



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

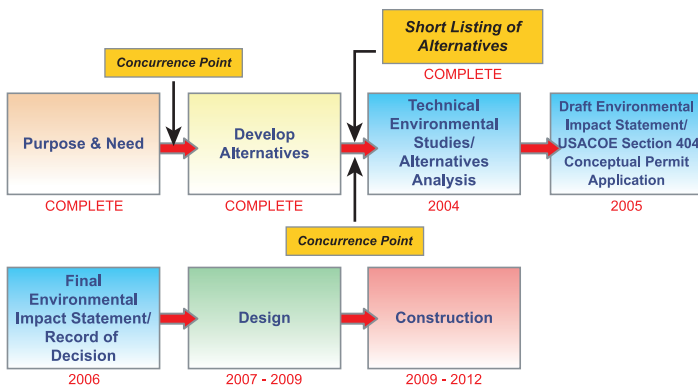
Camden County

[www.state.nj.us/transportation/works/studies/rt295](http://www.state.nj.us/transportation/works/studies/rt295)

Volume IV, Summer 2004

## Project Update

The I-295/I-76/Route 42 Direct Connection newsletter provides readers with information about the project as it progresses through its environmental, design and construction phases. The Technical Environmental Study (TES) phase of the Environmental Impact Statement (EIS) process has just begun. (See the diagram below for an overview of the entire process.)



### Technical Environmental Study (TES)

The New Jersey Department of Transportation (NJDOT) has chosen five alternatives to advance for further study. The five alternatives were selected after evaluating 26 alignments in the scoping phase of the Alternatives Analyses.

Demonstrating NJDOT's continued commitment to seeking public input and keeping the public informed about the project's progress, the selections were made following consultation with the Community Advisory Committee, the local elected officials representing the affected communities, and the perspectives articulated by residents at the Public Information Center on January 28, 2004.

Valuable input was also received from the Federal Highway Administration, the US Environmental Protection Agency,

US Army Corps of Engineers, Delaware Valley Regional Planning Commission, NJ Department of Environmental Protection and other regulatory agencies.



Source: Dewberry, Public Information Center held on January 28, 2004

The alternatives that will advance into the TES phase are: D, D1, G2, H1 and K. (See pages 2 and 3 for details.) Each alternative was selected for its relatively low impact to the built and natural environment as well as its ability to be constructed. All of the alternatives selected meet the criteria established: to improve safety and reduce congestion for motorists by creating a direct connection on I-295.

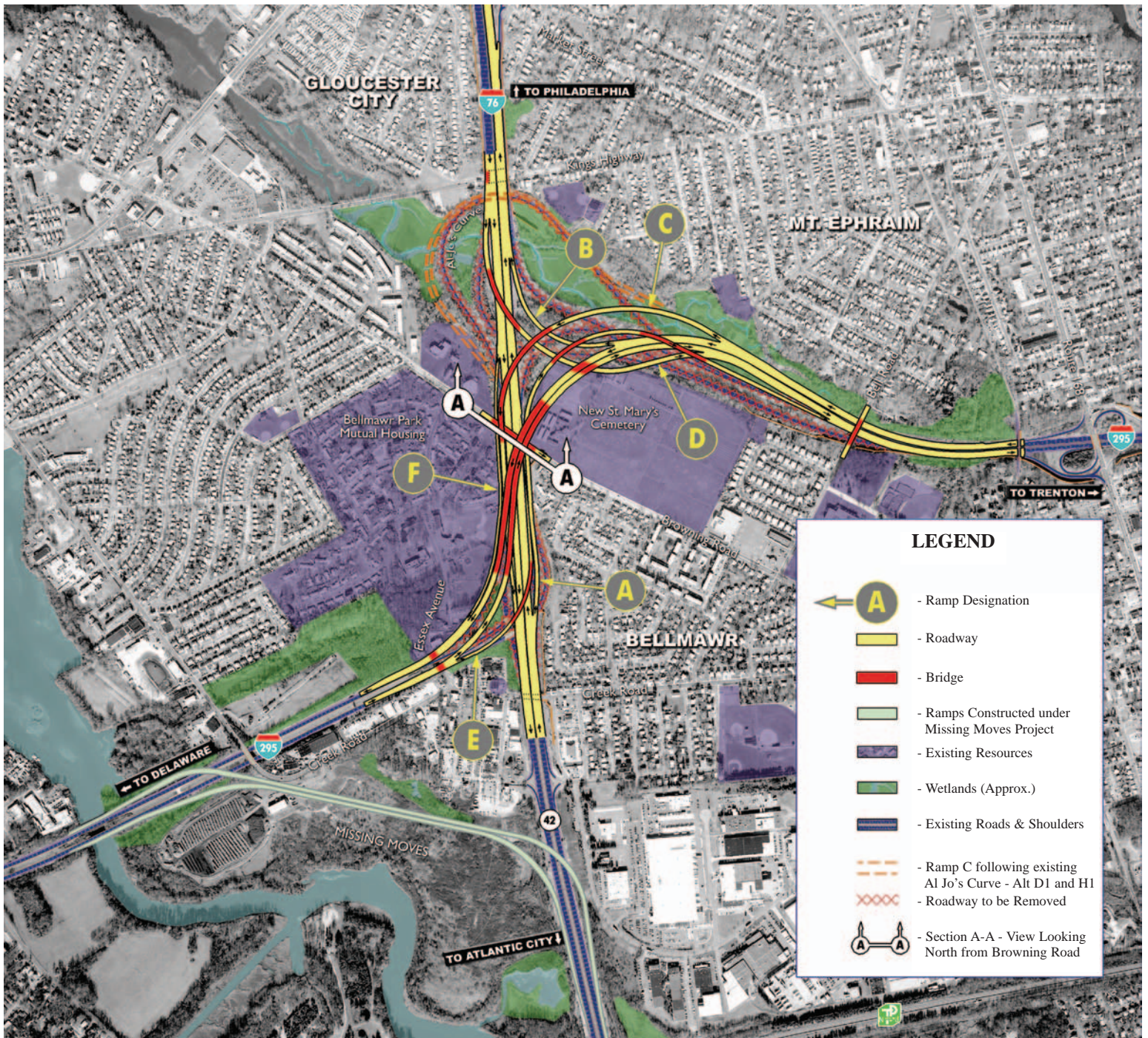
The TES is a component of the EIS required by the National Environmental Policy Act. The studies are conducted to explore possible impacts the project may have on aspects of the built and natural environment. They will serve as the technical support documents that will be used as the basis for developing the EIS.

Preliminary engineering will also be conducted for each alternative in order to provide sufficient design data for the analysis of specific environmental impacts.

A TES will be prepared for each of the following environmental disciplines: socioeconomics, land use and environmental justice, wetlands/ecology, air quality, noise, historic architecture, archaeology and hazardous waste.

Each TES will describe the existing conditions for these environmental disciplines. An assessment will be made for

*Continued on page 4.*



Source: Dewberry, Composite Alignment of the five alternatives

### Short Listed Alternatives

A composite alignment of the five alternatives is illustrated in the photo above. A view looking north at Browning Road (Section A-A) and a more detailed description of each alternative is shown on page 3.

The alternative screening process identified five alternatives for further study that have similar horizontal alignments for I-295 through the interchange. The horizontal alignment of I-295 attempts to balance the impacts to wetlands, the New St. Mary's Cemetery, Bellmawr Park Mutual Housing, the ball fields on Essex Avenue as well as other resources.

The I-76/Route 42 alignment remains essentially unchanged. The major difference between the alternatives is the vertical relationship of I-295 and I-76/Route 42 where they cross in the vicinity of Browning Road.

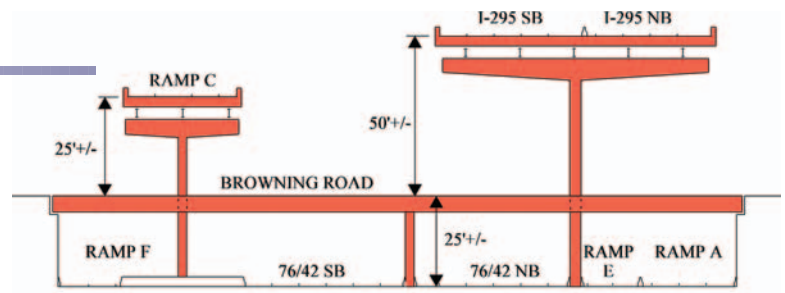
The overall ramp network is similar for each. However, specific ramp termini may shift slightly due to ramp grades and other design requirements. Features common to all the alternatives are three lanes with left and right shoulders on northbound and southbound I-295, two lane ramps (A, B, C & D), removal of the I-76/Route 42 express/local configuration, I-295 speed limit of 55 mph and a ramp speed limit of 40 mph.

## Section A-A

### View Looking North at Browning Road

#### Alternative D

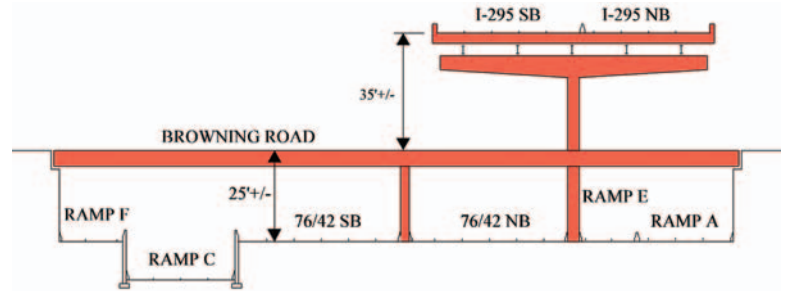
The I-295 mainline crosses over I-76/Route 42 and Browning Road on structure. Ramp C (I-295 SB to Route 42 SB) will be on a flyover ramp over Browning Road. The Ramp C flyover ramp causes I-295 to be raised an additional 15 feet in the vicinity of Browning Road to provide the proper vertical clearances.



Alternative D

#### Alternative D1

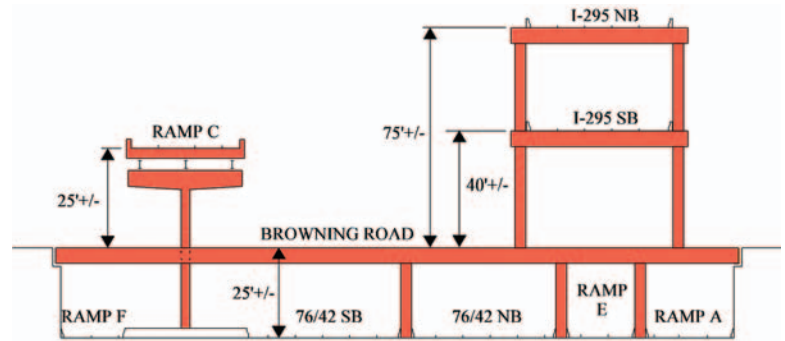
The I-295 mainline crosses over I-76/Route 42 and Browning Road similar to Alternative D. Ramp C will follow the general alignment of existing Al-Joe's curve and then pass under Browning Road as illustrated in orange on the figure on page 2. The Ramp C alignment cannot follow the exact path of Al-Jo's curve since the horizontal curvature needs to be increased to meet today's design standards.



Alternative D1

#### Alternative G2

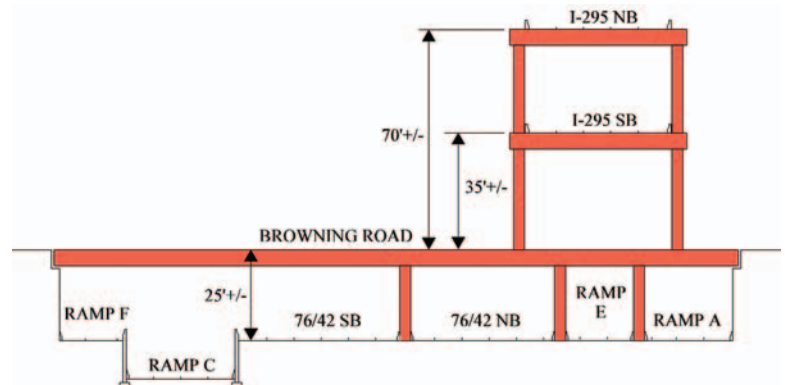
The I-295 NB roadway is stacked above the SB roadway as it crosses over I-76/Route 42 and Browning Road on structure. Ramp C will be on a flyover ramp over Browning Road. The higher roadway profile due to the stacked roadways causes the limits of work to extend further along I-295.



Alternative G2

#### Alternative H1

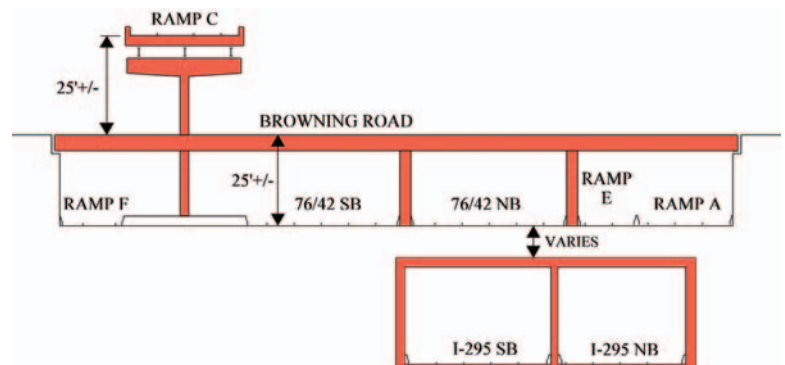
The I-295 NB roadway is stacked above the SB roadway similar to Alternative G2. Ramp C will follow the general alignment of Al-Jo's curve similar to Alternative D1.



Alternative H1

#### Alternative K

The I-295 mainline crosses under I-76/Route 42 and Browning Road as an underpass. Depending on the length of the underpass, it may be classified as a tunnel requiring other design considerations. With mainline I-295 being lowered so will many of the connecting ramps. Ramp C will be a flyover ramp over Browning Road.



Alternative K

A variation to Alternatives D, G2 and K being evaluated will be to place Ramp C under I-76/Route 42 and Browning Road. This variation reduces the height of I-295 and the connecting ramps thereby reducing the visual impacts of each alternative.

*Continued from page 1.*

each of the alternatives. The TES will also identify potential mitigation measures to minimize the environmental impacts. Visual impacts to the community will be addressed in the socioeconomic TES. The studies are expected to take approximately one year.

The results of the studies will be collectively evaluated in a document referred to as a Draft Environmental Impact Statement (DEIS) that will summarize the results of the individual studies and compare the overall environmental impact of each alternative. A single preferred alignment will then be recommended to advance into final design and construction.

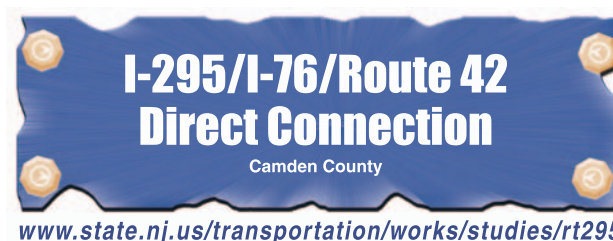
The DEIS will be released for public and stakeholder comment. These comments will be addressed and incorporated into the Final Environmental Impact Statement.

For more information about the project, please visit our website. Please write or e-mail us with your comments at the addresses on this page.

### **View the drawings**

Large scale drawings of each alternative can be viewed at the Bellmawr, Gloucester City and Mount Ephraim municipal buildings and libraries and the Bellmawr Park Mutual Housing Office.

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Project Planning and Development  
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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**

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P.O. Box 600, Trenton, NJ 08625



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