

Second Public Information Center

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

July 24, 2003

Presented by: NJ Department of Transportation

Visit us at: www.state.nj.us/transportation/works/studies/rt295



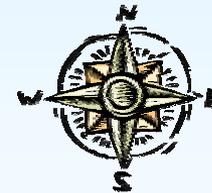
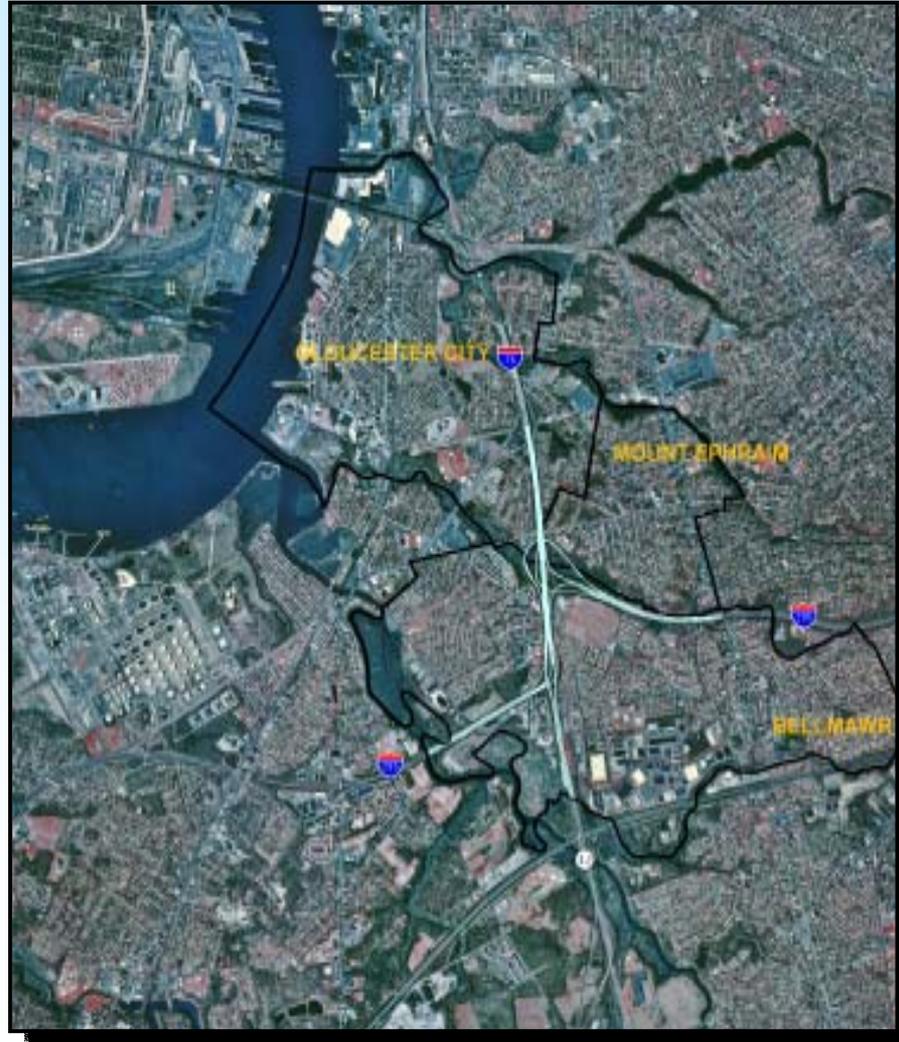
PURPOSE OF MEETING

- Exchange Information
- Discuss ideas
- Identify public concerns
- Communicate



SITE MAP

I-295/I-76/Route 42
Direct Connection
Camden and Gloucester Counties



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

Camden and Gloucester Counties

STUDY BOUNDARY



Source: NCEM Bureau of Geographic Information & Analysis, 1995-1997



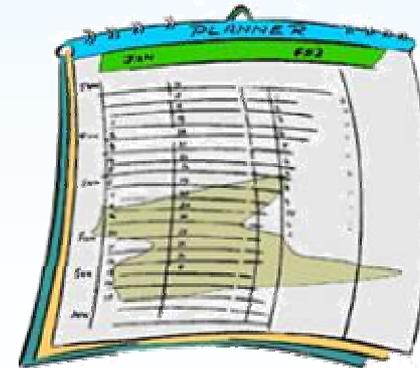
Study Area

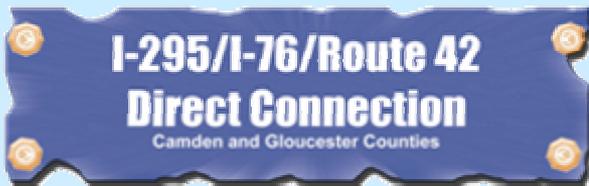
Legend

- Project Screening Study Area Boundary
- Municipal Boundary



- Obtain Background Data & Develop Initial Alternatives (2002 - 2003)
- Prepare Draft Environmental Impact Statement (2002 - 2004)
- Prepare Final Environmental Impact Statement (2005)
- Design (2006 - 2008)
- Construction (2008 - 2010)





ENVIRONMENTAL IMPACT STATEMENT (EIS)

- A study to determine the alternative that provides the most improvement to the roadway system while causing the least impact to the natural and built environment.

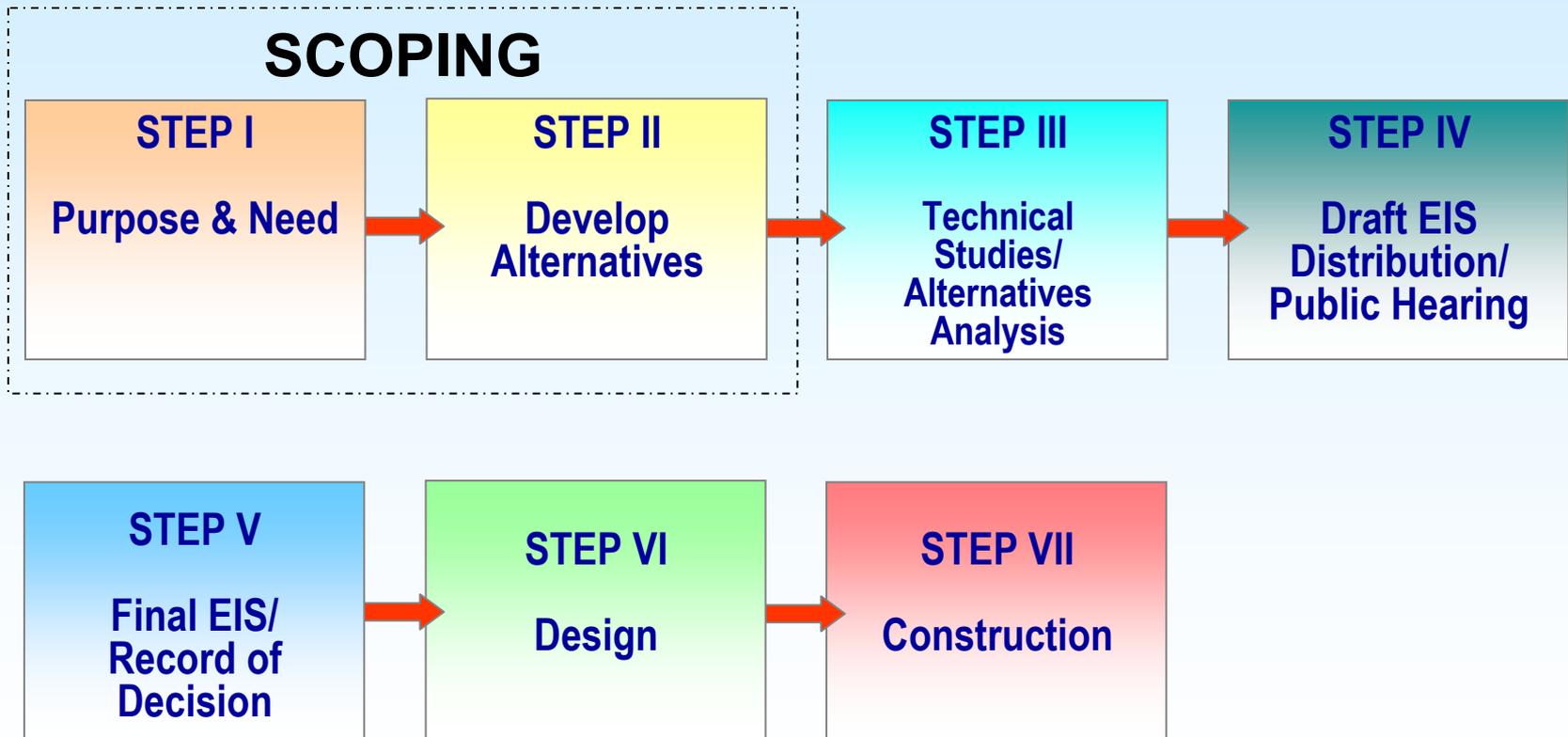


➤ **A major goal of the EIS process is to be open and encourage public participation**

- ✓ Public Meetings
- ✓ Community Advisory Committee Meetings
- ✓ Agency Coordination Meetings
- ✓ Local Officials Briefing Meetings
- ✓ Partnering Meetings
- ✓ Web Site  (www.state.nj.us/transportation/works/studies/rt295)
- ✓ E-Mail Address  (Fix.295@dot.state.nj.us)
- ✓ Newsletters



SCOPING



➤ Performed to Date

- ✓ Identify Project Need
- ✓ Define Purpose
- ✓ Identify Constraints
- ✓ **Identify Initial Alternatives**

➤ Next Steps

- ✓ Short List Alternatives
- ✓ Detailed Evaluation of Short Listed Initial Alternatives



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IDENTIFY PROJECT NEED

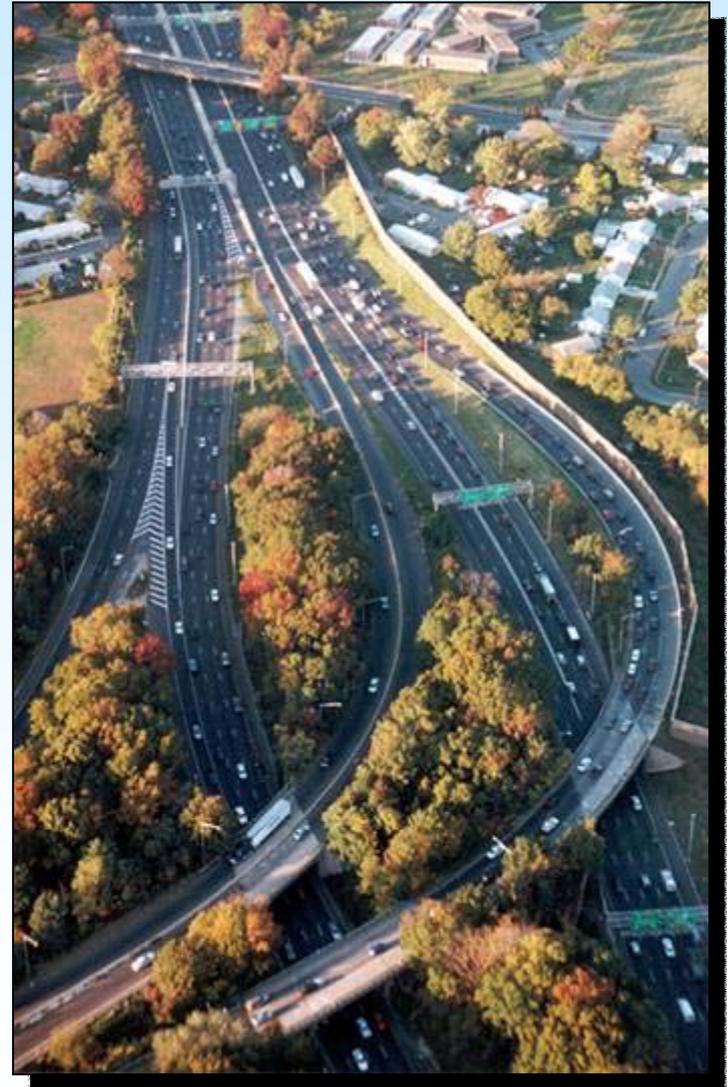


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PROJECT NEED

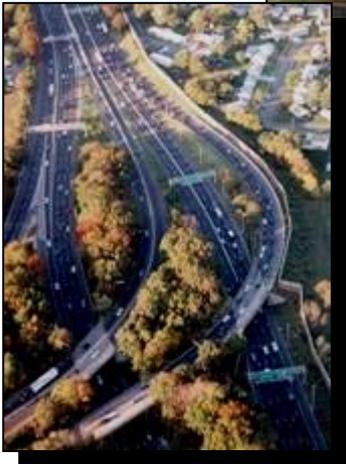
OPERATIONAL DEFICIENCIES

I-295/ Route 42 Weave



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PROJECT NEED



OPERATIONAL DEFICIENCIES
TRAFFIC (everywhere)



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PROJECT NEED



GEOMETRIC DEFICIENCIES

I-295 SB - Al-Jo's Curve



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PROJECT NEED



SUBSTANDARD BRIDGES *Creek Road over I-295*



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PROJECT NEED

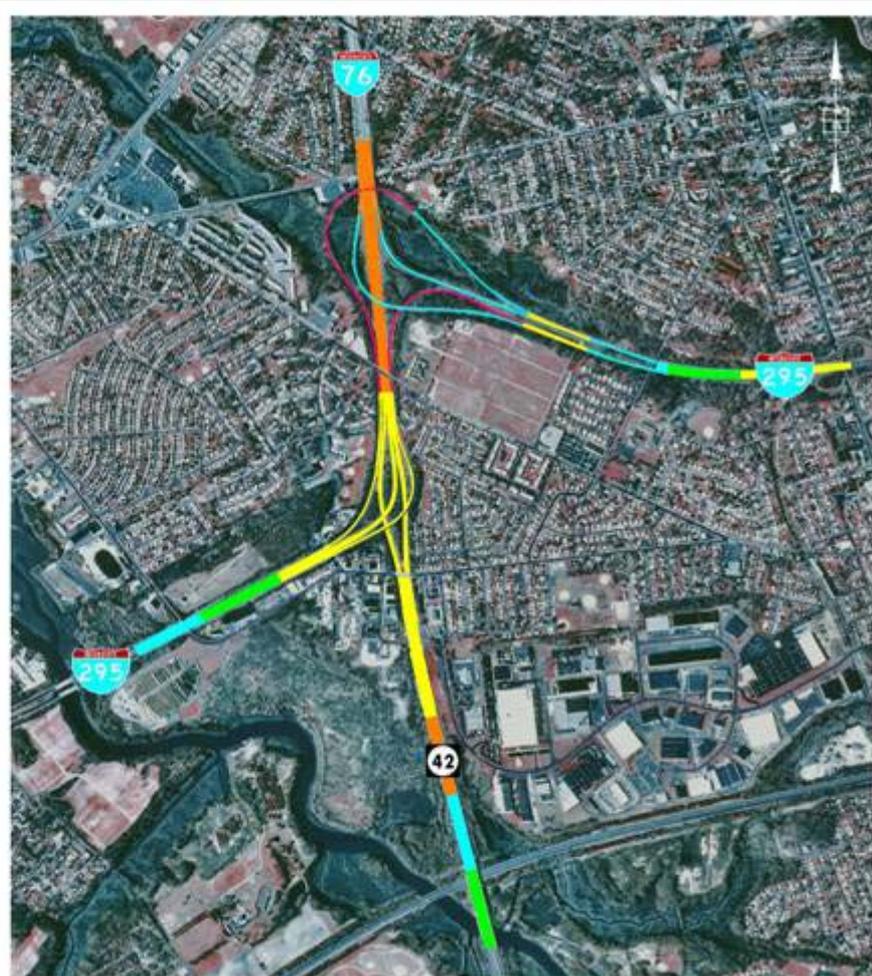
ACCIDENTS

The Statewide Average Accident Rate is a convenient method of comparing the relative safety record of highways. The average accident rate is calculated annually for each highway in the State. A highway's accident rate is compared to highways with similar characteristics, such as whether the highway is divided or undivided, the number of lanes on the highway and the presence or absence of shoulders. As an example, for this project, I-295 was examined from M.P. 26 to M.P. 28. The roadway cross section for this length is four or more lanes, grass median, with a shoulder. The amount of traffic that a highway carries as well as the length of the roadway being studied are also accounted for in the Statewide Average Accident Rate.

For 2000 the Statewide Average Accident Rate for highways similar to I-295 and Route 42 was 1.73 million-vehicle miles. For highways similar to I-76 the Statewide Average Accident Rate was 2.24 accidents per million-vehicle miles.

LEGEND

- Less than the State average
- 1-2x the State average
- 2-3x the State average
- 3-4x the State average
- Over 4x the State average



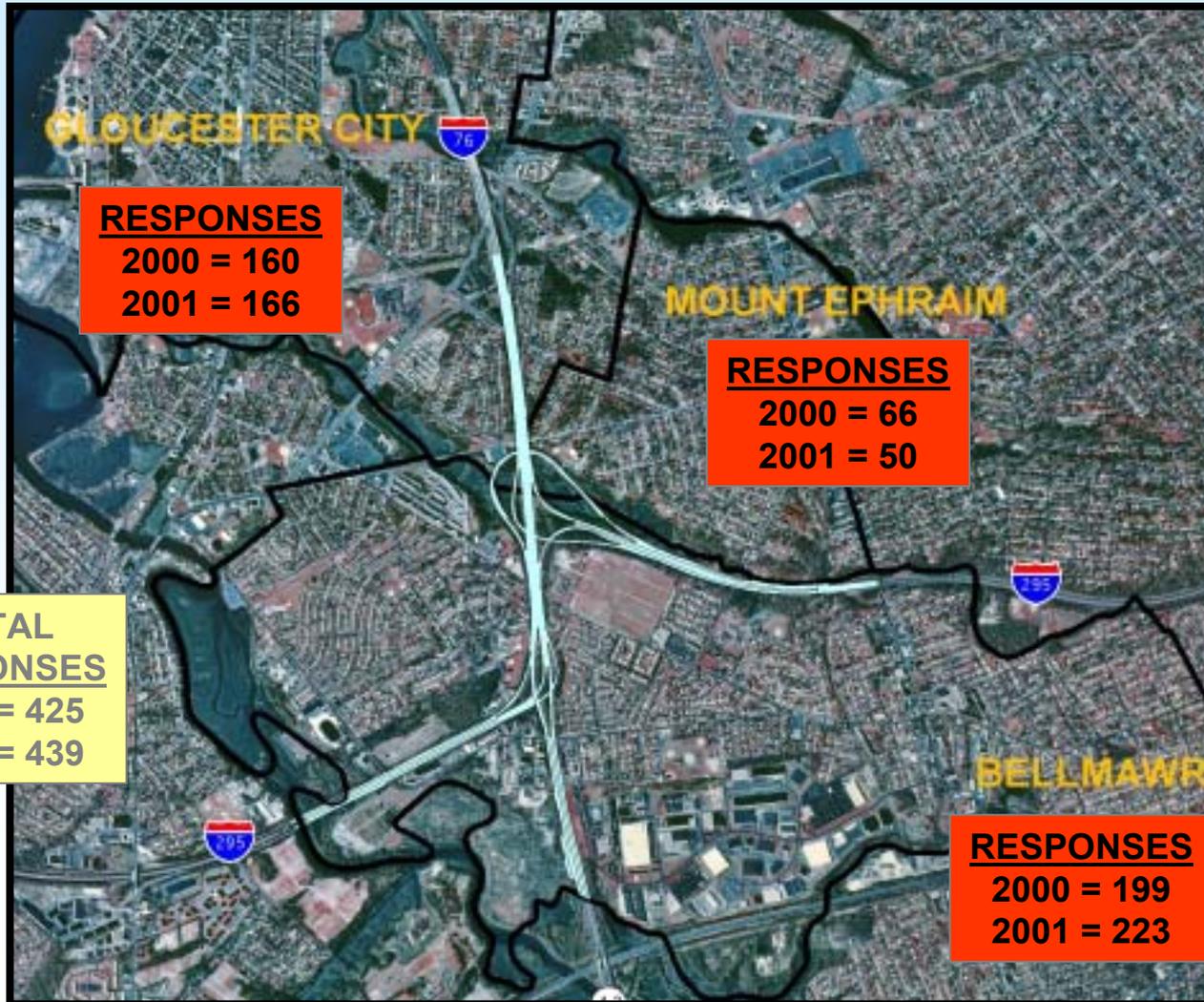
Source: NJDOT 2000 accident rates



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PROJECT NEED

EMERGENCY RESPONSES



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PROJECT NEED

QUALITY OF LIFE

Local Streets



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PROJECT PURPOSE



- Improve traffic safety
- Reduce congestion
- Meet drivers expectations



I-295/I-76/Route 42

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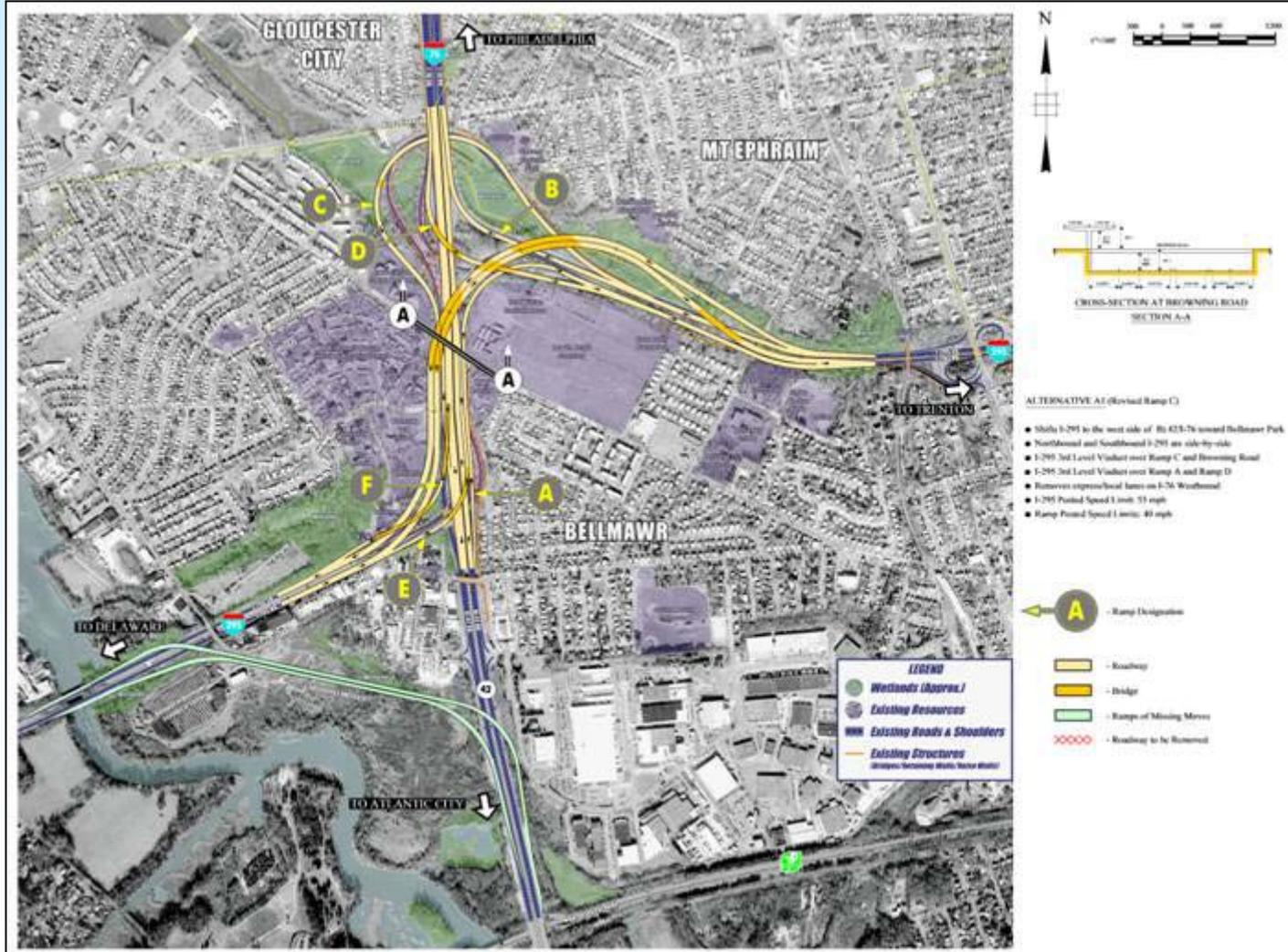
IDENTIFY CONSTRAINTS



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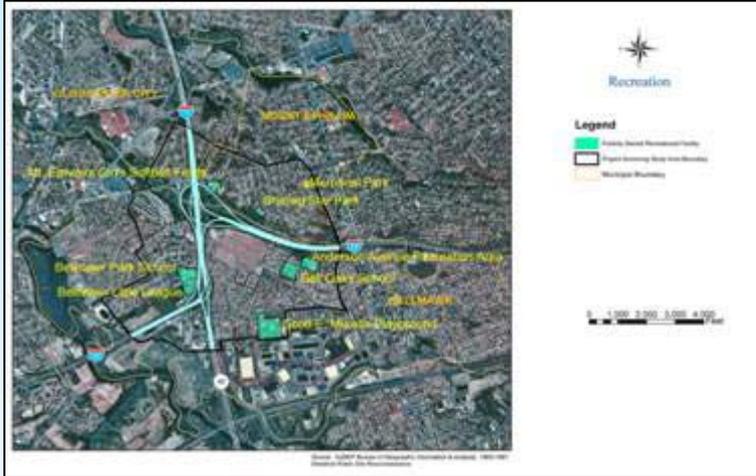
CONSTRAINTS



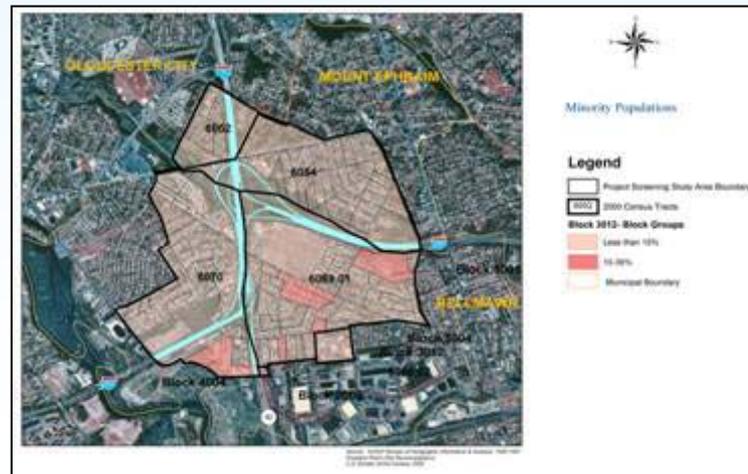
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CONSTRAINTS



SECTION 4(f) - RECREATION



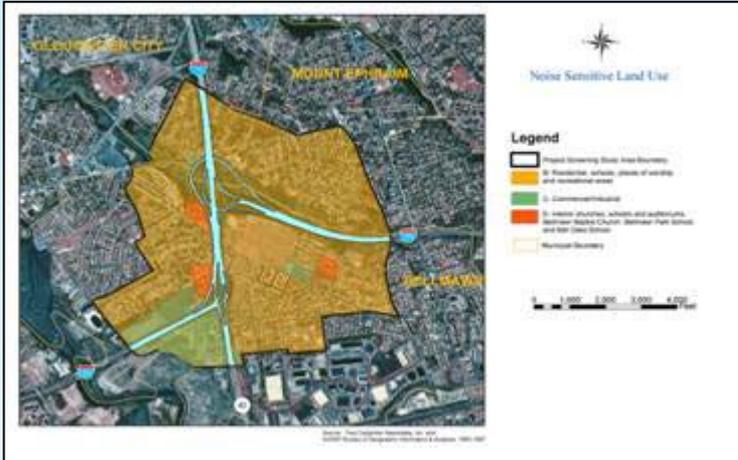
MINORITY POPULATIONS



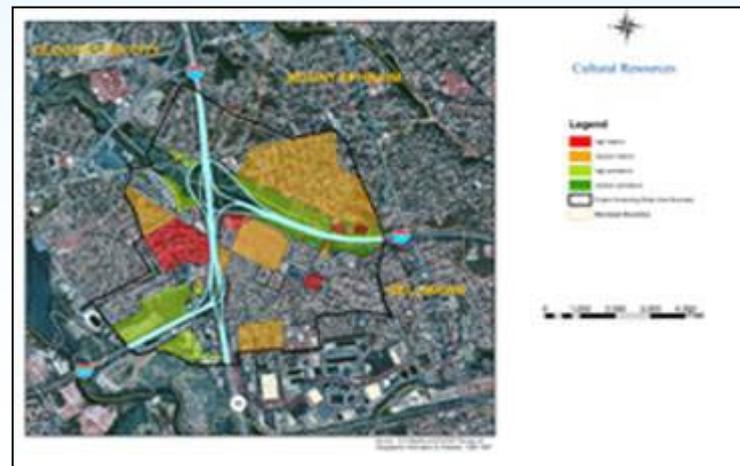
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CONSTRAINTS



NOISE SENSITIVE LAND USE



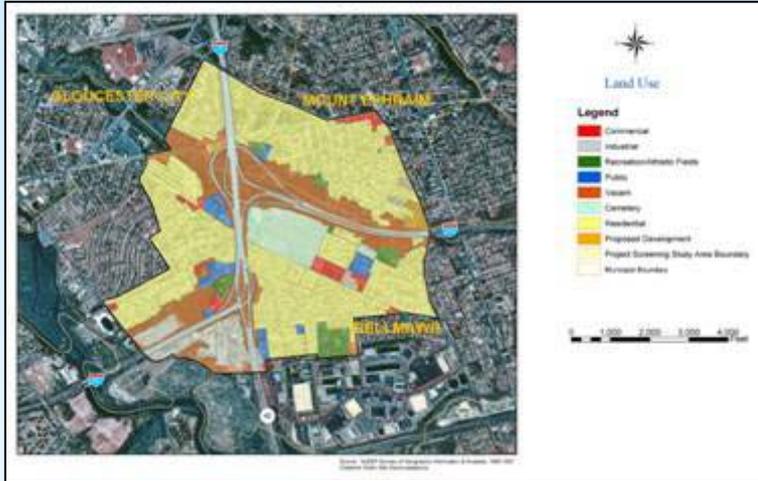
CULTURAL RESOURCES



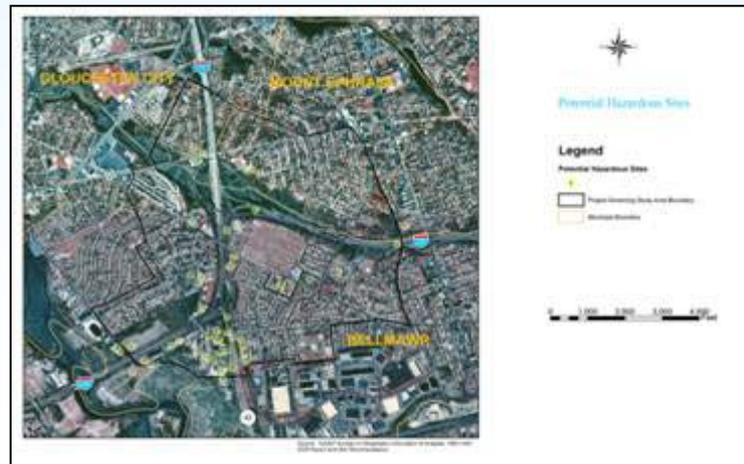
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CONSTRAINTS



LAND USE



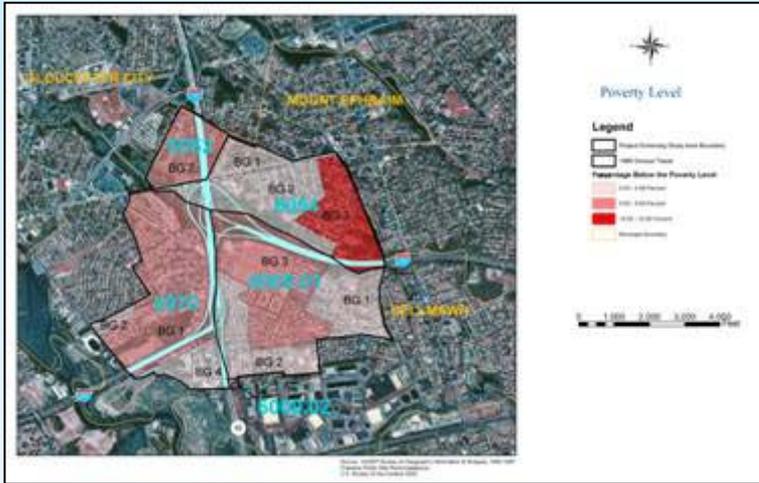
POTENTIAL HAZARDOUS SITES



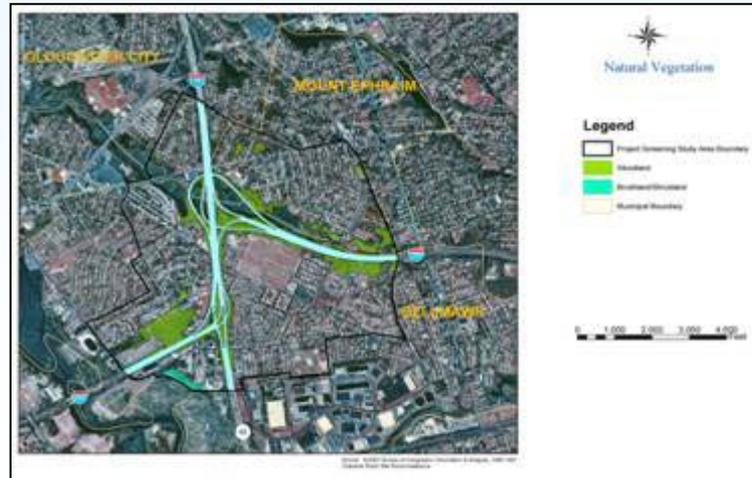
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CONSTRAINTS



POVERTY LEVEL



NATURAL VEGETATION



COMMON FEATURES

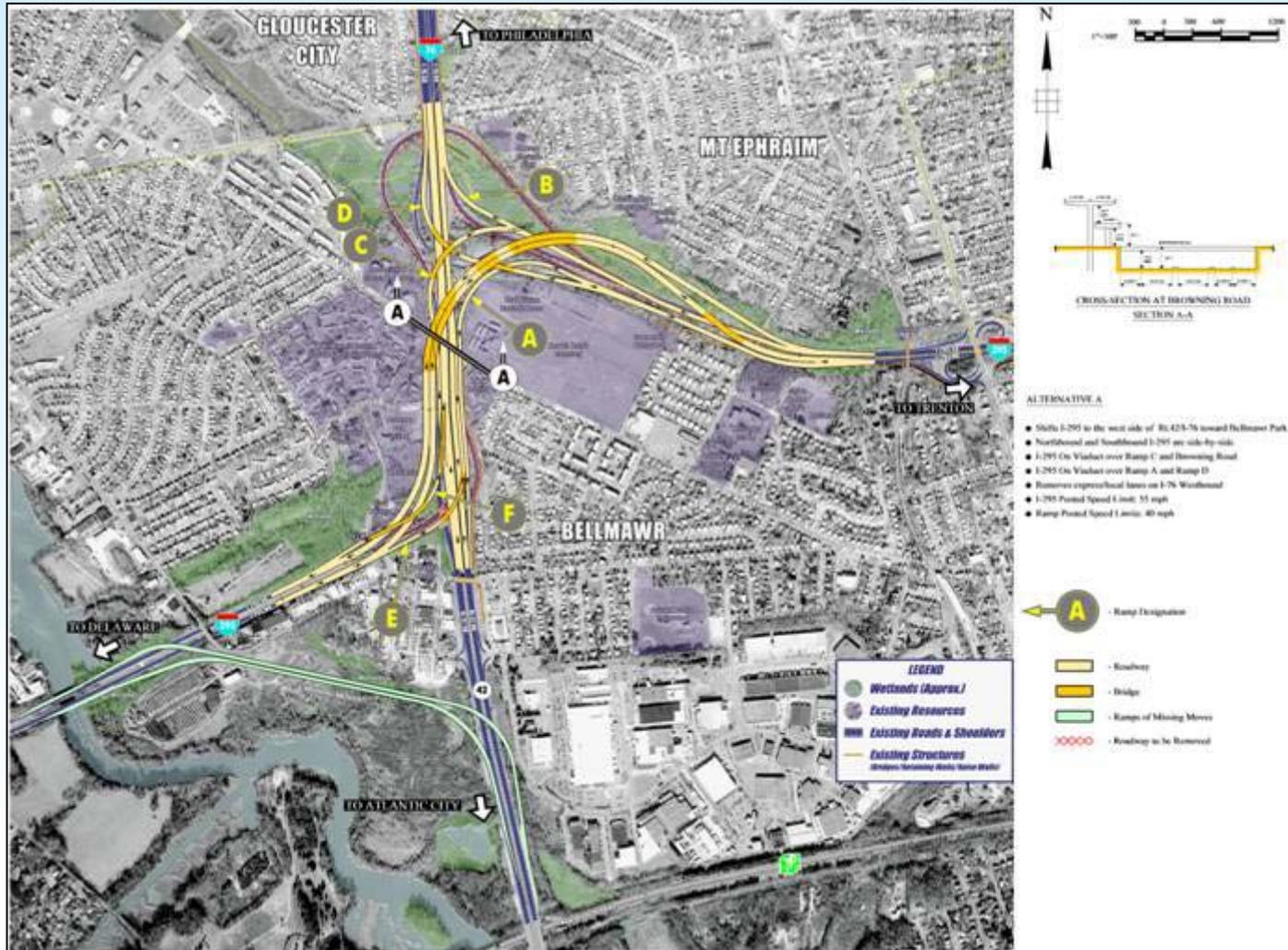
- Handle Proposed Volume (Year 2030)
- Three Lanes Each Direction on I-295
- Two Lane Ramps
- Meet Interstate Standards
- Main Line - 55 MPH Posted Speed
- Direct Ramps – 40 MPH Posted Speed
- Removes express and local lane configurations on Route 42/I-76



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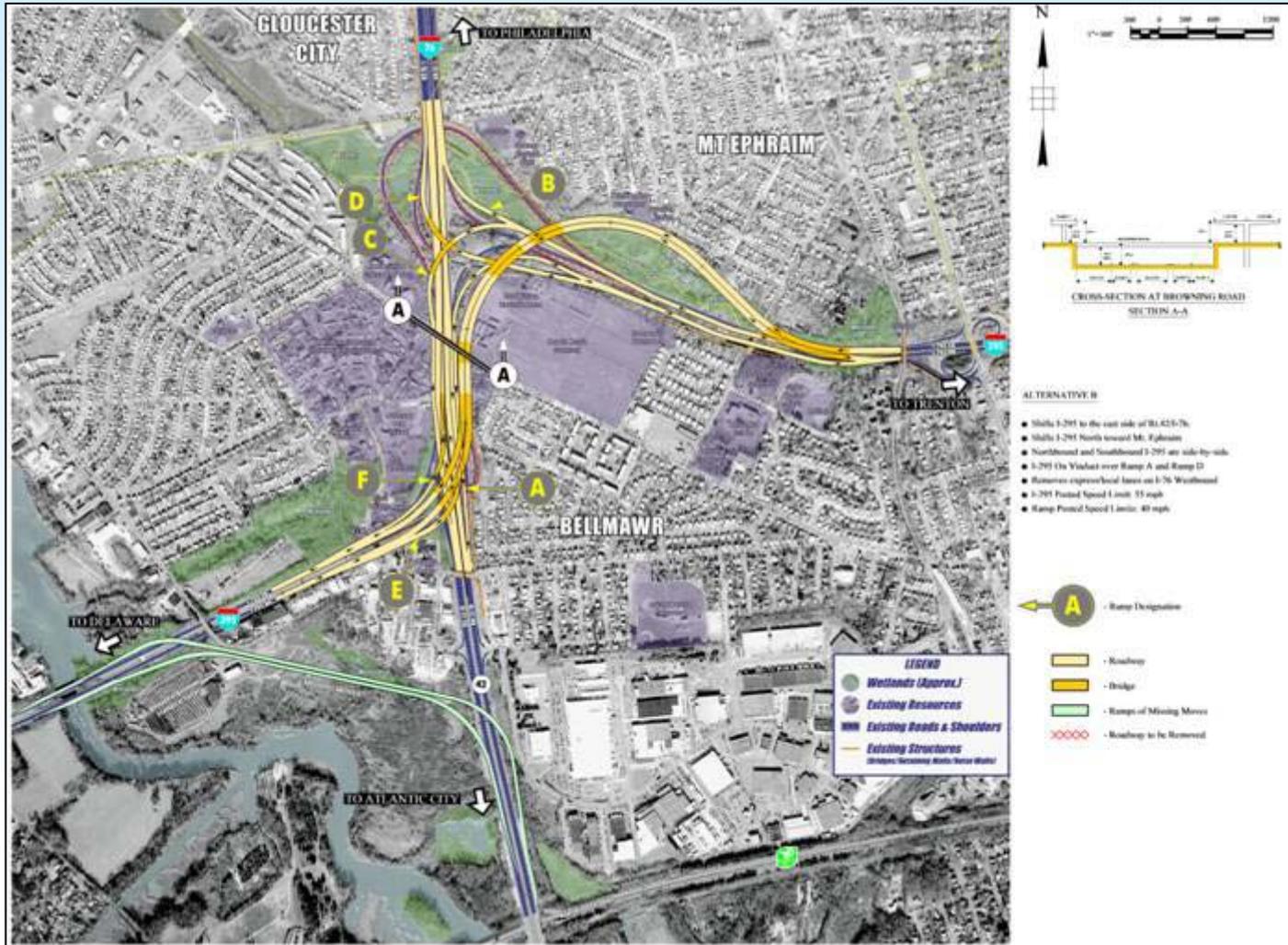
ALTERNATIVE A1



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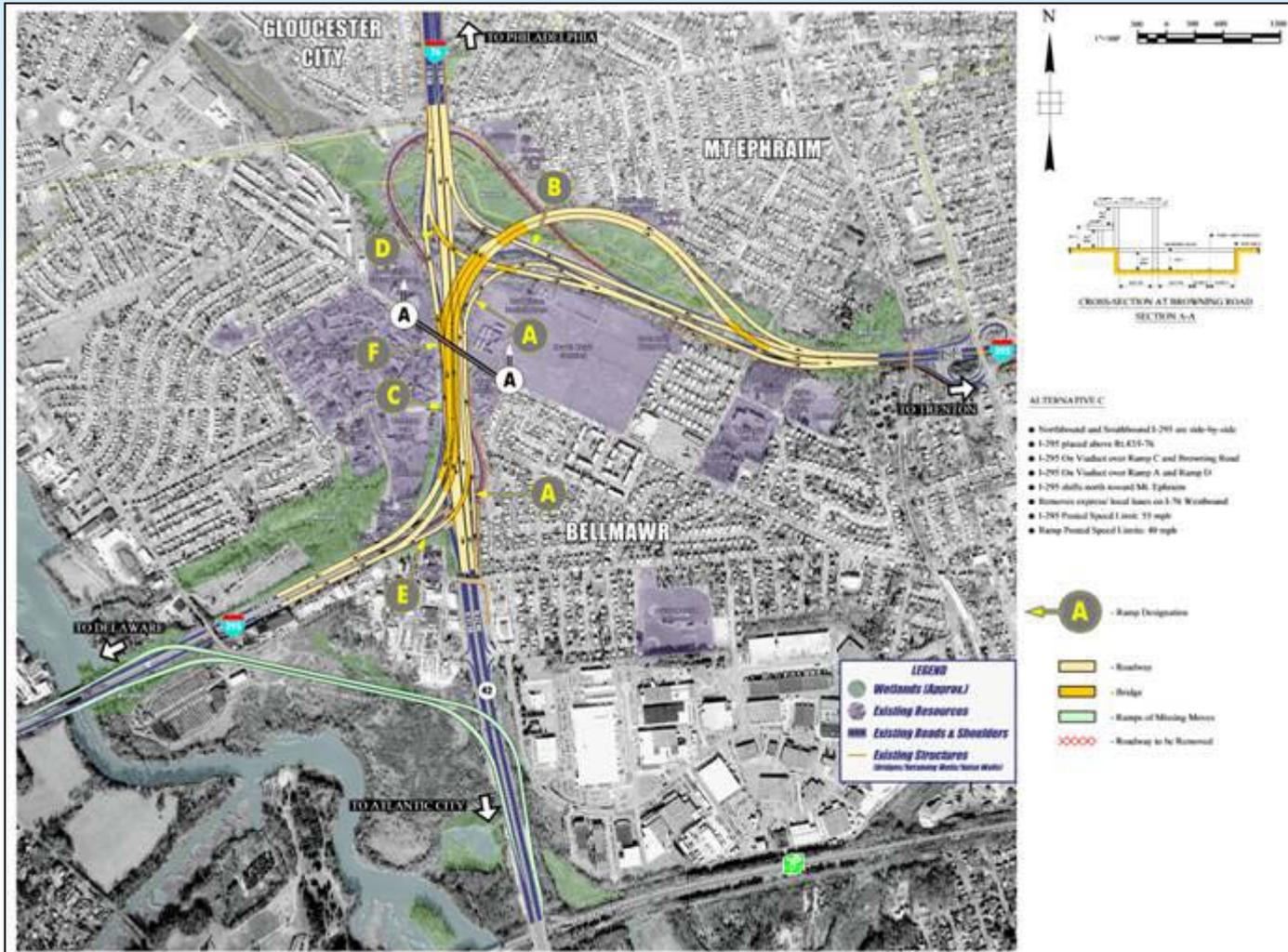
ALTERNATIVE B



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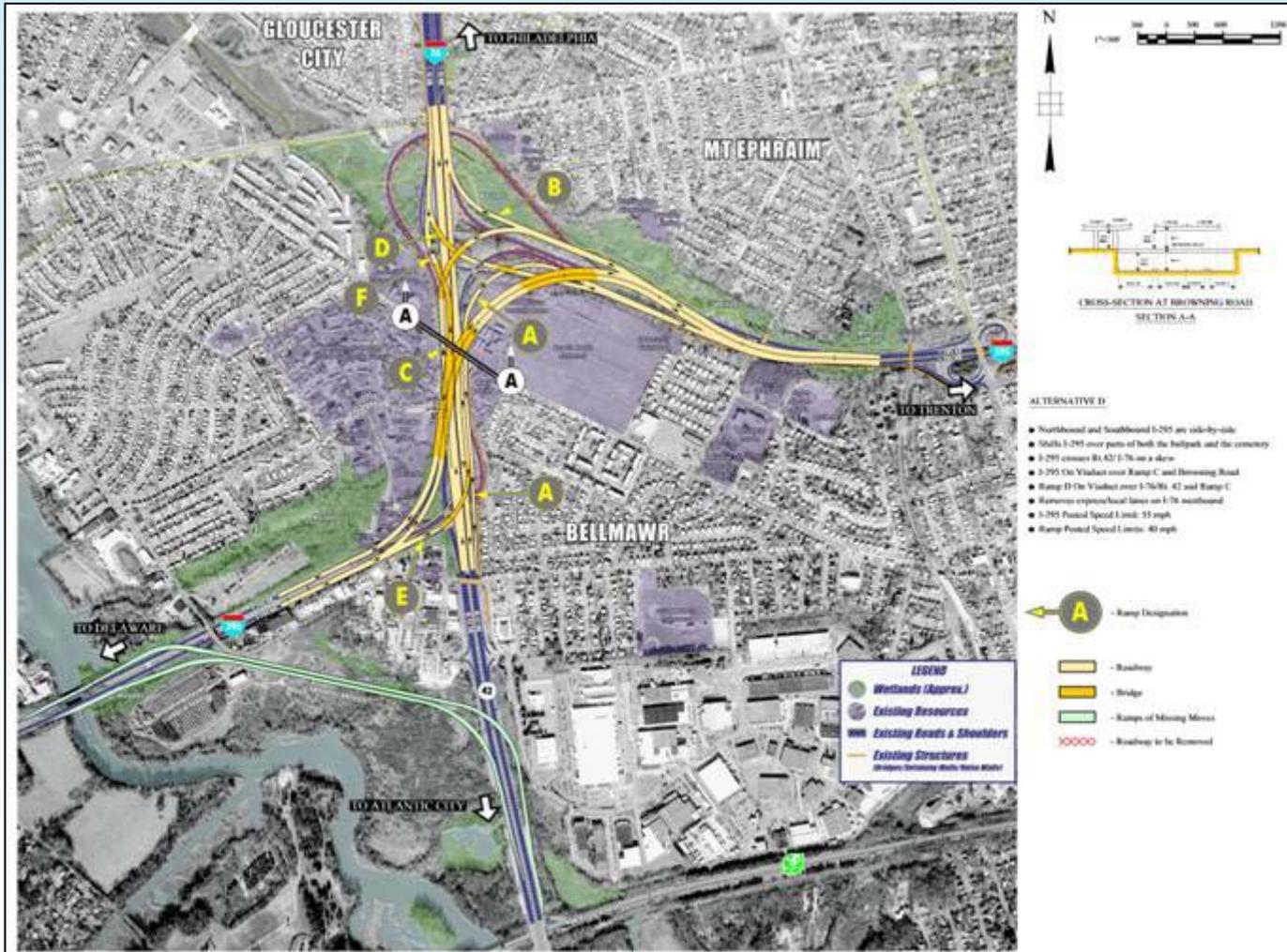
ALTERNATIVE C



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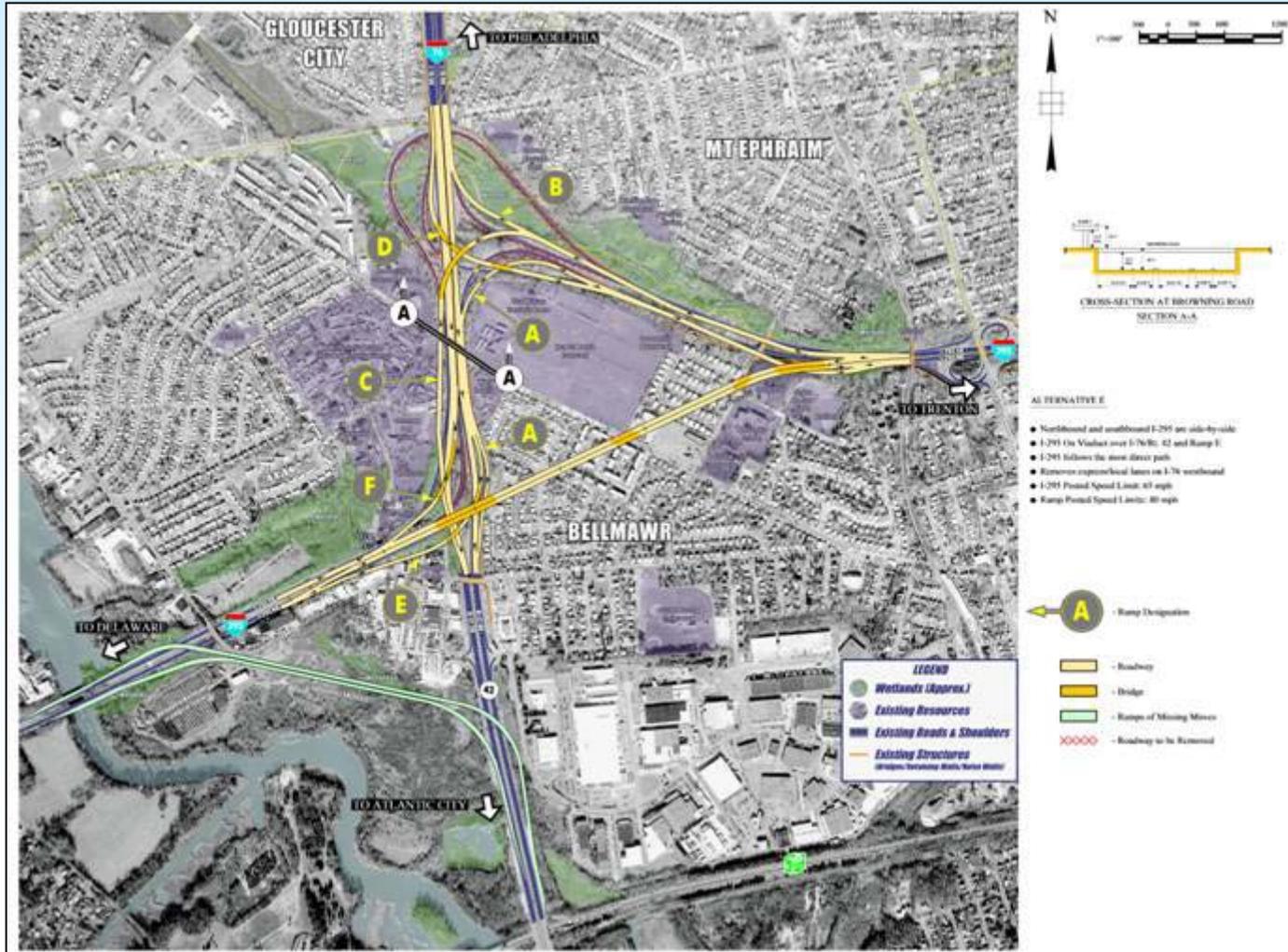
ALTERNATIVE D



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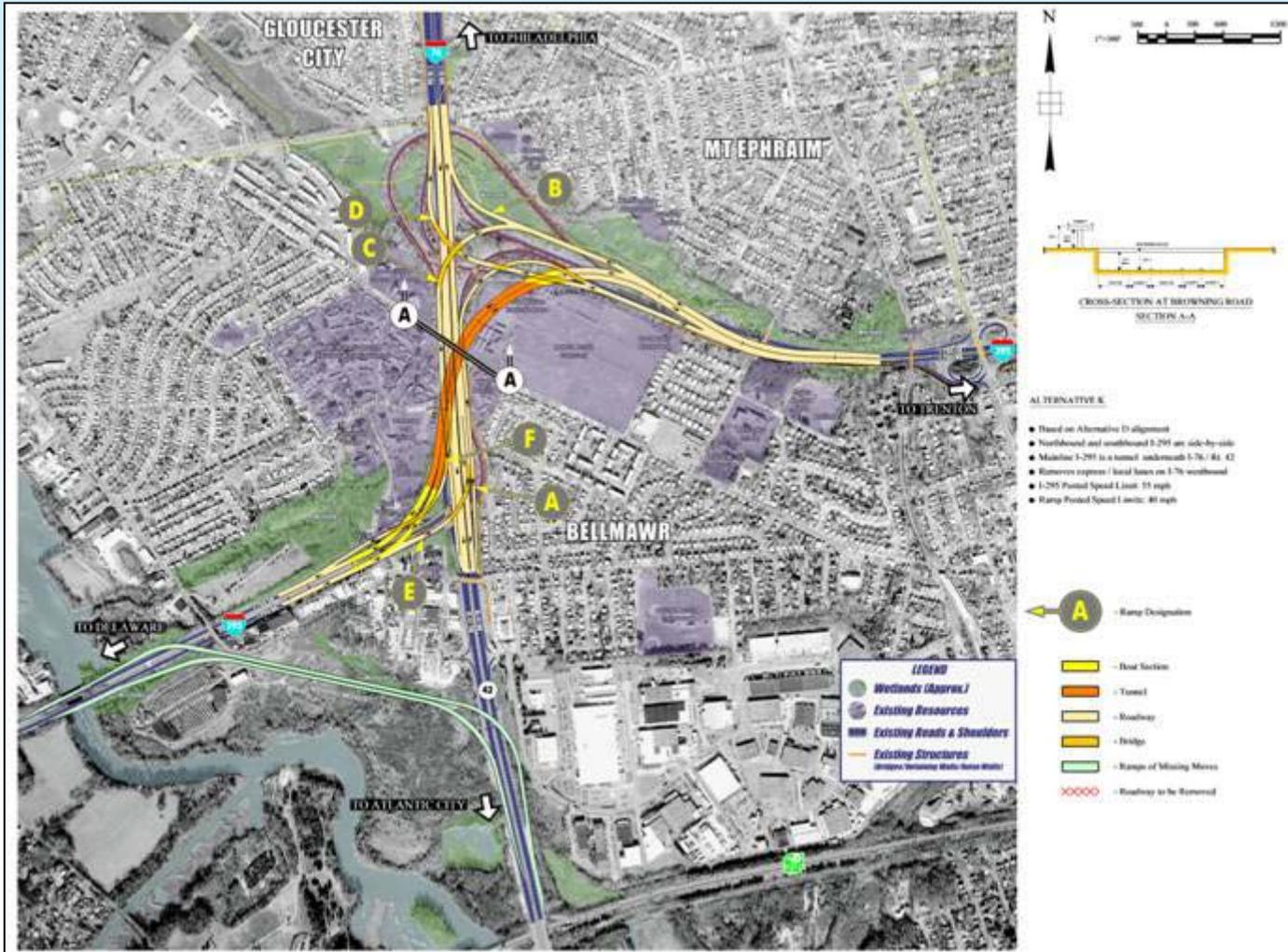
ALTERNATIVE E



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ALTERNATIVE K



- Screening of initial alternatives and completion of shortlisting matrix
- Objective is to select a reduced number of alternatives that will be evaluated in detail in the EIS process



FACTORS CONSIDERED

- **Constructibility**
- **Maintainability**
- **Compliance with Standard Design Criteria**
- **Comparison of Order of Magnitude Construction Cost**
- **Right-of-way Acquisition**
- **Wetlands Preservation**
- **Noise**
- **Air Quality**
- **Socioeconomic Conditions**
- **Environmental Justice**
- **Archaeological Resources**
- **Historic Resources**
- **Potential Hazardous/ Contaminated Sites**



WHAT CAN YOU DO ?

- Visit the exhibition areas available here tonight
- Ask questions
- Provide comments/concerns
(written, oral, e-mail, etc.)
- Stay involved



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ANY QUESTIONS?



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