



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

Camden County

www.state.nj.us/transportation/works/studies/rt295

Jon S. Corzine, Governor

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Over the past several years, this I-295/I-76/Route 42 Direct Connection newsletter has provided readers with information about the project as it has advanced. The project scoping process identified 26 conceptual alignments for consideration. After extensive community involvement and input from regulatory agencies, six alternatives (five build alternatives and a no build alternative) were chosen to advance for further study as part of the Environmental Impact Statement (EIS) process. The six alternatives selected for further analysis were those that would have relatively lower impacts to both the built and natural environment.



Meetings with regulatory agencies and the community are being held this fall so that stakeholders can review and discuss the TES findings and the impact criteria as well as the comparison of alternatives. The focus of these meetings is to obtain stakeholder's input and comment regarding the Alternative Comparison Matrix, a table that compares the potential impacts of all six alternatives. The process was goal-oriented in order to come to a consensus among all stakeholders with respect to the Alternatives Analysis process. The goal was to confirm the selection of the Preferred Alternative.

Beginning in 2004, these six alternatives were analyzed in Technical Environmental Studies (TES). The TES reports explored the possible impacts that may result from the proposed project and serve as the basis for developing the EIS. The TES reports have rigorously explored and objectively evaluated all of the alternatives that will be carried through the EIS process. All build alternatives are feasible and reasonable alternatives that meet the defined purpose and need for the project. Each of these extensive TES reports has been reviewed by New Jersey Department of Transportation and Federal Highway Administration.

On pages 2 and 3 of this newsletter, the Alternative Comparison Matrix and the Metrics for Distinguishing Characteristics are illustrated. These are two of the documents that were distributed to the Community Advisory Committee and the environmental agencies for their use at the above-mentioned meetings. The remaining documents (Alternative Analysis Process, Impact Criteria, Summary of Engineering Criteria and Summary of TES Findings, Impacts and Benefits) can be found on the I-295 website at www.state.nj.us/transportation/works/studies/rt295. In addition, photo simulations for each of the five alternatives have been updated on the website to illustrate noise walls where they have been proposed in the preliminary noise analysis.

The current phase of the project involves the selection of the Preferred Alternative, that is the alternative that will be recommended for construction. As part of this Alternatives Analysis process, the TES reports have been summarized by discipline and characteristics that are distinguishing factors between the alternatives have been identified. In addition, impact criteria that consider how the alternatives differ in regard to their different types and degrees of effects have been defined.

It is anticipated that the Preferred Alternative will be presented to the public in early 2007. Following the selection of the Preferred Alternative, the Draft EIS (DEIS) will be written and will assess potential impacts that may result from the project. The DEIS will provide an overview of all the alternatives that were considered and describe the evaluation and assessment to support the Preferred Alternative selection.

Brief Description of Alternatives (see matrix on page 2)

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.
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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Alternative Comparison Matrix

CRITERIA	BUILD ALTERNATIVES					NO BUILD ALTERNATIVE
	D	D1	G2	H1	K	
ENGINEERING CRITERIA						
Meets Purpose and Need	Yes	Yes	Yes	Yes	Yes	No
Temporary Construction Impacts	Medium	Medium	High	High	Medium	Low
Maintenance and Protection of Traffic	Medium	High	High	High	High	Low
Security	Medium	Medium	High	High	High	Low
Design Criteria (Substandard Elements)	Low	Low	Low	Low	Low	High
Cost to Build	\$608,431,000	\$642,191,560	\$833,973,280	\$893,722,160	\$822,618,920	N/A
Construction Duration	64 months	63 months	70 months	73 months	88 months	As Needed
Maintenance and Operations	Medium	Medium	High	High	High	Low
ENVIRONMENTAL CRITERIA						
Noise						
Residential Noise Impact Reduction	109	109	91	91	113	0
Post Mitigation Residential Noise Increase Over Existing Conditions						
Less than 3 dBA (Not Perceivable)	135	125	150	140	133	250
Greater than 3 dBA but less than 7 dBA (Perceivable)	15	26	35	46	7	4
Greater than 7 dBA (Noticeable)	0	0	12	12	0	0
Approved Additional Residential Units (not present under existing conditions)	5	5	18	18	5	15
Natural Ecosystems						
Floodplain	2.28 acres	4.45 acres	.90 acre	4.26 acres	3.04 acres	0
Total Wetland and SOW Permanent Impacts	1.97 acres	3.73 acres	.95 acre	3.15 acres *	2.90 acres	0
On-Site Wetland Mitigation Opportunities	100%	10%	100%	12%	93%	N/A
Total Impervious Coverage	61 acres	65 acres	64 acres	67 acres	67 acres	42 acres**
Waterfront Access	Yes	No	Yes	No	Yes	No
Socioeconomics						
Visual Impacts	Medium	Medium	High	High	Low	None
Residential Acquisitions	13	13	5	5	13	0
Community Property Acquisitions	Medium	Medium	Low	Low	Medium	None
4(f) Property Acquisition (In Acres)	.70 acre	.70 acre	.32 acre	.32 acre	.70 acre	0
Regional Accessibility (Annual)	\$39,000,000	\$39,000,000	\$39,000,000	\$39,000,000	\$39,000,000	0
Cost Benefit from Reduction in Accidents (Annual)	\$11,000,000	\$11,000,000	\$11,000,000	\$11,000,000	\$11,000,000	0
Historic Architectural Resources						
Physical Impacts to Historic District	2.11 acres/ 5 bldgs	2.11 acres/ 5 bldgs	1.05 acres/ 1 bldg	1.05 acres/ 1 bldg	2.20 acres/ 5 bldgs	0 acres/ 0 bldgs
Noise Impact Reduction to Historic District	14	14	14	14	18	0
Post Mitigation Residential Noise Increase Over Existing Conditions						
Less than 3 dBA (Not Perceivable)	16	16	18	18	12	23
Greater than 3 dBA but less than 7 dBA (Perceivable)	0	0	1	1	0	0
Greater than 7 dBA (Noticeable)	0	0	0	0	0	0
Impact to Viewshed	Medium	Medium	High	High	Low	None

NOTES: Air Quality, Hazardous Waste and Archaeology are not distinguishing criteria, since results are virtually equal for each alternative. * Includes channel realignment/relocation. ** Does not provide for stormwater treatment.

Metrics for Distinguishing Characteristics

CRITERIA	METRIC
Meets Purpose & Need	Yes or No.
Temporary Construction Impacts	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 years.
	High: Considerable noise, dust, vibrations, visible impacts, inconvenience to neighboring properties for several years.
Maintenance & Protection of Traffic	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.
Security	Low: Potential breach of security results in minor facility damage with a short recovery time to repair.
	Medium: Potential breach of security results in significant facility damage with an extended duration for repair.
	High: Potential breach in security results in multiple extreme failures of facilities with an extended duration for repair.
Design Criteria (Substandard Elements)	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. 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).
	Medium: 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.
	High: Mainline I-295 is not accommodated with a direct connection and the northbound weave with Rt 42 and the use of AI-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	Low: Amount of structure has not increased 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.
Noise	
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).
Natural Ecosystems	
Floodplain	The actual acreage of floodplain lost due to construction and fill.
Total Wetland & 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.
Socioeconomics	
Visual Impacts	None: There will be no change to the viewshed.
	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.
Residential Acquisitions	The actual number of residential acquisitions.
Community Property Acquisitions	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	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.
Historic Architectural Resources	
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	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.