



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

Camden County

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

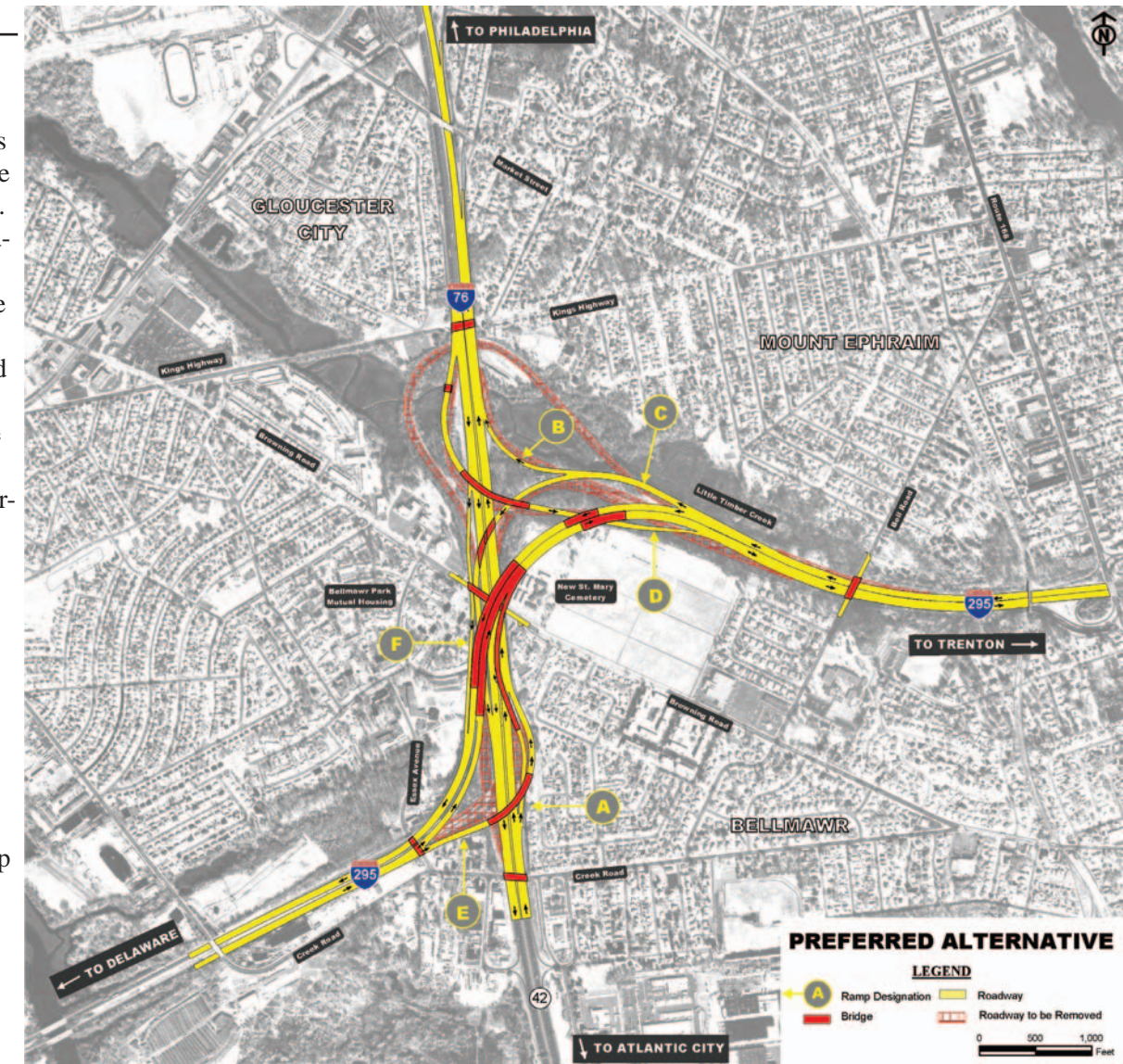
Jon S. Corzine, Governor

VOLUME VI, FALL 2009

Stephen Dilts, Commissioner

Project Update

The I-295/I-76/Route 42 Direct Connection news-
 letter has provided readers with information about the
 project as it has advanced. The conclusion of the Fea-
 sibility Assessment Phase included the issuing of the
 Final Environmental Im-
 pact Statement (FEIS) and
 the signing of a Record
 of Decision (ROD) by the
 FHWA in March of 2009
 which acknowledges Alter-
 native D as the Preferred
 Alternative. The Pre-
 ferred Alternative passes
 I-295 over I-76/Route 42
 and Browning Road and
 provides for three lanes
 in each direction on I-295
 through the interchange.
 It also eliminates Al-Jo's
 curve. All ramps will be
 two lanes except for Ramp
 F where lower volumes
 only require one lane.



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GET INVOLVED! Here's how you can contact us:



CALL

Patricia Feliciano, NJDOT Office of Community Relations @ (609) 530-2110



WRITE

NJDOT Office of Community Relations, PO Box 600, Trenton, NJ 08625



EMAIL

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VISIT US ON THE WEB

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

Recent and Future Progress

Preliminary Design

Between March 2009 and August 2010, the Preliminary Design of the project will be advanced. In this stage, the following activities occur:

- ◆ **Field Survey** - Field survey has been on-going for the last few years. Residents have been contacted when entry on their property has been required. You may continue to see field survey crews on a periodic basis to gather new or changed features.
- ◆ **Soil Borings** - The Soil Boring Program began in May of 2009 and was completed in October 2009. Over 700 soil borings were obtained and will be used for the design of the bridge and retaining wall foundations.
- ◆ **Roadway Alignment** - The horizontal and vertical geometry of the improvements are being finalized based on more detailed survey information (i.e. pavement elevations), as well as more detailed design information (i.e. depth of bridge to span a particular roadway). The type of bridge and the length it must span often controls the development of a vertical profile. Since the conceptual design from the Feasibility Assessment Phase was so advanced, only minor variations to the geometry have occurred. As of this date, impacts to the surrounding community and environment are essentially unchanged from what was presented in the EIS and displayed at the Public Meetings.
- ◆ **Drainage** - Detailed design of roadway drainage facilities will be performed and stormwater management facilities identified. NJDEP requires the treatment of runoff from the roadway pavement prior to the discharge into the local waterways. Six stormwater management basins are proposed within the infield areas of the interchange. The majority of the roadway drainage is discharged to Little Timber Creek or the pipe system under the ballfields on Essex Avenue as it is today.
- ◆ **Utilities** - Utilities are likely to be relocated. Most utility relocations will occur at the local road overpasses where the bridges are being replaced. New drainage facilities may also impact existing utilities. Some utility test pits will be on the roadways to determine the exact location of underground utilities.
- ◆ **Right-of-Way (ROW)** - During the Feasibility Assessment Phase, ROW impacts were identified and most, if not all, impacted property owners were notified or viewed the impacts at Public Meetings. Beginning now and continuing through the summer of 2010, the NJDOT ROW Division will be contacting the impacted property owners to begin the acquisition process. All

ROW is targeted to be available in 2011 so construction could begin in Spring 2012.

- ◆ **Traffic** - Detailed traffic control schemes will be developed to maintain traffic flow during construction. Browning Road will be shifted onto a temporary bridge to the north of its current location in order to maintain vehicular and pedestrian traffic at all times. The other local road bridges (Creek Road and Bell Road) will also be reconstructed in stages. Traffic on I-295 and I-76 will be shifted to allow construction of the new roadways and bridges. The goal is to maintain the existing number of lanes during construction. In addition, temporary roadway/ramp connections will be necessary to tie in the proposed roadways to the existing roadways at various stages of construction.
- ◆ **Traffic Mitigation** - NJDOT's goal is to minimize impacts to the traveling public during the construction phase. The Traffic Mitigation Plan will explore a range of objectives to accomplish this, which include the following:
 - » Notify the public of changed travel patterns, night time lane closures and delays via the Internet, newspapers, radio, variable message signs, etc.
 - » Investigate spot improvements on alternate routes to enhance traffic flow.
 - » Encourage the use of transit and other alternative modes of travel.
 - » Reduce and manage incidents within the construction area.
- ◆ **Noise** - The final Noise Study will begin this fall. This study will finalize the location and heights of the proposed noise walls based on the final roadway geometry. As stated previously, the roadway geometry has undergone only minor changes, so the noise wall locations should be consistent with those presented in the EIS and displayed at the previous Public Meetings.
- ◆ **Historic Resources** - In conjunction with the FEIS, a Memorandum of Agreement (MOA) was prepared to document the mitigation proposed for the Bellmawr Park Mutual Housing Historic District. Pursuant to the MOA, a National Register nomination form will be prepared for the Historic District, a website will be created for the Bellmawr Park Mutual Housing Corporation, a conservation plan for storage of historic documentation will be prepared, and signs will be erected identifying the Historic District.
- ◆ **Community Involvement** - Approximately, 45 meetings have been held with Local Officials, the Community Advisory Committee, the general public and

Recent and Future Progress (cont'd.)

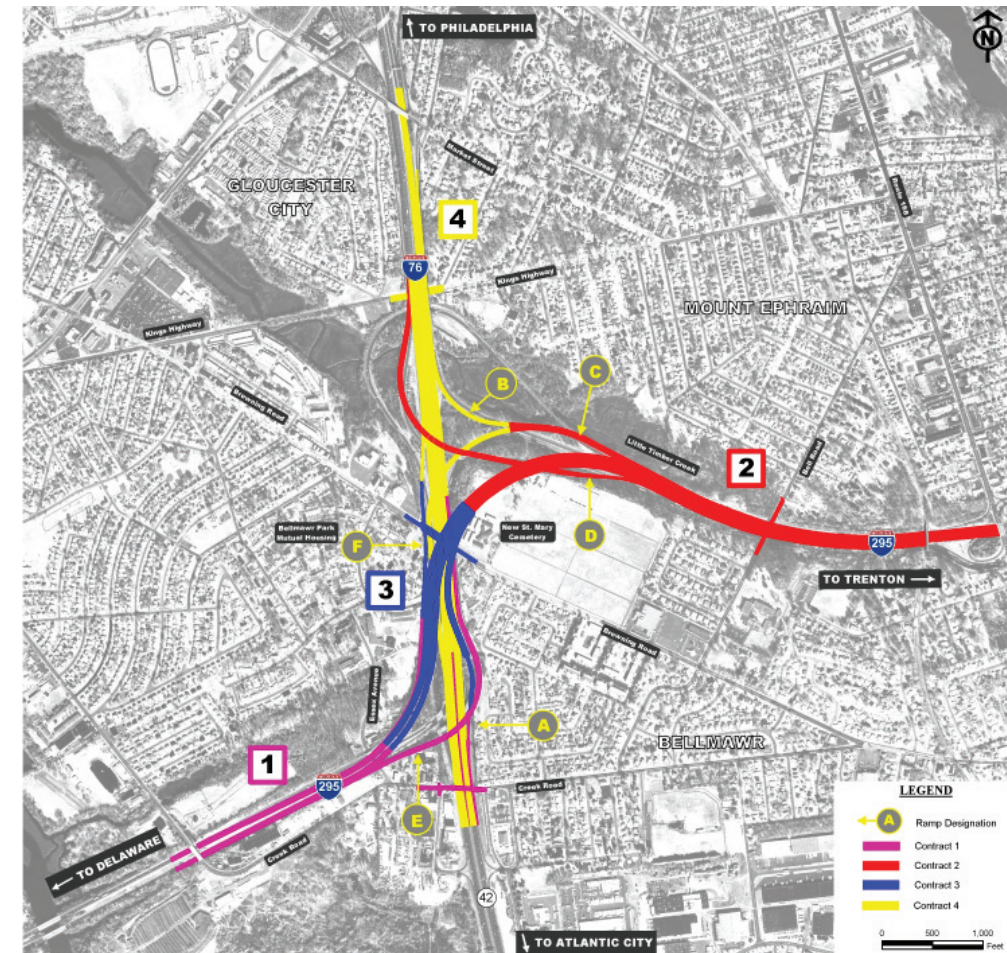
Environmental Agencies. Early in 2010, another round of meetings with each of the groups will be held. The meetings will further report on the progress of the design, but will specifically cover noise and the Green Acres (impact to parkland) process. The results of the Noise Study will be shared with the communities who will be given the opportunity to issue Resolutions of Support for the new noise walls. Land will be required from the Bellmawr baseball fields on Essex Avenue, which are Green Acres encumbered, so discussion on the impact will take place at the Public Meeting.

I-295 DC Website

A comprehensive Project Overview of the I-295/I-76/Route 42 Direct Connection project, as well as the FEIS documents can be accessed at www.state.nj.us/transportation/works/studies/rt295. Hard copies of the FEIS documents can be viewed at the municipal buildings in Bellmawr, Mt. Ephraim and Gloucester City, as well as the Bellmawr and Gloucester City Libraries.

Construction/Schedule

The construction of the Direct Connection project has been divided into four individual construction contracts as illustrated below and as follows:



Contract 1 - Contract 1 construction will include work along I-295 and Route 42 NB south of Browning Road, Ramp E and Ramp F. Contract 1 is scheduled to begin in the spring of 2012 and finish in the winter of 2014.

Contract 2 - Contract 2 construction will include work along I-295 north of Browning Road, a portion of Ramp C and Ramp D. Contract 2 is scheduled to begin in the winter of 2012 and finish in the summer of 2015.

Contract 3 - Contract 3 construction focuses on completing the I-295 mainline direct connection and Ramp A. Contract 3 is scheduled to begin in the winter of 2014 and finish in the summer of 2015. Contract 3 cannot start until Contract 1 is completed.

Contract 4 - Contract 4 construction will include the completion of work along I-76/Route 42, Ramp B, and the remainder of Ramp C and Ramp F. Contract 4 is scheduled to begin in the fall of 2014 and finish in the spring of 2017.