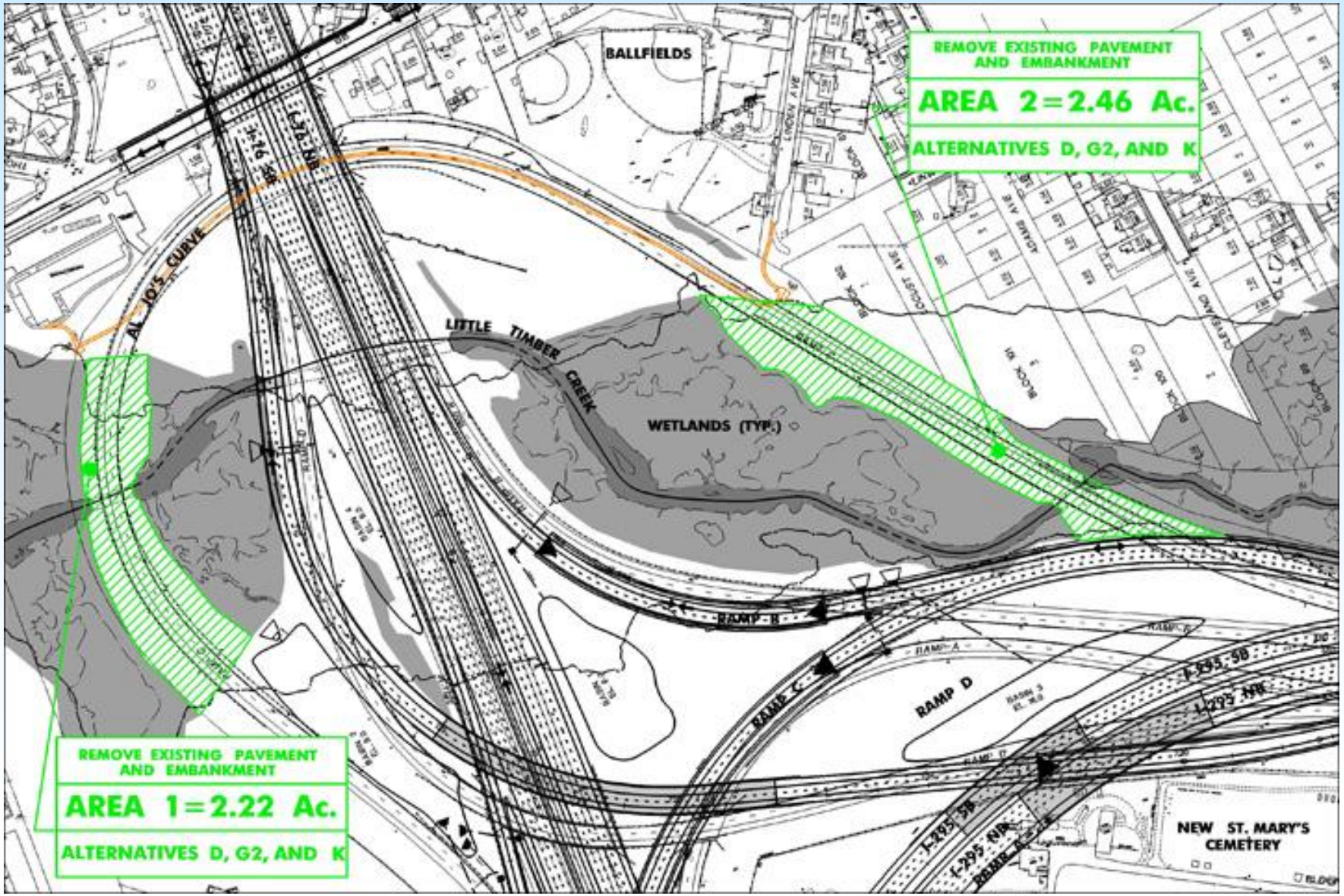
# POTENTIAL ON-SITE MITIGATION/WATERFRONT ACCESS

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# DRAFT TES FINDINGS
# NATURAL ECOSYSTEM

| DISCIPLINES | BUILD ALTERNATIVES | | | | | NO BUILD (2030) |
|---|---|---|---|---|---|---|
| | D | D1 | G2 | H1 | K | |
| *Floodplain* | 2.28 Ac | 4.45 Ac | 0.90 Ac | 4.26 Ac | 3.04 Ac | No Impact |
| *Total Wetland and SOW Permanent Impacts* | 1.97 Ac | 3.73 Ac | 0.95 Ac | 3.15 Ac | 2.90 Ac | None |
| *State Open Water* | 0.06 Ac | 0.10 Ac | 0.06 Ac | 0.22 Ac | 0.06 Ac | None |
| *Tidal Wetlands* | 0.64 Ac | 2.14 Ac | 0.04 Ac | 1.53 Ac | 1.44 Ac | None |
| *Non-Tidal Wetlands* | 1.28 Ac | 1.49 Ac | 0.86 Ac | 1. 40 Ac | 1.40 Ac | None |
| *Freshwater Wetland Buffer Impacts* | 3.59 Ac | 4.20 Ac | 2.48 Ac | 4.67 Ac | 3.35 Ac | None |
| *Wild Rice (Wildlife Food Source)* | Positive | Negative | Positive | Negative | Positive | None |
| *Wetland Mitigation Opportunities* | On-site | Primarily Off-site | On-site | Primarily Off-site | Partially On-site | N/A |

*Distinguishing Criteria:*

Floodplain – Permanent loss of floodplain due to construction and fill.

Metrics: Actual acreage of floodplain lost.

Wetlands – Acres of Wetlands and State Open Waters Impacts and ability to mitigate those impacts within.

Metrics:

Low: Total wetland impacts are less than 2 acres and all wetland impacts could be mitigated within the project area.

Medium: Total wetland impacts are more than 2 acres and all wetland impacts could be mitigated within the project area.

High: Total wetland impacts are more than 2 acres and minimal potential for wetland mitigation exists within the project area.

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# DRAFT TES FINDINGS
# NATURAL ECOSYSTEM

| DISCIPLINES | BUILD ALTERNATIVES | | | | | NO BUILD (2030) |
|---|---|---|---|---|---|---|
| | D | D1 | G2 | H1 | K | |
| *Stream Ecology* | Minimal | Minimal | Minimal | Minimal | Minimal | No Impact |
| *Surface Water Quality* | Imp Stormwater Quality | Imp Stormwater Quality | Imp Stormwater Quality | Imp Stormwater Quality | Imp Stormwater Quality | Negative |
| *Relocation of LTC Channel* | No | No | No | Yes | No | No |
| *Public Access to LTC* | Yes | No | Yes | No | Yes | No |

*Distinguishing Criteria:*

Stream Ecology / Stormwater Quality – Restoration of stream channels and enhanced stormwater treatment.

Metrics:

Low: Stormwater treatment is provided and culvert length is reduced.

Medium: Stormwater treatment is provided, length of culverts is increased, and/or channel relocation is involved.

High: No stormwater treatment is provided.

Waterfront Access – Opportunity for waterfront access for passive recreation.

Metrics:

Yes: Mitigation design allows for waterfront access.

No: Mitigation design has no waterfront access.

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# DRAFT TES FINDINGS
# AIR QUALITY

- All alternatives meet NAAQS
- Not a distinguishing criterion

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# DRAFT TES FINDINGS
# SOCIOECONOMICS

- Impact Assessment Areas
  - ✓ Community impact analysis
  - ✓ Environmental Justice
  - ✓ Land use
  - ✓ Zoning
  - ✓ Consistency with state and local planning
  - ✓ Visual impacts
  - ✓ Residential acquisitions
  - ✓ Community facilities and 4(f) acquisition
  - ✓ Economic benefits – regional accessibility and travel time savings

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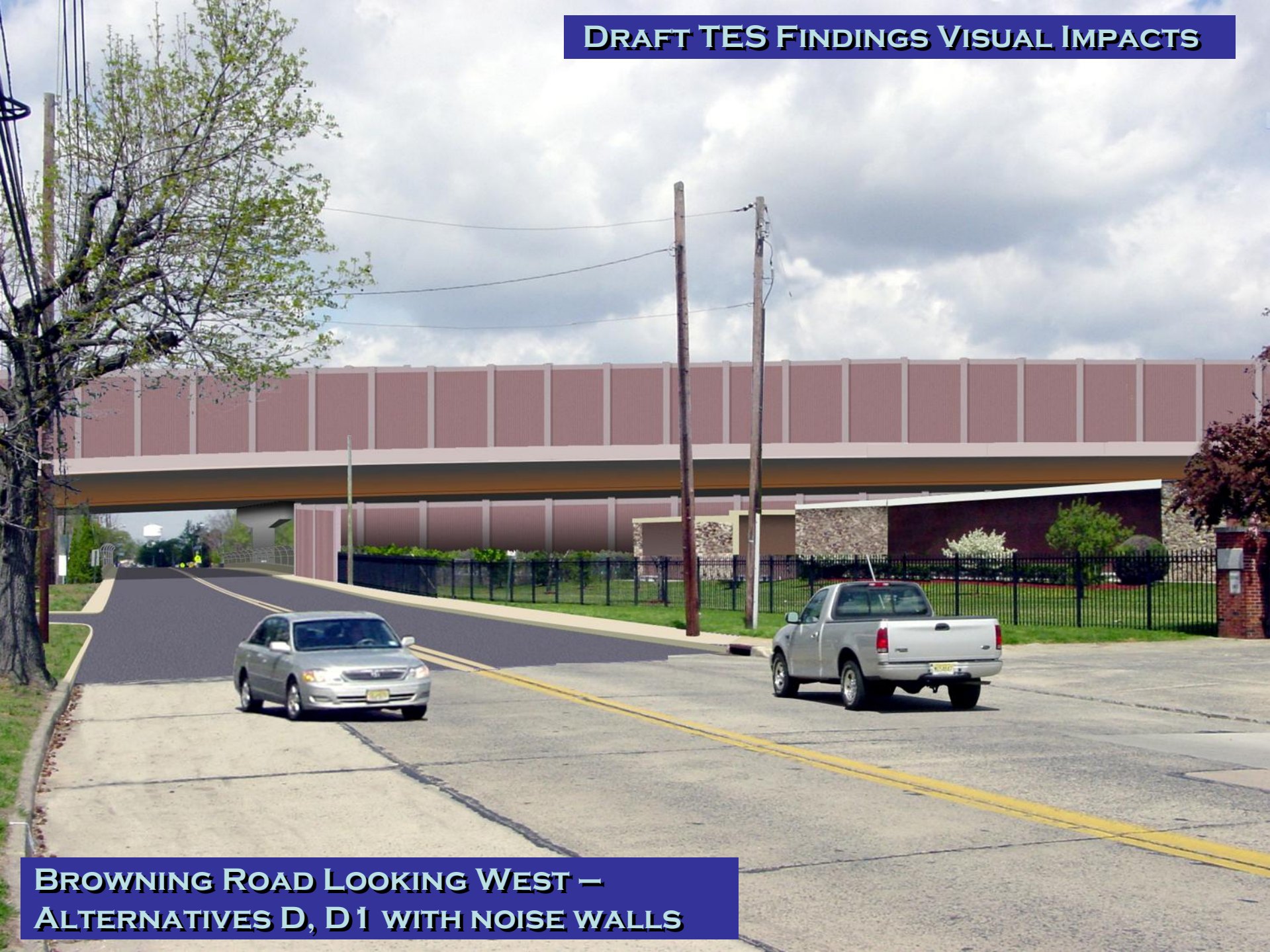
# Draft TES Findings Visual Impacts

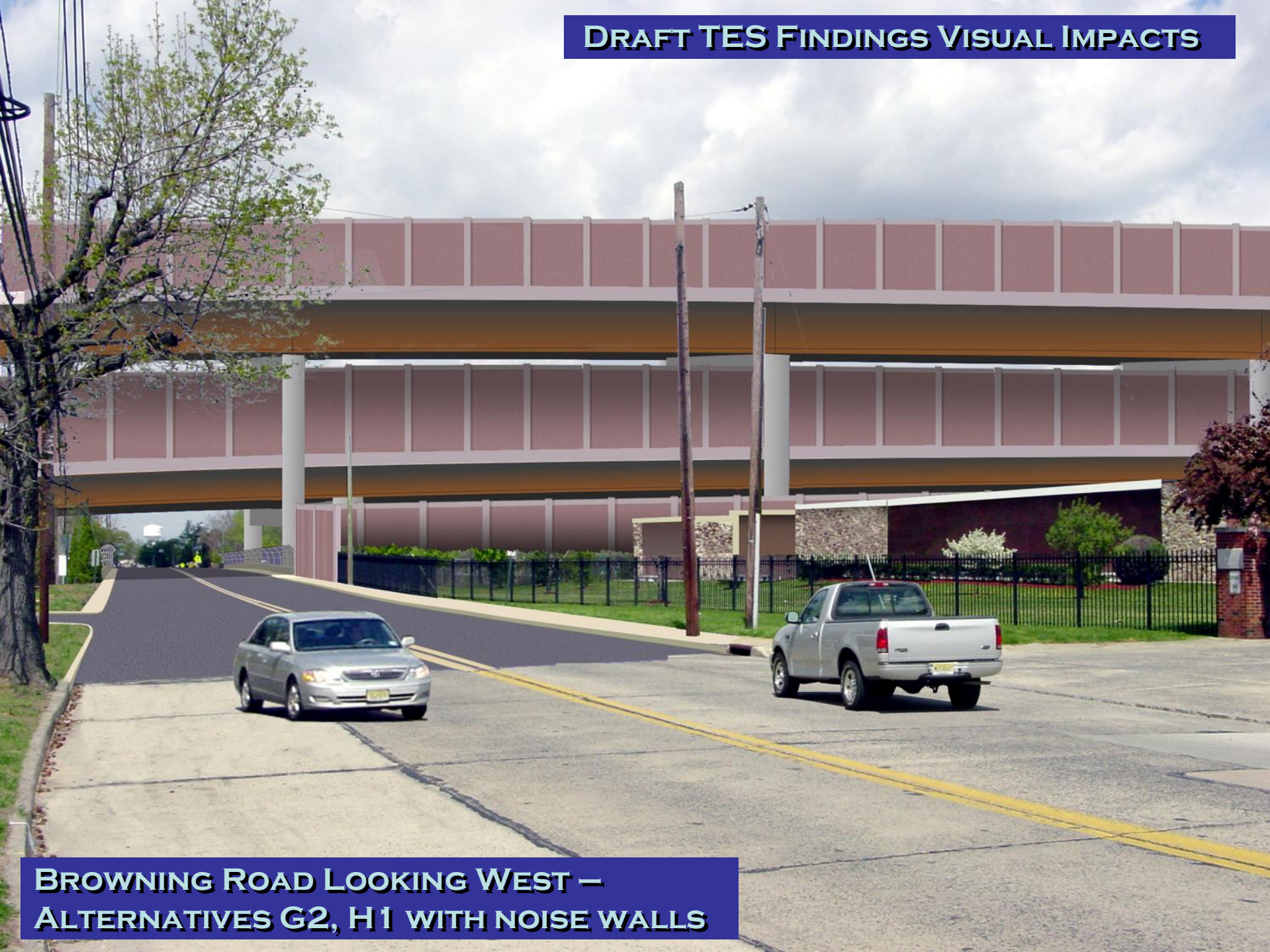
Browning Road Looking West - Existing Conditions

# Draft TES Findings Visual Impacts



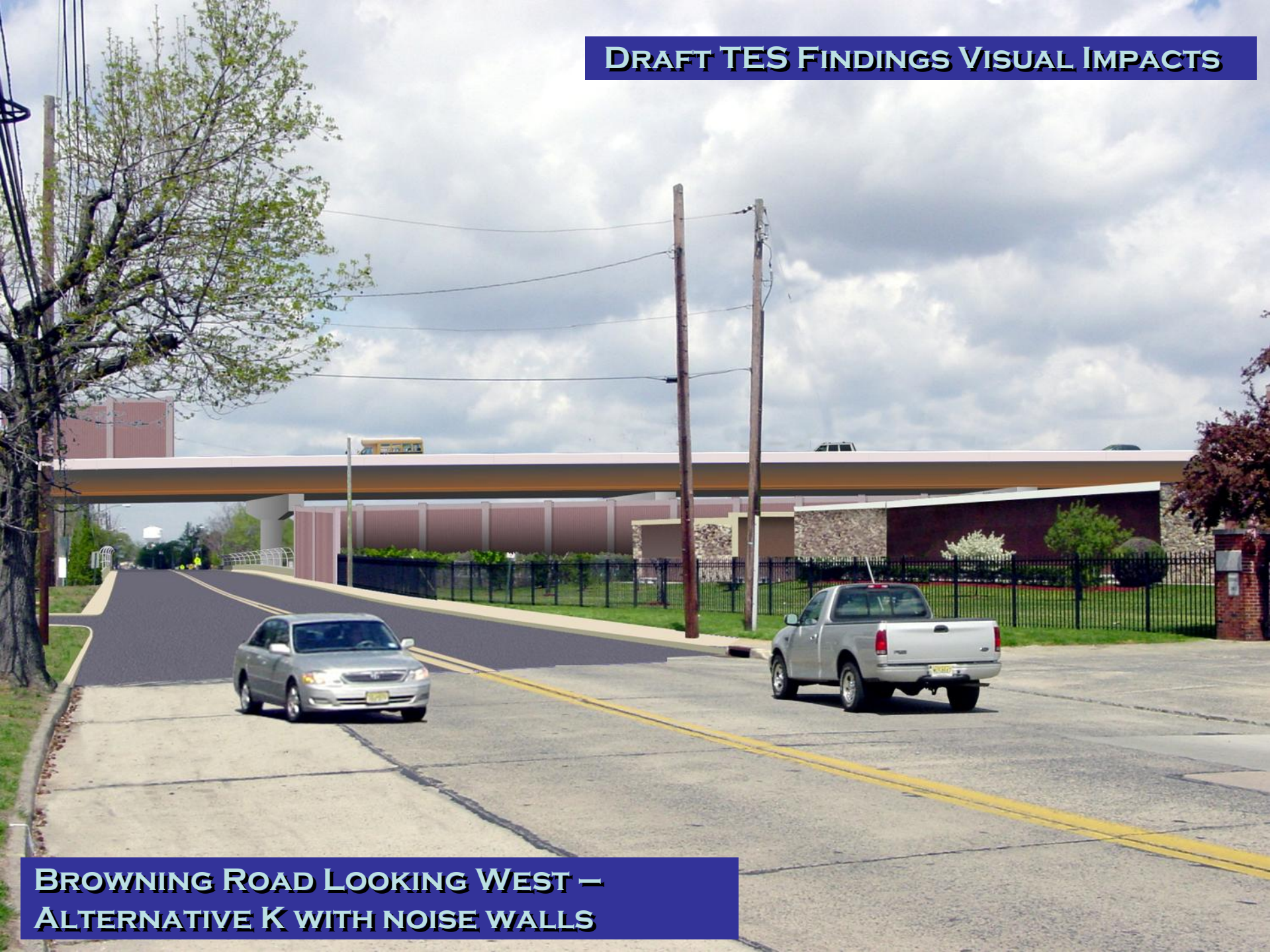
## Browning Road Looking West – Alternatives D, D1 with noise walls

# Draft TES Findings Visual Impacts



## Browning Road Looking West – Alternatives G2, H1 with noise walls

# Draft TES Findings Visual Impacts



## Browning Road Looking West – Alternative K with noise walls

# Draft TES Findings Visual Impacts


## Victory Drive Looking South– Existing Conditions

# Draft TES Findings Visual Impacts


## Victory Drive Looking South–
## Alternatives D, D1 with noise walls

# Draft TES Findings Visual Impacts


## Victory Drive Looking South–
## Alternatives G2, H1 with noise walls

# Draft TES Findings Visual Impacts


## Victory Drive Looking South–
## Alternative K with noise walls

# DRAFT TES FINDINGS
# VISUAL IMPACTS

| DISCIPLINES | BUILD ALTERNATIVES | | | | | NO BUILD (2030) |
|---|---|---|---|---|---|---|
| | D | D1 | G2 | H1 | K | |
| *Visual Impacts- number of levels in interchange* | 1 | 1 | 2 | 2 | 1 | N/A |
| *Visual Impacts- combined height of roadway and noise walls in feet* | 48 | 48 | 78 | 78 | 48 - 55 | N/A |

*Distinguishing Criteria:*

Visual Impacts - Visual intrusions affecting the quality of the view.

Metrics:

| | |
|---|---|
| Low: | View is open with limited intrusion of concrete infrastructure. Landscape is dominated by vegetation, existing buildings or buildings of a consistent nature. |
| Medium: | 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. |
| High: | Field of view is dominated by massive intrusive structures, and the resulting view is barely recognizable from existing conditions. |

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# DRAFT TES FINDINGS SOCIOECONOMICS

- Preliminary ROW Impacts Summary

| Alternative | Residential Relocations | Residential Impacts | Business Impacts | Other Impacts |
|---|---|---|---|---|
| D | 13 | 15 | 1 | 16 |
| D1 | 13 | 15 | 1 | 17 |
| G2 | 5 | 15 | 0 | 16 |
| H1 | 5 | 15 | 0 | 17 |
| K | 13 | 15 | 1 | 16 |

- Residential Relocations – all except one are homeowners of Bellmawr Park
- Residential Impacts – strip takings, permanent and temporary easements
- Business Impacts – business relocation required
- Other Impacts – takings, permanent and temporary (i.e., business, church, school, cemetery, borough)

# DRAFT TES FINDINGS
# SOCIOECONOMICS

## ➢ Community Facilities and 4(f) Acquisition

| DISCIPLINES | BUILD ALTERNATIVES | | | | | NO BUILD (2030) |
|---|---|---|---|---|---|---|
| | D | D1 | G2 | H1 | K | |
| **Bellmawr** | | | | | | |
| *Community Facilities Impacted -in acres (Acquisition and Permanent Easement)* | 8.61 | 11.03 | 7.67 | 10.10 | 8.62 | N/A |
| *Bellmawr Baseball League* | 0.86 | 0.86 | 0.30 | 0.31 | 0.88 | N/A |
| *Bellmawr Park Elementary School (4(f))* | 0.70 | 0.70 | 0.32 | 0.32 | 0.70 | N/A |
| *New St. Mary's Cemetery* | 6.26 | 6.26 | 6.26 | 6.26 | 6.26 | N/A |
| *Annunciation B.V.M. Church and Regional School* | 0.72 | 3.147 | 0.72 | 3.15 | 0.72 | N/A |
| *Resurrection Christ Cemetery* | 0.07 | 0.07 | 0.07 | 0.07 | 0.07 | N/A |
| *Community Facilities- Impact on services provided* | No impact | No impact | No impact | No impact | No impact | No impact |

*Distinguishing Criteria:*

Community Property Acquisitions – Impact to community facilities due to easements and acquisitions.

Metrics:

None: No impact to community facility.

Low: No loss of use of community facility.

Medium: Temporary loss of use of community facility.

High: Permanent loss of use of community facility.

4(f) Property Acquisition – Impacts to community facility protected by 4(f) regulations.

Metrics: Impacts are measured by the actual acreage acquired from the 4(f) property.

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# DRAFT TES FINDINGS
# SOCIOECONOMICS

## Economic Benefits

| DISCIPLINES | BUILD ALTERNATIVES | | | | | NO BUILD (2030) |
|---|---|---|---|---|---|---|
| | D | D1 | G2 | H1 | K | |
| **Economic Benefits** | | | | | | |
| *Regional Accessibility* | Positive | Positive | Positive | Positive | Positive | Negative |
| *Travel Time Savings – Car* | $26M | $26M | $26M | $26M | $26M | 0 |
| *Travel Time Savings – Truck* | $13M | $13M | $13M | $13M | $13M | 0 |
| *Travel Time through the Interchange* | Positive | Positive | Positive | Positive | Positive | Negative |

***Distinguishing Criteria:***

**Economic Benefits – The value of travel time savings measured by a change in opportunity costs.**

**Metrics:** **$**

**Regional Accessibility**

**Metrics:**

**Positive:** **Direct regional access with increased accessibility.**

**Negative:** **Impaired access with an increase in congestion.**

**Travel Time Savings**

**Metrics:**

**Positive:** **Reduced opportunity costs (time).**

**Negative:** **No change. Increased opportunity costs (time).**

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# DRAFT TES FINDINGS ARCHAEOLOGY

- None of the alternatives impact eligible archaeological resources
- Not a distinguishing criterion

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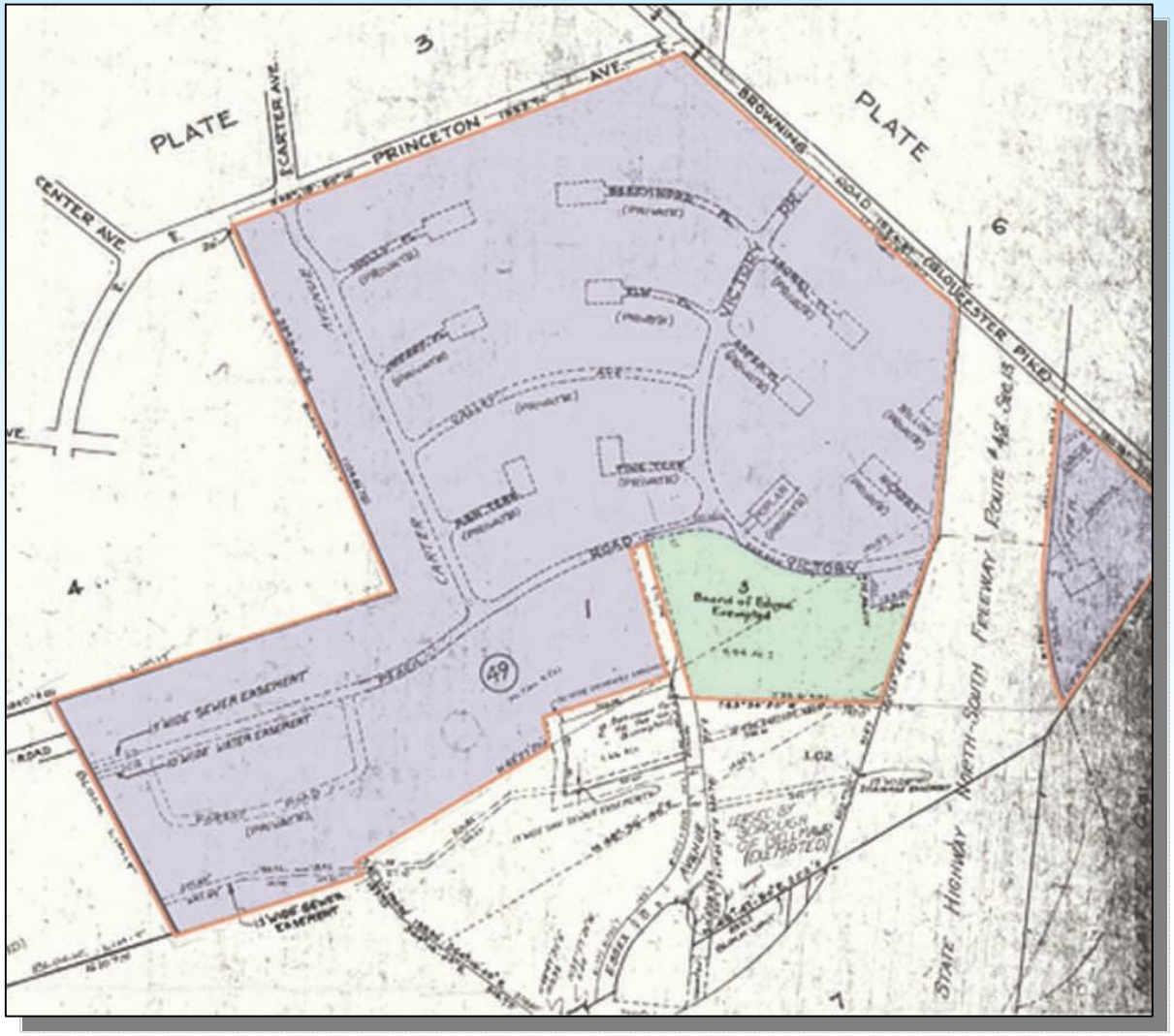
# DRAFT TES FINDINGS
# HISTORIC ARCHITECTURE




*National Register Eligible Resources*

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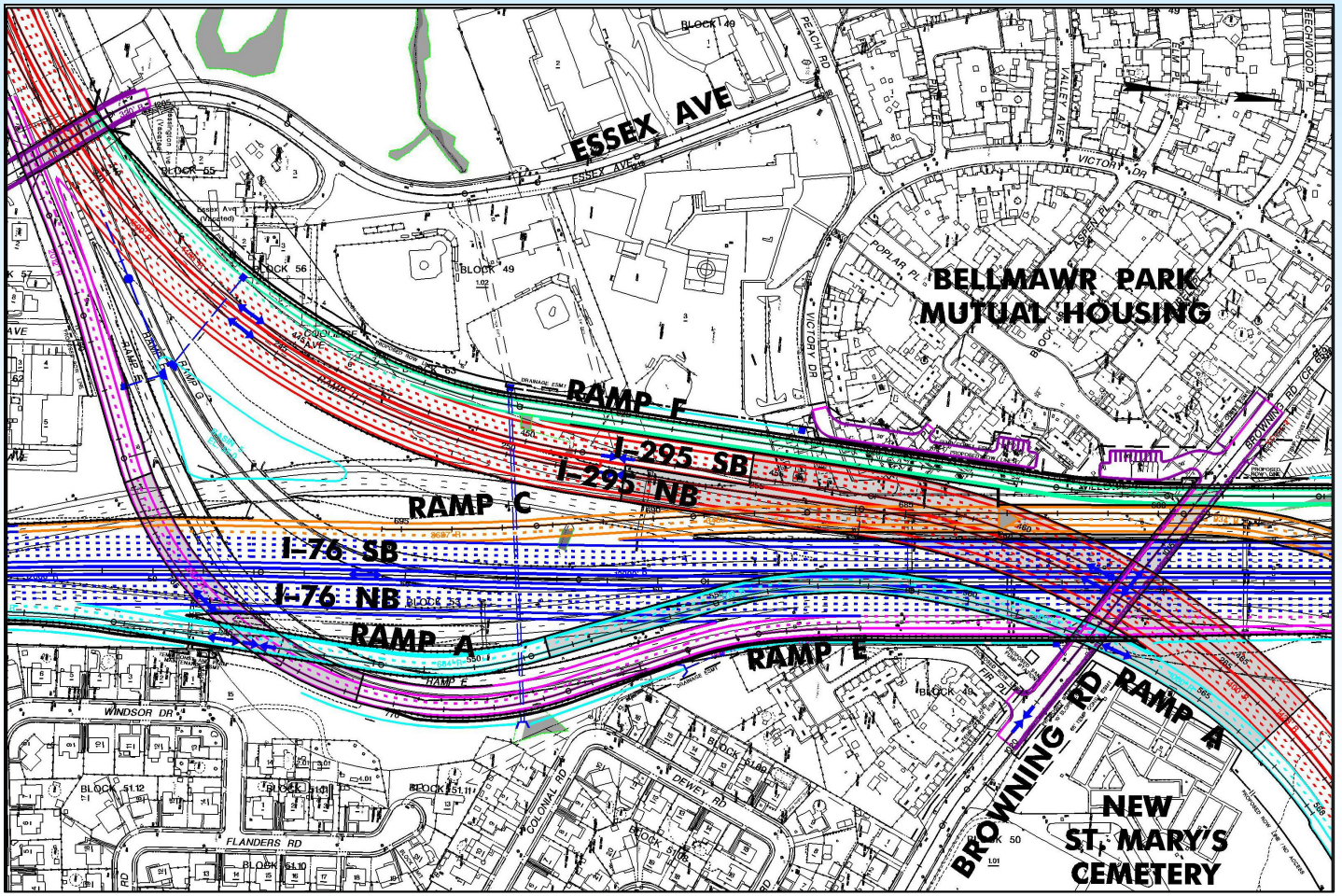
# DRAFT TES FINDINGS
# HISTORIC ARCHITECTURE

- **Physical Resource Destruction**




*Alt. D, D1, K*

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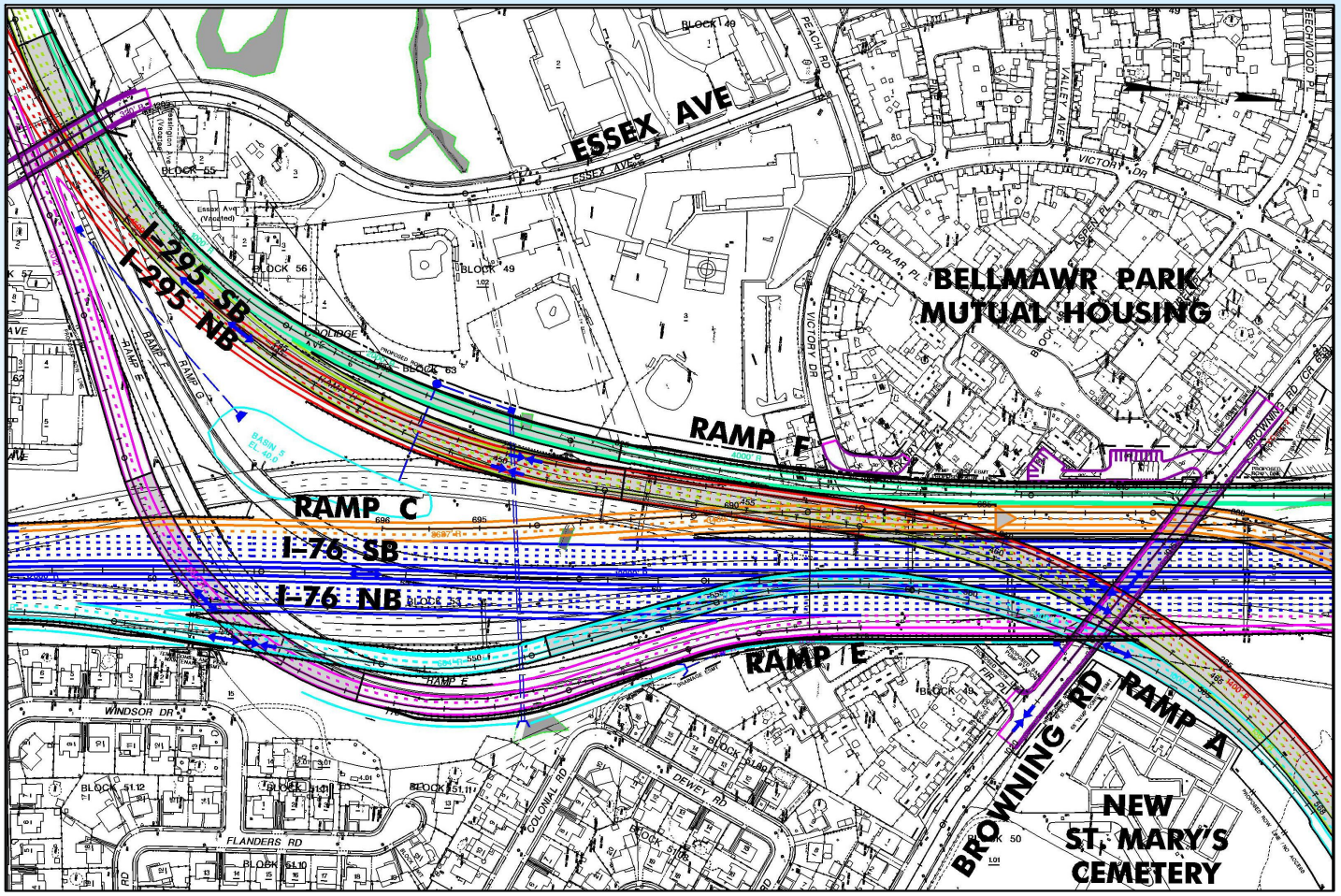
# DRAFT TES FINDINGS
# HISTORIC ARCHITECTURE

- **Physical Resource Destruction**




*Alt. G2, H1*

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# DRAFT TES FINDINGS
# HISTORIC ARCHITECTURE

## Distinguishing Criteria

| DISCIPLINES | BUILD ALTERNATIVES | | | | | NO BUILD (2030) |
|---|---|---|---|---|---|---|
| | D | D1 | G2 | H1 | K | |
| *Physical Destruction of Resource in Acres (% of total acreage)* | 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 |
| *Demolition/Relocation of Contributing Resources* | 5 residential buildings; 12 dwelling units | 5 residential buildings; 12 dwelling units | 1 residential building; 4 dwelling units | 1 residential building; 4 dwelling units | 5 residential buildings; 12 dwelling units | No impact |
| *Viewsheds* | Moderate | Moderate | High | High | Low | No impact |
| *Post Noise Wall (Mitigation) Impact to Resources* | 17 | 17 | 20 | 20 | 13 | 24 |
| *Increase of 0-3 dBA* | 16 | 16 | 18 | 18 | 12 | 24 |
| *Increase of 4-6 dBA* | 0 | 0 | 1 | 1 | 0 | 0 |
| *Increase of 7-10 dBA* | 0 | 0 | 0 | 0 | 0 | 0 |

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# DRAFT TES FINDINGS
# HISTORIC ARCHITECTURE

## Distinguishing Criteria

*Distinguishing Criteria:*

**Physical Impacts to Historic District – Area within the historic district impacted by ROW takings.**

| | |
|---|---|
| **Metrics:** | **Actual area impacted and the number of structures impacted.** |

**Noise impact on the Historic District – Number of contributing buildings within the historic district that would have an increase in noise levels over existing conditions.**

| | |
|---|---|
| **Metrics:** | |
| **Low:** | **Noise level increase that is not perceivable to the average person without the use of instruments.** |
| **Medium:** | **Increase in noise level some receptors with a perceivable increase.** |
| **High:** | **Some receptors with a perceivable increase and some receptors with a more noticeable increase.** |

**Impact to Viewshed – Visual intrusions as viewed from the contributing buildings within the historic district.**

| | |
|---|---|
| **Metrics:** | |
| **None:** | **There will be no change to the viewshed.** |
| **Low:** | **The viewshed would remain relatively unchanged and open with limited intrusion of physical infrastructure.** |
| **Medium:** | **The viewshed would be changed to include some new infrastructure at a relatively close distance to the historic district.** |
| **High:** | **The viewshed would be dominated by intrusive infrastructure at a relatively close distance to the historic district.** |

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# DRAFT TES FINDINGS
# HAZARDOUS WASTE

- All alternatives impact potentially contaminated sites in a similar manner
- Not a distinguishing criterion

# ALTERNATIVE COMPARISON MATRIX

| CRITERIA | BUILD ALTERNATIVES | | | | | No Build |
|---|---|---|---|---|---|---|
| | D | D1 | G2 | H1 | K | |
| **ENGINEERING FACTORS** | | | | | | |
| | | | | | | |
| Meets Purpose and Need | | | | | | |
| Temporary Construction Impacts | | | | | | |
| Maintenance and Protection of Traffic | | | | | | |
| Security | | | | | | |
| Design Criteria | | | | | | |
| Construction Cost | | | | | | |
| Construction Schedule | | | | | | |
| Maintenance and Operations | | | | | | |
| | | | | | | |
| **ENVIRONMENTAL IMPACTS** | | | | | | |
| | | | | | | |
| **Noise** | | | | | | |
| Increase from Existing Conditions | | | | | | |
| | | | | | | |
| **Natural Ecosystems** | | | | | | |
| Floodplain | | | | | | |
| Wetlands | | | | | | |
| Stream Ecology and Storm Water Quality | | | | | | |
| Waterfront Access | | | | | | |
| | | | | | | |
| **Socioeconomic Impacts** | | | | | | |
| Visual Impacts | | | | | | |
| Residential Acquisitions | | | | | | |
| Community Property Acquisitions | | | | | | |
| 4(f) Property Acquisition | | | | | | |
| Economic Benefits - Regional Accessibility | | | | | | |
| Economic Benefits - Travel Time | | | | | | |
| | | | | | | |
| **Historic Architecture** | | | | | | |
| Physical Impact to Historic District | | | | | | |
| Noise Increase from Existing Conditions on Historic District | | | | | | |
| Impact to Viewshed | | | | | | |
| | | | | | | |

***NOTES:*** Air Quality, Hazardous Waste and Archaeology are not distinguishing criteria.

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# EIS SCHEDULE

- FHWA review of TES – Summer 2006
- Identify Preferred Alternative – Fall 2006
- Pre-Draft EIS and Conceptual ACOE Permit – Winter 2007
- Agency Review – Spring 2007
- Circulation of DEIS – Fall 2007
- Public Hearing – Fall 2007
- Final EIS – Spring 2008

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# CONSTRUCTION SCHEDULE

- Anticipate multiple construction contracts
  - ✓ Funding will influence schedule
  - ✓ Alternative selected will influence schedule
  - ✓ Start late 2009 / 2010 with an advanced contract
  - ✓ Complete by 2015±

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