Agency Coordination Meeting #4

I-295/I-76/RT. 42 INTERCHANGE

History of Studies and Findings 1987-2003

March 26, 2003
PRESENTATION OVERVIEW

- 1985    NJDOT Begins Design of Route 42 Widening
- 1987    Preliminary Alternative Report
- 1990    Final Alternatives Report
- 1990-1993  Review of Impacts/Alternative Studies
- 1996    Draft Summary Report
- 1997    I-295/Route 42 Missing Moves Study
- 1997    Buchart Horn Interchange Study
- 1998    Revision to Buchart Horn Interchange Study
- 1999    Transportation Investment Study
- 1999    Missing Moves Concept Development
- 2000 – Present   Dewberry EIS
- 2001    Missing Moves Feasibility Assessment
1987
PRELIMINARY
ALTERNATIVES REPORT
Original Study Boundaries

Preliminary Alternatives Report

November, 1987
ALTERNATIVE 1 – I-295 DIRECT WITH LOOP RAMPS

Preliminary Alternatives Report
November, 1987
ALTERNATIVE 2 – I-295 DIRECT WITH FLYOVER RAMPS
ALTERNATIVE 3 – I-295 INDIRECT WITH EXPANDED RAMPS
ALTERNATIVE 4 – I-295 INDIRECT WITH TIGHT RAMPS

Preliminary Alternatives Report
November, 1987
ALTERNATIVE 5 – I-295 INDIRECT WITH TIGHT ALIGNMENT
ALTERNATIVE 6 – I-295 MAINLINE ON RAMP
ALTERNATIVE 7 – I-295 MAINLINE ON RAMP, MODIFIED

Preliminary Alternatives Report

November, 1987
ALTERNATIVE 8 – COLLECTOR-DISTRIBUTOR
ALTERNATIVE 9 – DIRECTIONAL INTERCHANGE
Report Evaluated 11 Alternatives for:
- Impacts (Community, ROW, Wetlands, Etc.)
- Operational Safety Improvements
- Weaving Sections

Recommendations:
- Alternatives 2,3,5,9,10 Move Forward (2&10 Combined for Further Study)
- Alternatives 1,4,6,7,8,11 Eliminated
FINAL ALTERNATIVES
REPORT
OCTOBER, 1990
Final Alternatives Report
October, 1990
ALTERNATIVE 9

Final Alternatives Report
October, 1990
ALTERNATIVE 12

Final Alternatives Report
1990
1990 FINAL ALTERNATIVES REPORT

- Report Evaluated Four Alternatives for:
  - Impacts (Wetlands, ROW, Community, Etc.)
  - Construction Costs
  - Geometry
  - Operational Safety

- Recommendations:
  - Alternative 10 Moved Forward
  - Alternatives 5, 9, 12 Eliminated
ALTERNATIVE 10

- Moderate Constructability
- 79 Homes Displaced
- Industrial Displacements
- Wetlands Impacts
Alternate # 10

Missing Moves

I-295/I-76/Rt.42 Interchange
I-295/ROUTE 42 MISSING MOVES STUDY
JULY, 1997
1997 I-295/ROUTE 42 MISSING MOVES STUDY

- Alternatives Evaluated for:
  - Level of Service
  - Impacts (Environmental, ROW, Community, Etc.)

- Recommendations:
  - Advance Alternative B-5
    - Mets all Project Goals
    - Does not Utilize Local Roadways
    - Supported by Community
    - Mets Design Standards
  - Alternatives B-1, B-2, B-3, B-4, B-6 Eliminated
Alternate # 10

Missing Moves

I-295/I-76/Rt.42 Interchange
Study Progress
1990 - 1999

- Preliminary Environmental (Land Fill) and Fatal Flaw Analysis
  Performed on Missing Moves Project

- Preliminary Constructability and Fatal Flaw Analysis Work
  Performed on Interchange Project

All Additional Studies 1990 – 1999 Showed Both Projects Are Constructible & Viable
1999 – I-295/I-76/RT. 42 TRANSPORTATION INVESTMENT STUDY

- Independent Regional Study Performed by MPO
- TIS Committee
  - Municipalities
  - Regional Organizations
  - Other Governmental Organizations
  - State Legislatures
  - Regulatory Agencies
    - Army Corps of Engineers
    - Federal Highway Administration
    - Federal Transit Administration Regions II & III
    - New Jersey Department of Environmental Protection
    - New Jersey State Historic Preservation Office
    - US Environmental Protection Agency Regions II & III
Transportation Agencies

- Delaware River Port Authority
- New Jersey Department of Transportation
- New Jersey Transit
- New Jersey Turnpike Authority
- Port Authority Transit Corporation
- South Jersey Transportation Authority
Transportation Improvement Strategies Evaluated

- No Build
- HOV Lanes
- Van Pool & ITS
- Express Buss and Park & Ride
- Rail Transit
- Turnpike Widening
- New Turnpike Widening
- Partial Build (Missing Moves)
- Full Build (Interchange Only)
Conclusions

• Evaluate Other Highway Strategies – They Help, But Do Not Fix Congestion / Safety Needs

• Full Build (Interchange) and Partial Build (Missing Moves) can be advances Simultaneously

• Missing Moves Can Be Advanced First, Interchange Requires an EIS
FHWA CRITERIA FOR INDEPENDENT UTILITY

- Project Must Connect Logical Termini
- Project Must Be Useable and Be a Reasonable Expenditure
- No Restrictions of Alternatives for Other Foreseeable Transportation Improvements

BOTH PROJECTS MEET ABOVE CRITERIA !!
CURRENT COURSE OF ACTION

- Advance Two Separate Projects (Missing Moves and Interchange)

- Address Secondary and Cumulative Impacts in I-295/I-76/Rt.42 Interchange Reconstruction EIS
DISCUSSION