

**I-295 REHABILITATION PROJECT  
CAMDEN AND GLOUCESTER COUNTIES, NJ  
LOCAL OFFICIALS BRIEFING – NO. 2**

**Meeting Report**

**Date:** Thursday, June 4, 2009

**Time:** 2 p.m. – 3:30 p.m.

**Location:** Westville Courthouse  
114 Crown Point Rd  
Westville, NJ

<b><u>Attendees</u></b>	<b><u>Address / Representing</u></b>	<b><u>Phone/Email</u></b>
Sal Giambrone	Haddon Heights Police Department	856-547-0614
Andrew Willson	Barrington Police Department	856-597-3350
Bill Bittner	Westville	856-456-0030
Ross Welsh	Westville – Mayor	856-456-0030
Denise Rose	Deptford	856-866-2220
Fred Lederer	Westville Police Chief	609-352-2901
Robert Davies	NJDOT, DPD	609-530-2744
Patricia Feliciano	NJDOT, Office of Community Relations	609-530-2110
John Eric Henson	McCormick Taylor	856-793-0800
Kevin Boulden	McCormick Taylor	856-793-0800
John Mullen	McCormick Taylor	215-592-4200

**Purpose of Meeting**

The purpose of the briefing was to provide Local Officials information on anticipated improvements and construction staging information for I-295 from Route 45 (Exit 24) in Gloucester County to Haddonfield-Berlin Road (Exit 32) in Camden County. Topics of discussion included transportation and infrastructure issues, changing traffic and truck patterns, and traffic safety initiatives.

**Meeting Displays**

- Project Area map
- Construction Staging Plan (Overall)
- Concrete Fence detail and images

**Meeting Handouts**

- Meeting Notice
- Comment Form

**Summary of Discussion**

Patricia Feliciano opened the meeting by thanking everyone for attending, and then asked everyone to introduce themselves. She then asked Bob Davies to provide an overview of the project.

Mr. Davies stated the New Jersey Department of Transportation (NJDOT) will be constructing improvements for an eight-mile stretch of I-295 in Gloucester and Camden counties, New Jersey. The study area extends from Route 45 (Exit 24) in Gloucester County to Haddonfield-Berlin Road (Exit 32) in Camden County.

Mr. Davies indicated the I-295 corridor pavement has deteriorated to the extent that it creates potential safety hazards and warrants rehabilitation or reconstruction. Repairs will consist of rehabilitation of the pavement surface through milling and overlay. Other improvements will focus on pavement rehabilitation/reconstruction and structure repairs, as well as improvements to guide rail, medians and shoulders and drainage.

Mr. Davies stated the overall construction effort would take two construction seasons, beginning in June 2009 and ending in fall of 2010.

John Eric Henson stated that improvements will include bridge decks will be reconstructed at five (5) locations on the northern work zone, and various other substandard elements will be improved. He stated that a pole mounted closed circuit camera and various other I.T.S. features will be installed at various locations along the corridor. There is no anticipated impact outside the existing right-of-way.

Mr. Henson described the construction staging effort that would include lane shifts designed to increase the work area and decreased overall construction time. Mr. Henson explained that the staging would maintain three travel lanes in each direction at all times by taking one lane of traffic and placing it on the other side of the dualized highway. This lane would be an express lane to or from the Route 42 interchange. The remaining two (2) lanes would be for local traffic and would allow for exiting/entrance movements.

Mr. Henson stated entrance ramps onto the mainline would involve stop signs with no acceleration lanes. He also stated that ramp construction would occur during off-hours as much as possible to limit local detours. He stressed that coordination between municipal officials, the county, and the state would be required leading up to and during any ramp closures.

Mr. Davies stated that in order to achieve three-lanes in each direction, traffic will have to utilize existing outside shoulders as travel lanes. As a consequence of this, conflicts may arise for traffic entering and exiting the highway since there would not be acceleration or deceleration lanes during construction.

A local official inquired if secondary roads beneath the bridge repairs would be closed at any time during construction. Mr. Davies stated that some secondary roads may have lane closures during the time bridge work is being done, but that the Department would notify and work with local EMS responders to minimize impacts and ensure emergency access along these roads.

A local official inquired if stand pipes along I-295 will be accessible during construction. Mr. Davies stated that some stand pipes will not be accessible during times construction is occurring on the outside lanes or shoulders, or if the area immediately adjacent to a standpipe is being used as a construction staging area.

An official inquired when construction will begin. Mr. Davies responded that construction will begin at the end of June 2009, and be completed in two years. He added a pre-construction meeting will be held with the general contractor on June 17.

An official inquired when municipalities will receive a copy of the contact sheet. Mr. Davies stated the contact sheet will be provided following the pre-construction meeting.

A municipal official inquired if construction will begin in the southern portion of the project area (below the I-295/Route 42 interchange), or the northern part of the project area. Mr. Davies explained the project is essentially defined as two work zones separated by the Route 42 interchange. Work Zone 1 work performed on I-295 between Route 45 and Route 42. Work Zone 2 work performed on I-295 between Route 42 and County Route 561. Both work zones will begin at the same time, however the southern work zone would take approximately half time of the northern work zone to complete. Thus, the traffic interference in the southern work zone would be significantly lessened. Mr. Davies added that three lanes will be maintained in each direction during morning and evening rush hours to ensure minimal traffic congestion through the work zones.

A municipal official inquired if the proposed concrete fence will be as high as the existing noise walls on I-295. Mr. Henson stated that the concrete fence will be eight feet high. The existing noise walls on I-295 range in height from approximately 12 feet to 20 feet.

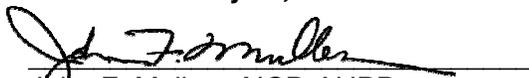
An official inquired if NJDOT's "Missing Moves" project or "Direct Connection" project will soon follow the I-295 pavement rehabilitation. Mr. Davies state the Direct Connection would be constructed first, followed by the Missing Moves project.

#### **Action Items**

- Provide municipal officials copies of the contact sheet following pre-construction meeting.

The meeting ended at 3:30 p.m.

Report prepared by:  
**McCormick Taylor, Inc.**

  
John F. Mullen, AICP, NJPP