



Agency Coordination Meeting #7

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

October 15th, 2003

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





AGENDA

1. **INTRODUCTION AND HOUSEKEEPING**
Nick Caiazza, NJDOT
2. **MEETING OBJECTIVE AND GOALS**
Nick Caiazza, NJDOT
3. **BRIEF OVERVIEW OF ALTERNATIVES**
Lou Robbins, Dewberry
4. **OVERVIEW OF MATRIX CRITERIA**
Lou Robbins, Dewberry, Inc.
5. **ALTERNATIVE SCREENING PROCESS,
SHORTLISTED ALTERNATIVES AND RATIONALE**
Ileana Ivanciu, Dewberry
6. **SMALL GROUP WORK SESSION**
Bub Kovacs, Facilitator
7. **WORKING LUNCH – PRESENTATION OF GROUP FINDINGS**
Bub Kovacs, Facilitator
8. **DISCUSSION OF SHORTLIST OF ALTERNATIVES**
Bub Kovacs, Facilitator



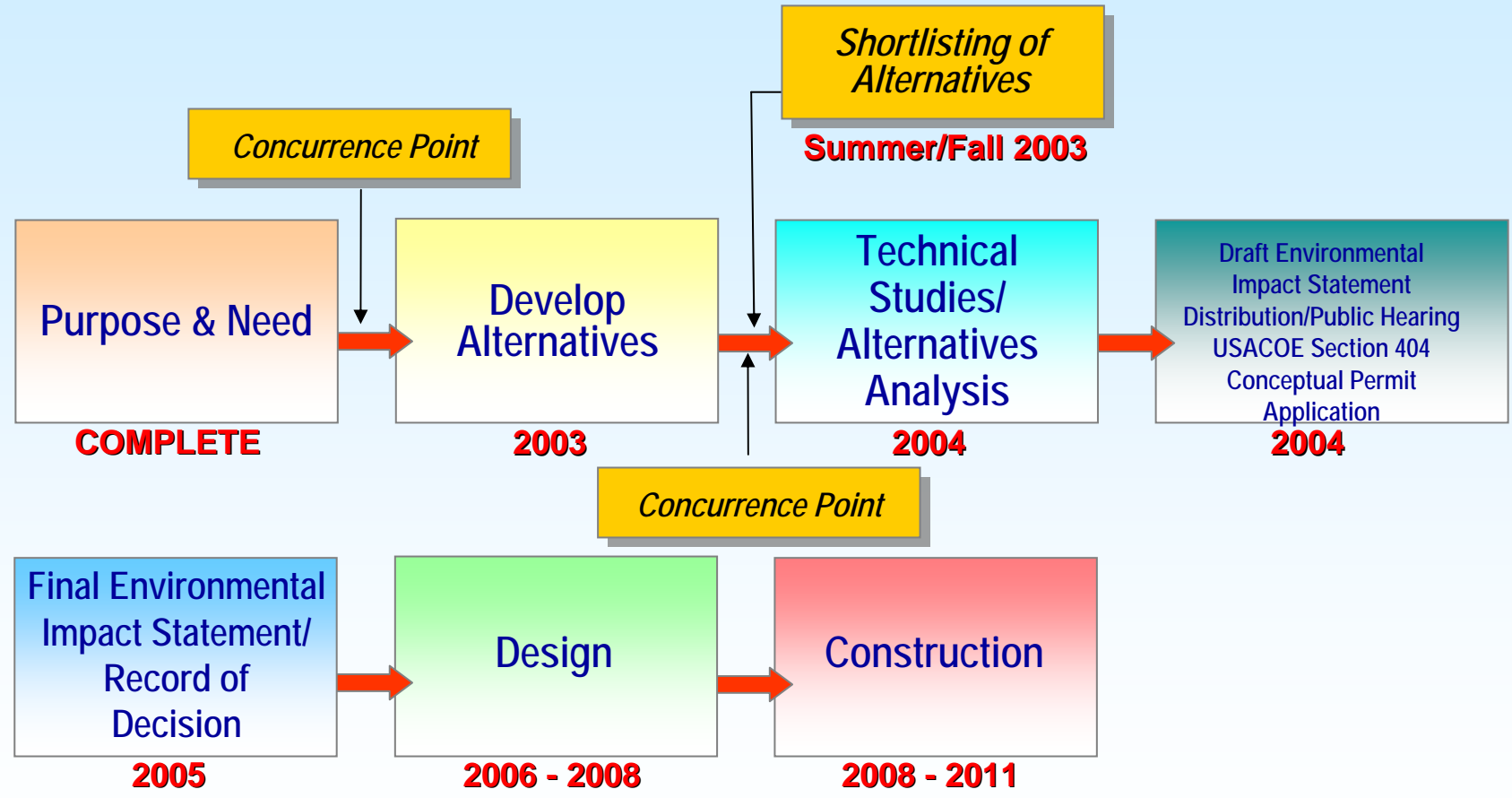


MEETING OBJECTIVES

Nick Caiazza, NJDOT



PROJECT SCHEDULE



- **Improve traffic safety**
 - 🕒 Accident rates – over 4 times the statewide average
- **Reduce congestion**
 - 🕒 Identified by NJDOT as one of the 10 most congested locations in NJ
- **Meet driver's expectations**
 - 🕒 No direct connection for I-295 thru-traffic



- **26 alternatives were developed to provide a direct connection for I-295 through traffic. Features common to all are:**
 - 👁️ **3 lanes on NB & SB I-295**
 - 👁️ **Full right and left shoulders**
 - 👁️ **2 lane ramps**
 - 👁️ **I-76/Route 42 express/local configuration removed**
 - 👁️ **I-295 speed limit: 55 MPH**
 - 👁️ **Ramps speed limit: 40 MPH**



SHORTLISTING PROCESS

- **Screen long list of alternatives and compare using matrix criteria**
- **Use workshop approach to select a short list of alternatives to be fully assessed in the DEIS.**
 - 🕒 **Gain consensus on short list**
- **Partnering meeting will be final opportunity to confirm the short list**



- **Public Meetings**
- **Community Advisory Committee Meetings**
- **Agency Coordination Meetings**
- **Local Public Officials Meetings**
- **Partnering Meetings**
- **Web Site**
- **Newsletters**
- **Notice Letters to Property Owners**



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CONSTRAINTS





Overview of Alternatives

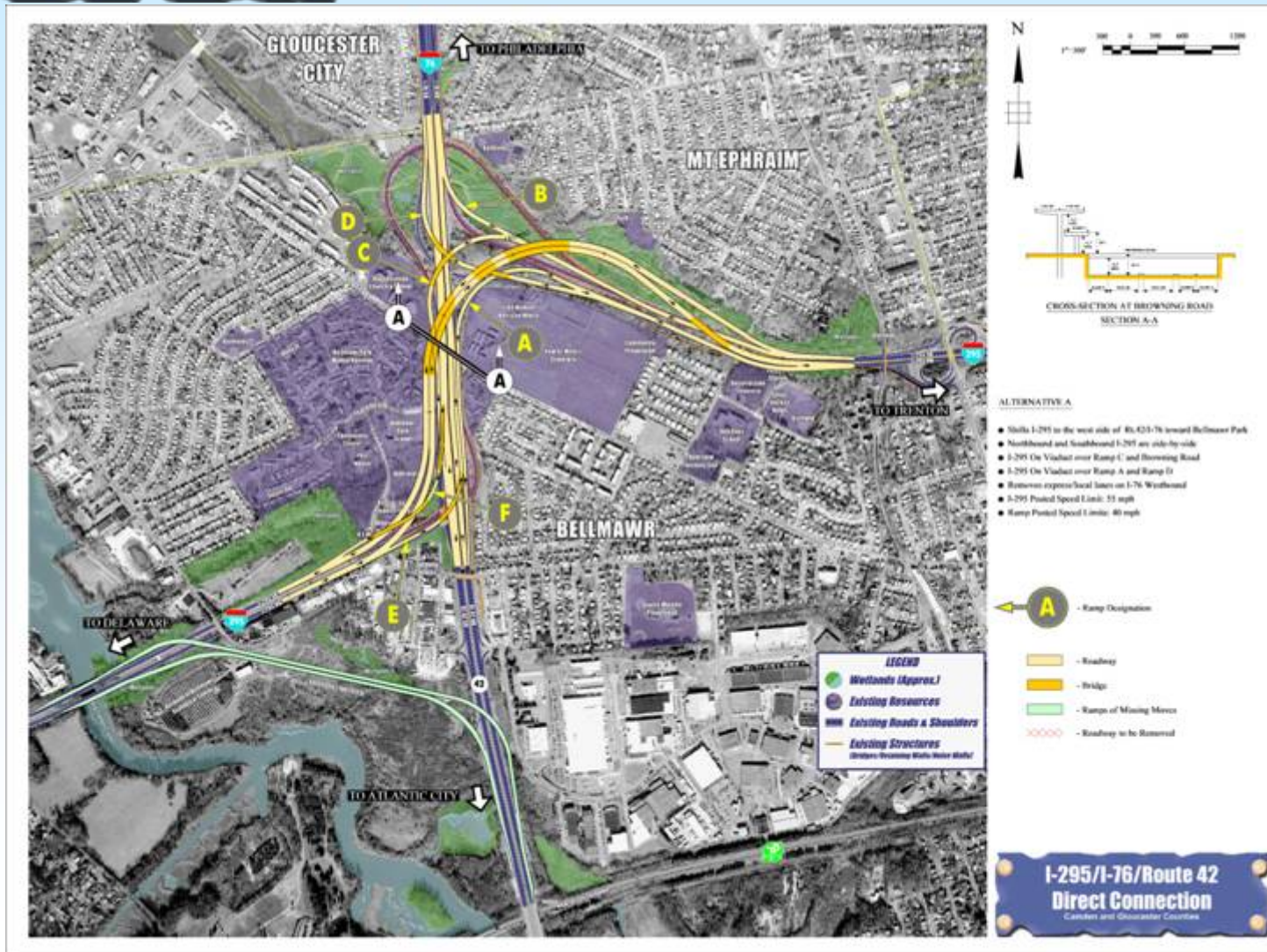
Lou Robbins, Dewberry



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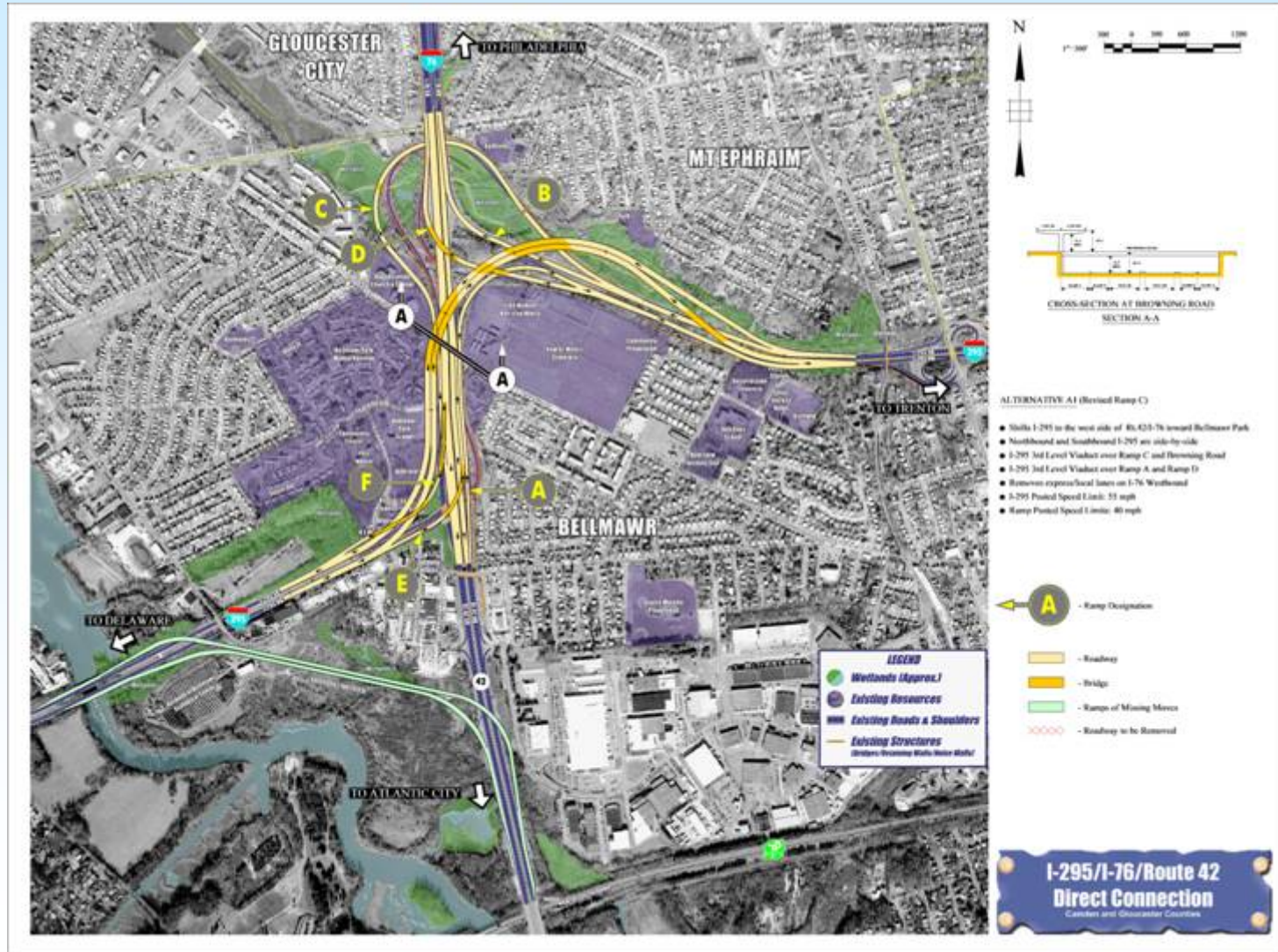
Alternative A



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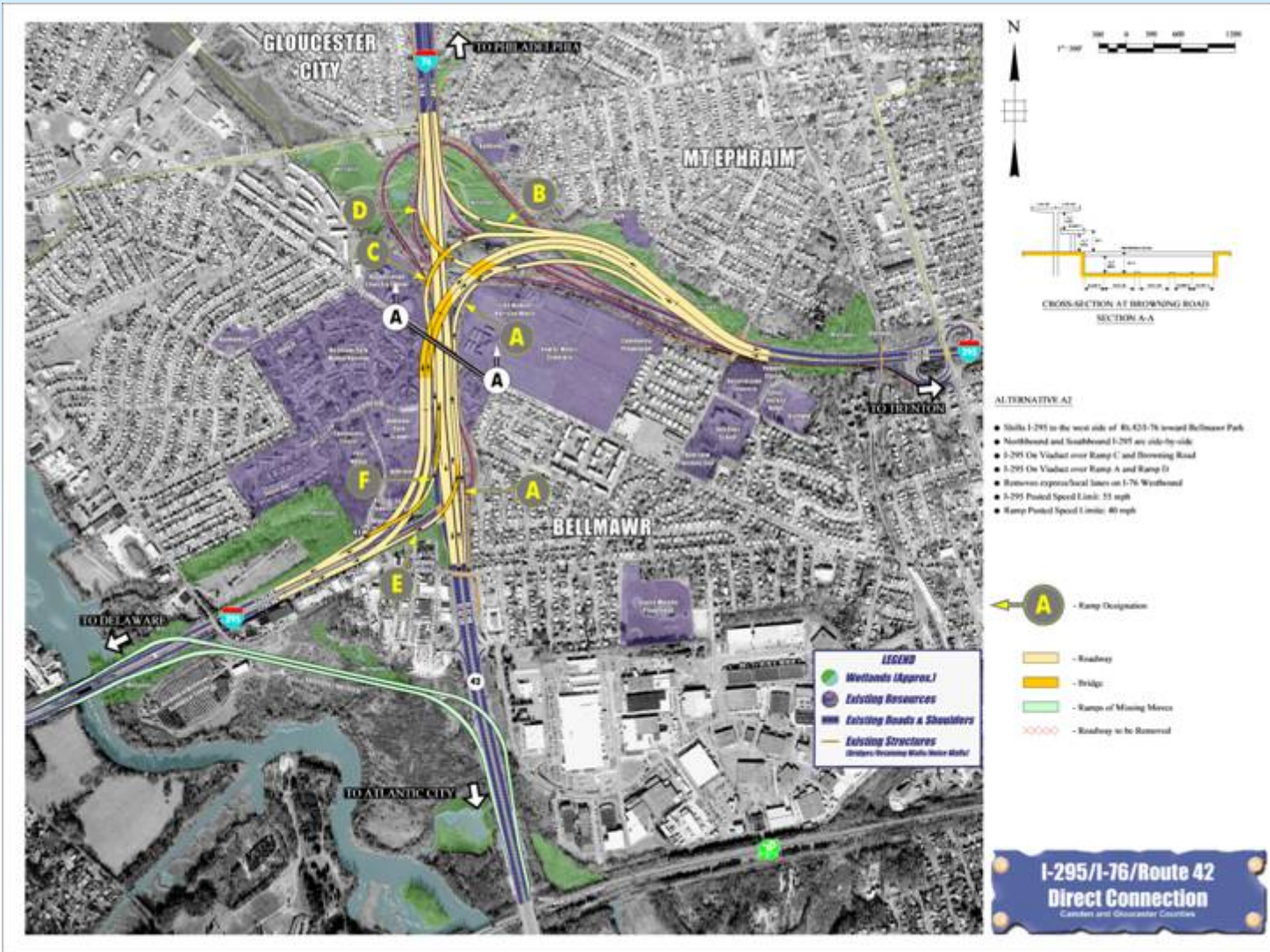
ALTERNATIVE A1



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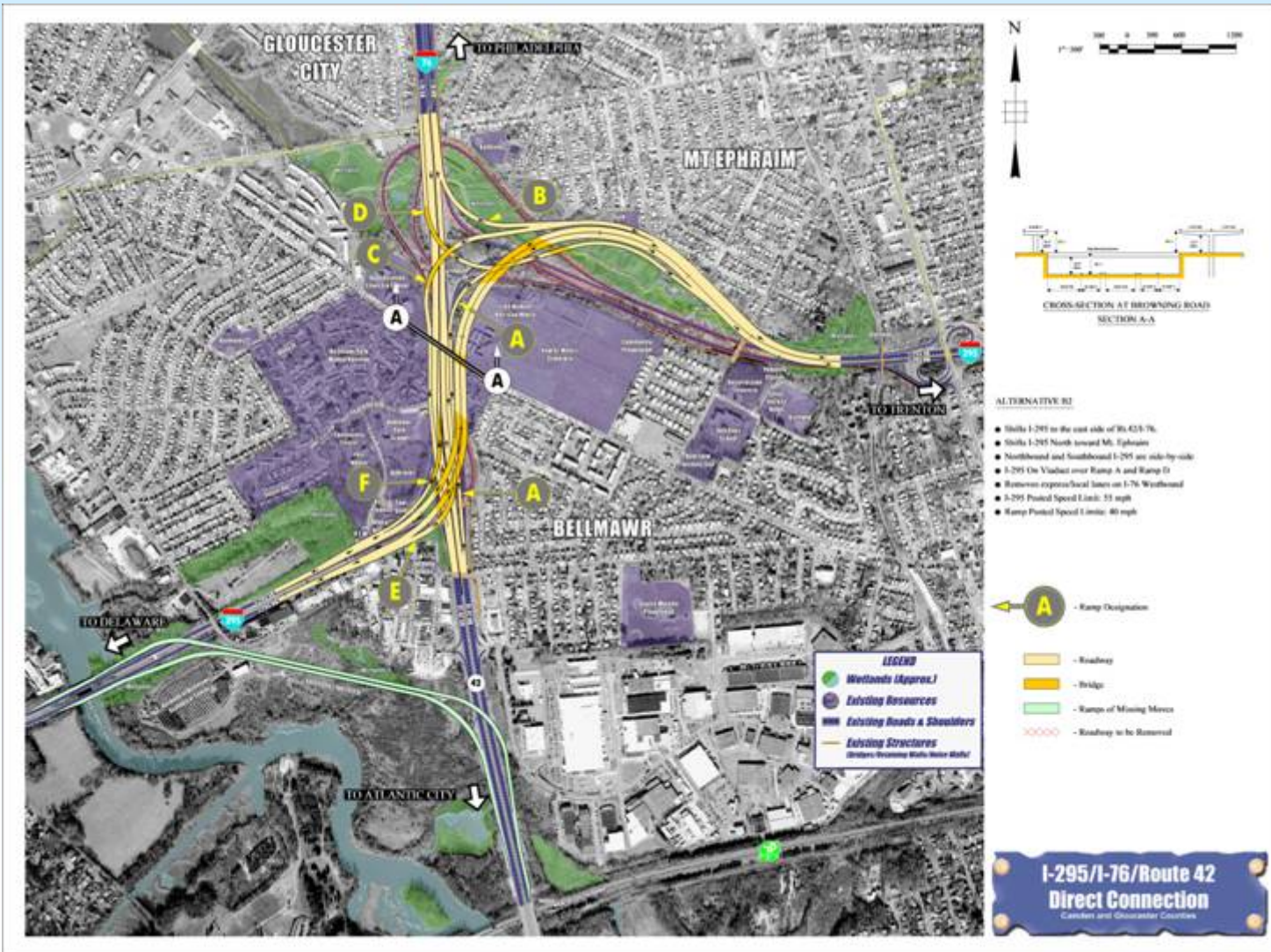
ALTERNATIVE A2



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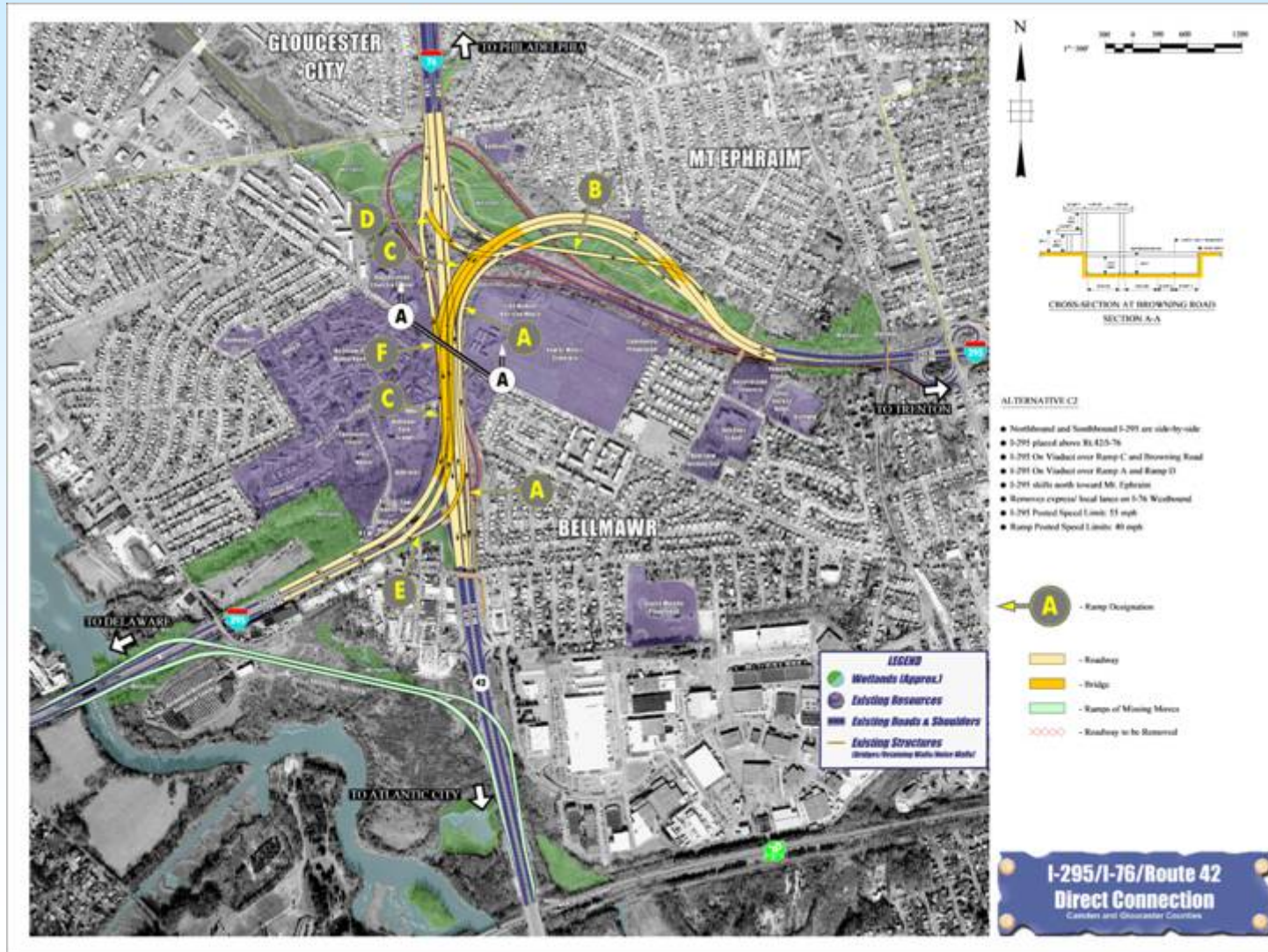
Alternative B2



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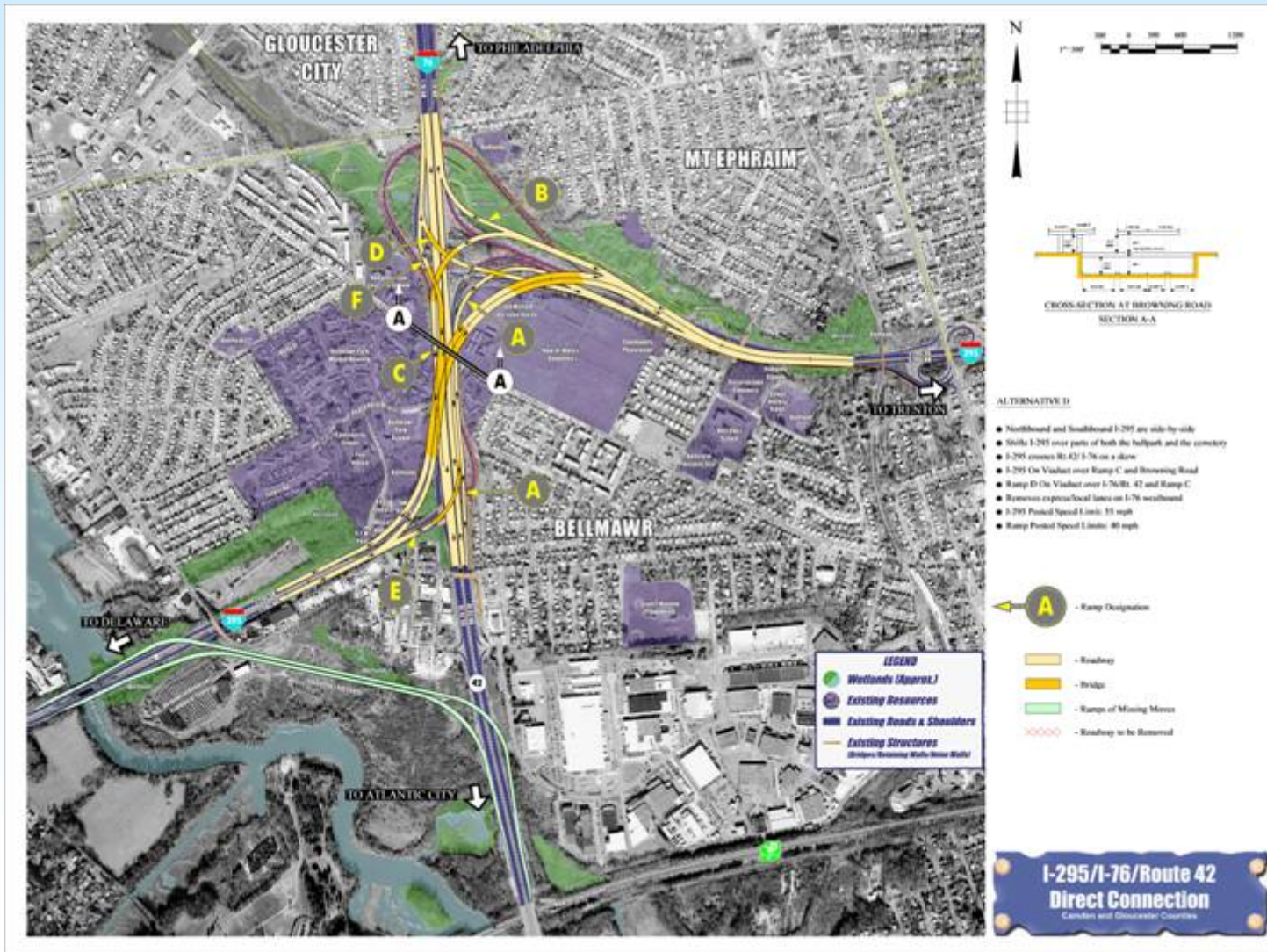
Alternative C2



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Alternative D



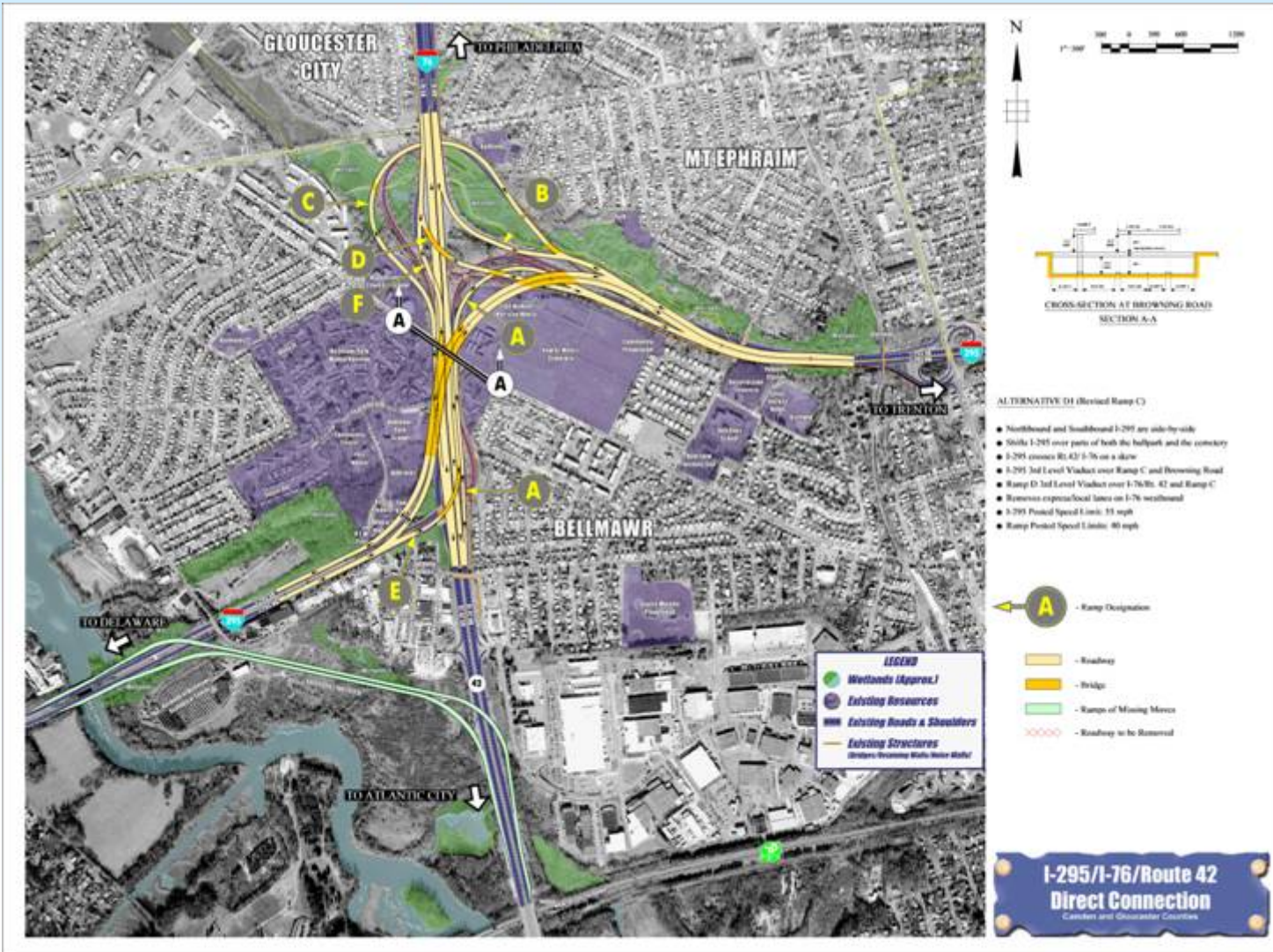
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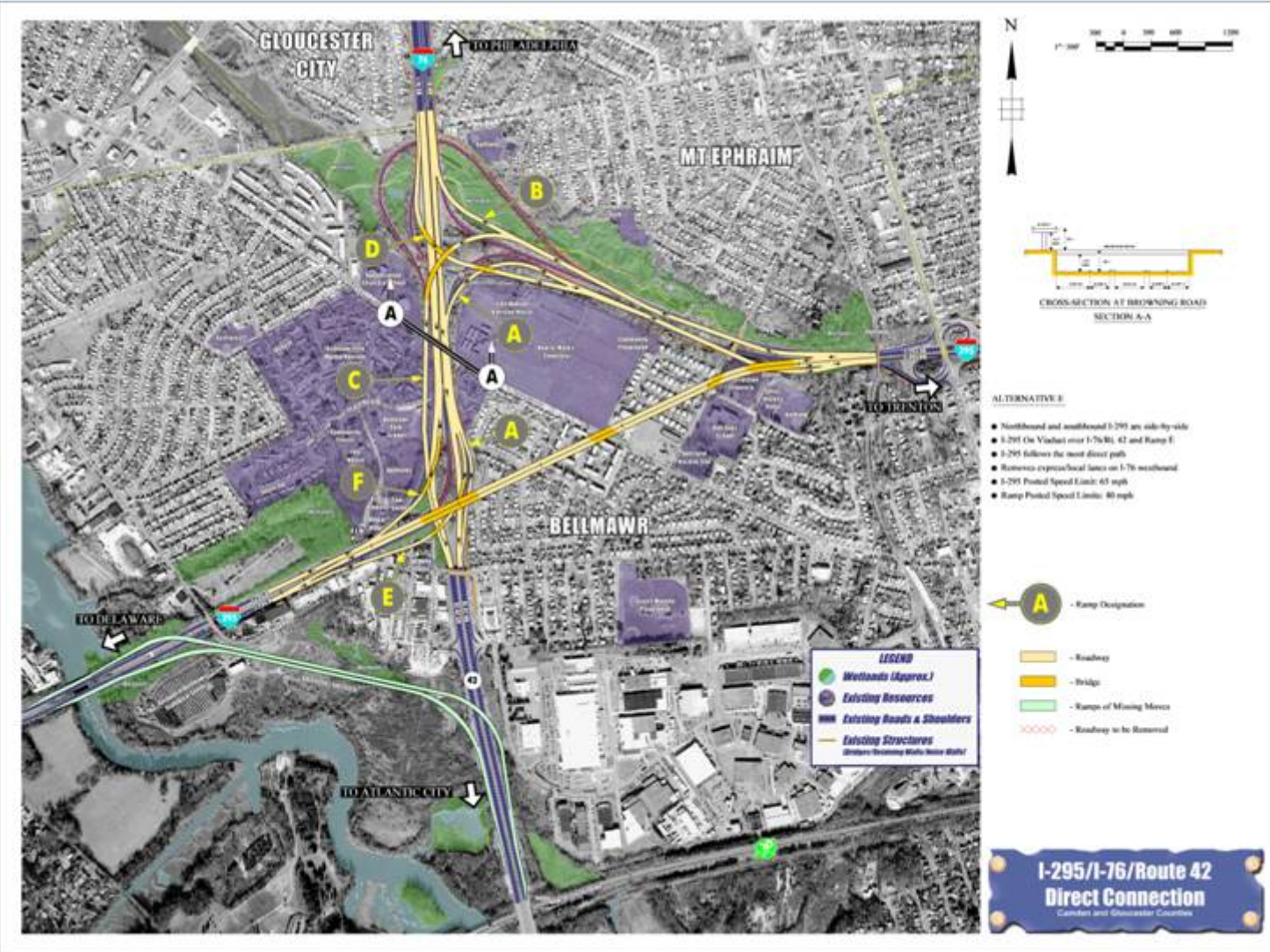
Alternative D1



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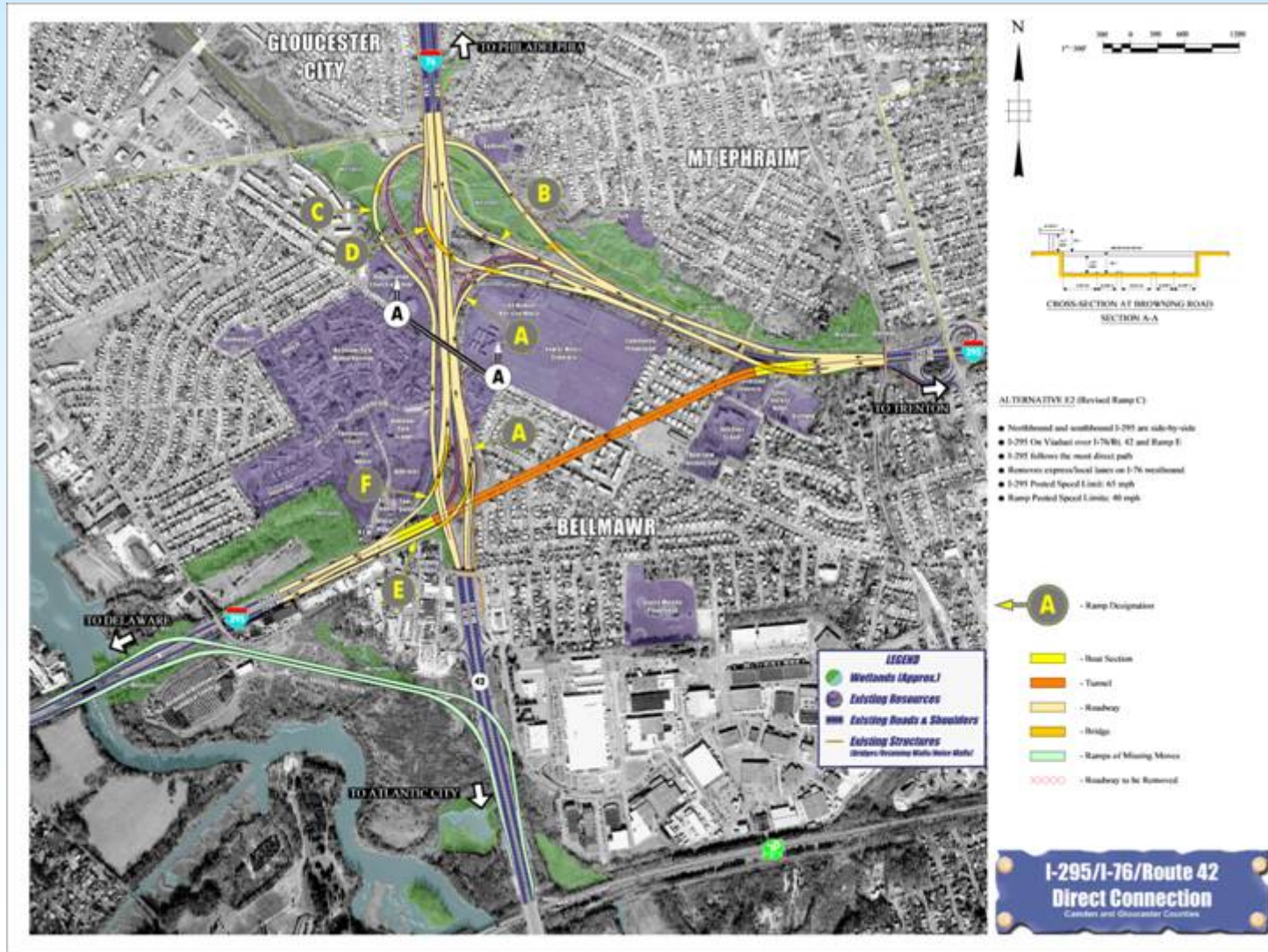
Alternative E



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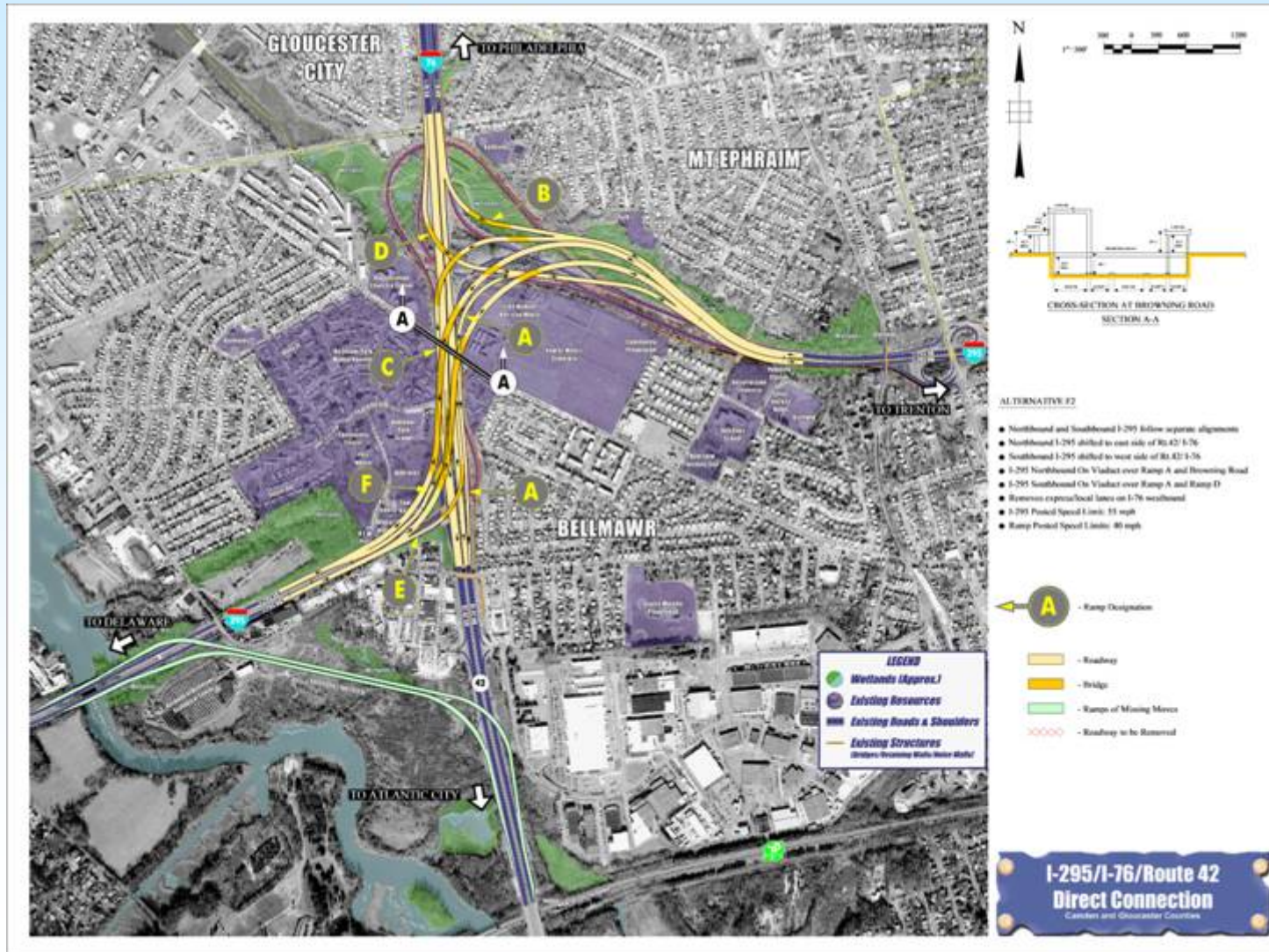
Alternative E2



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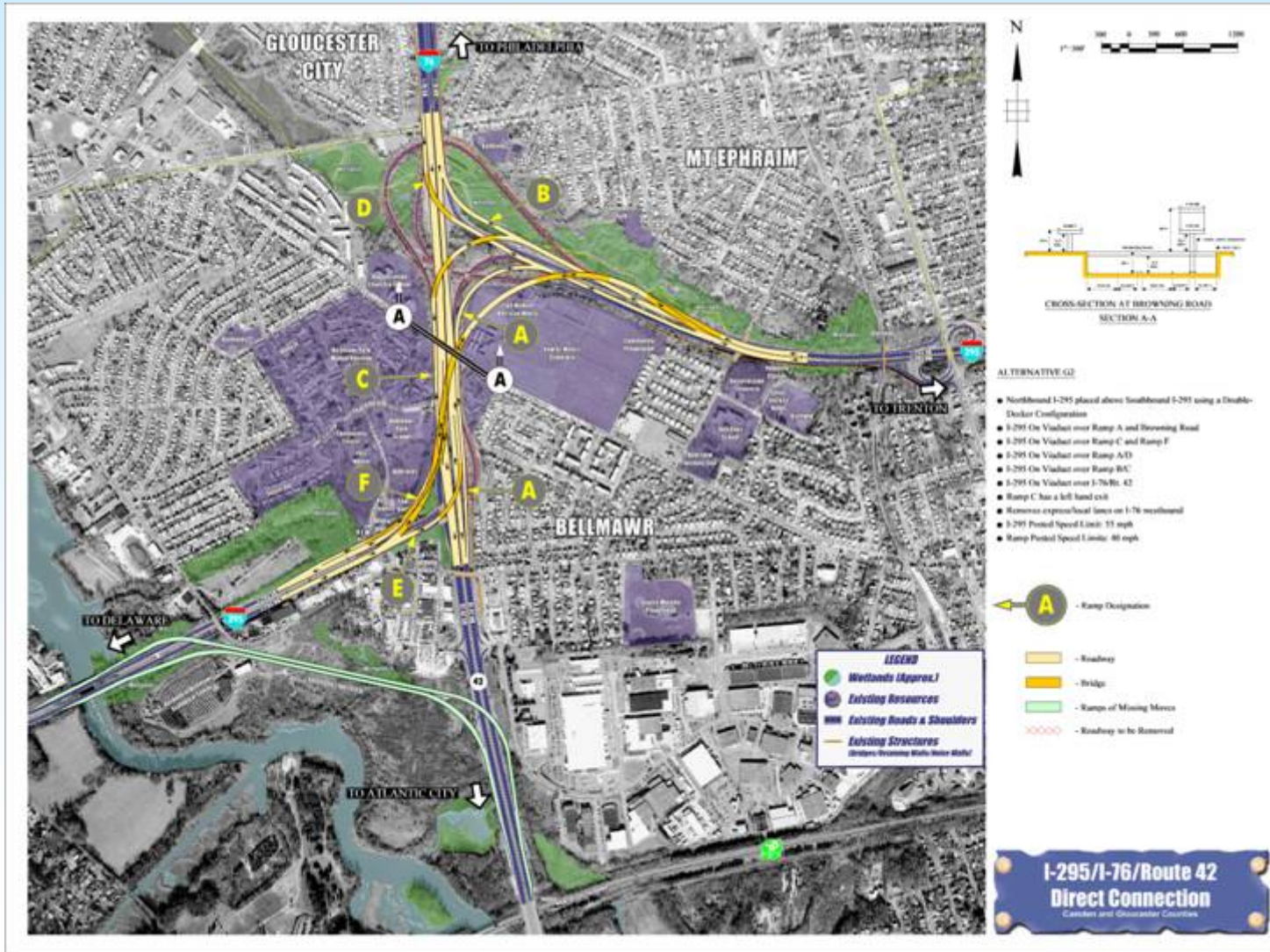
Alternative F2



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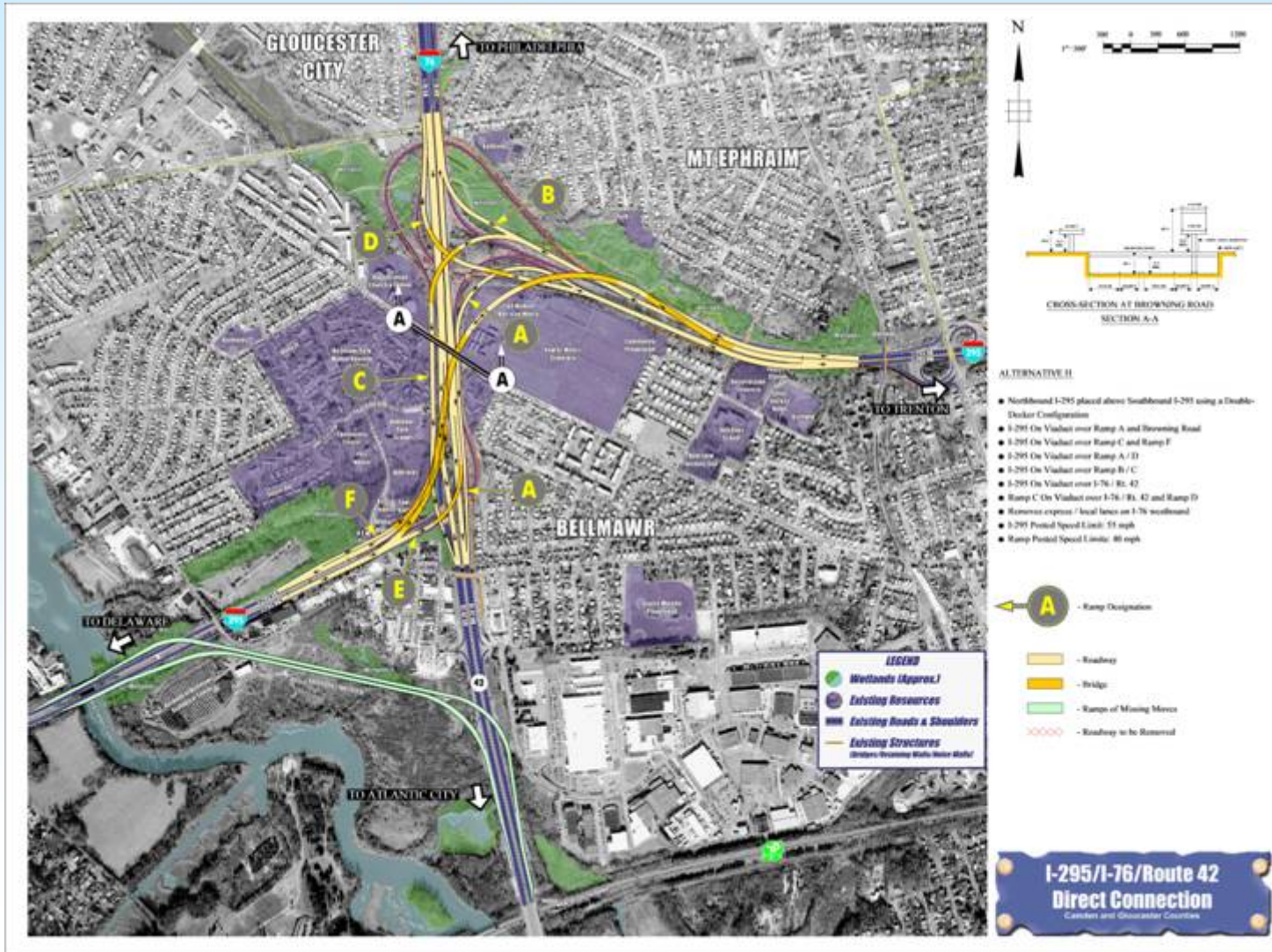
Alternative G2



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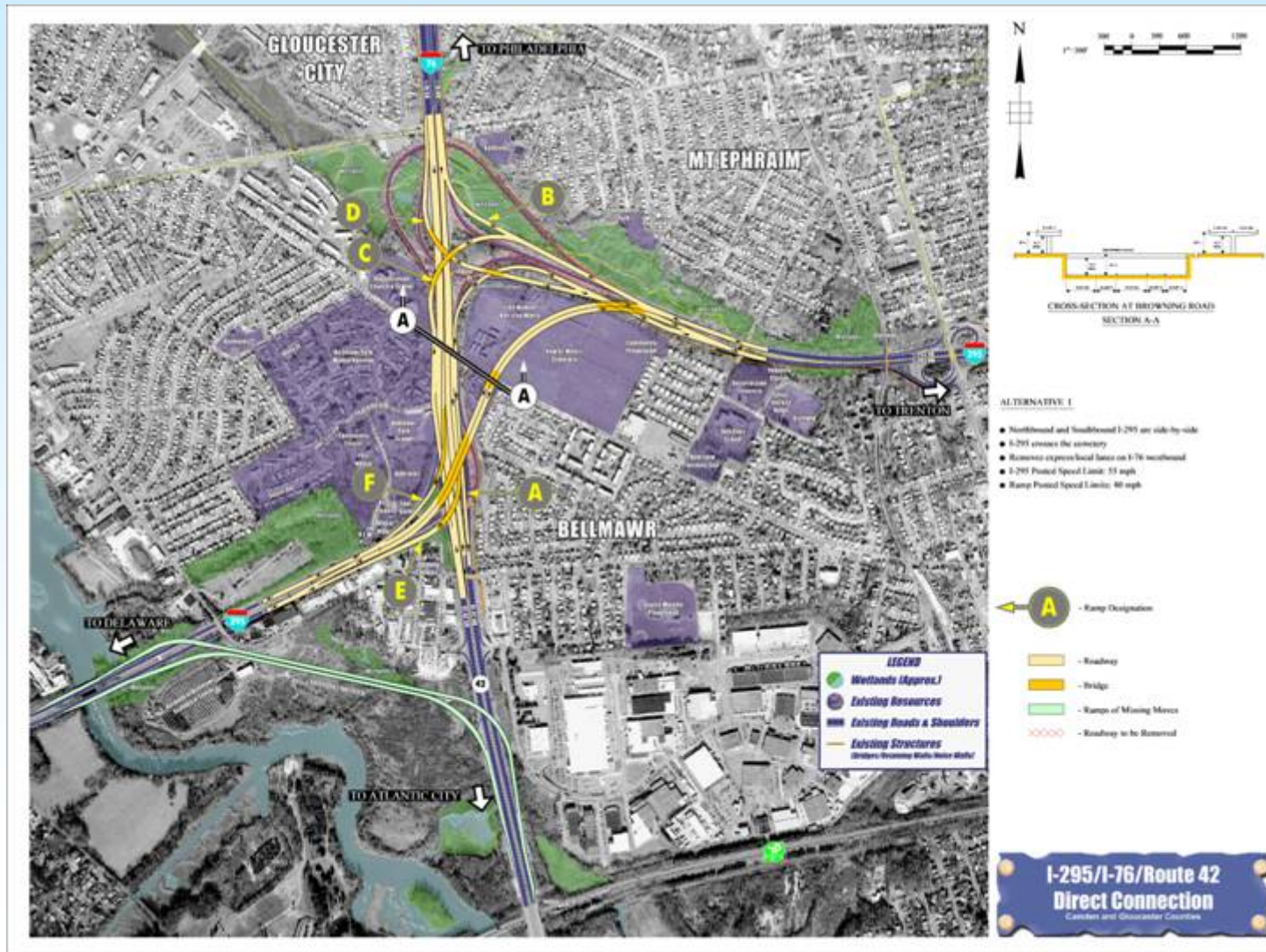
Alternative H



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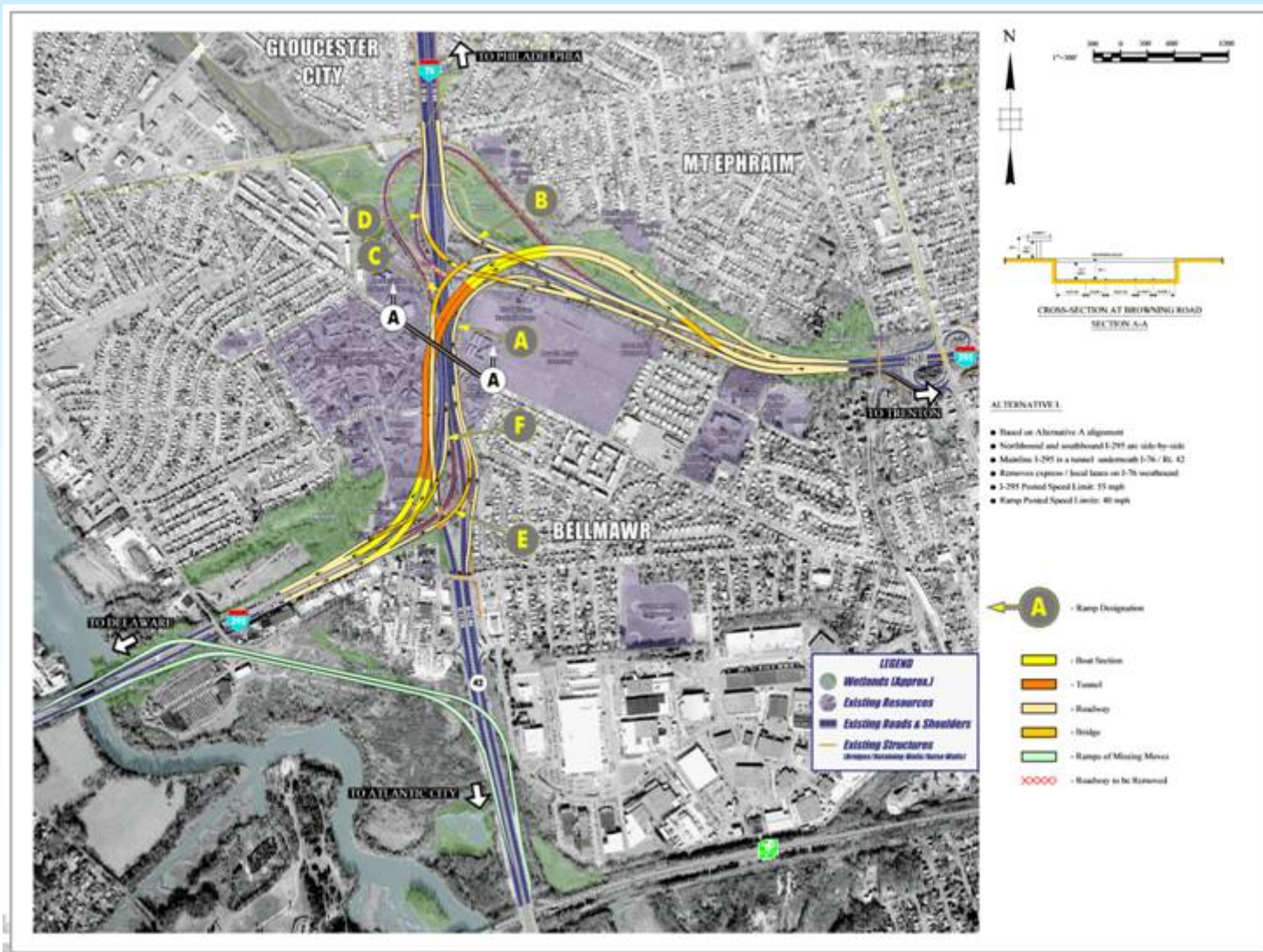
Alternative I



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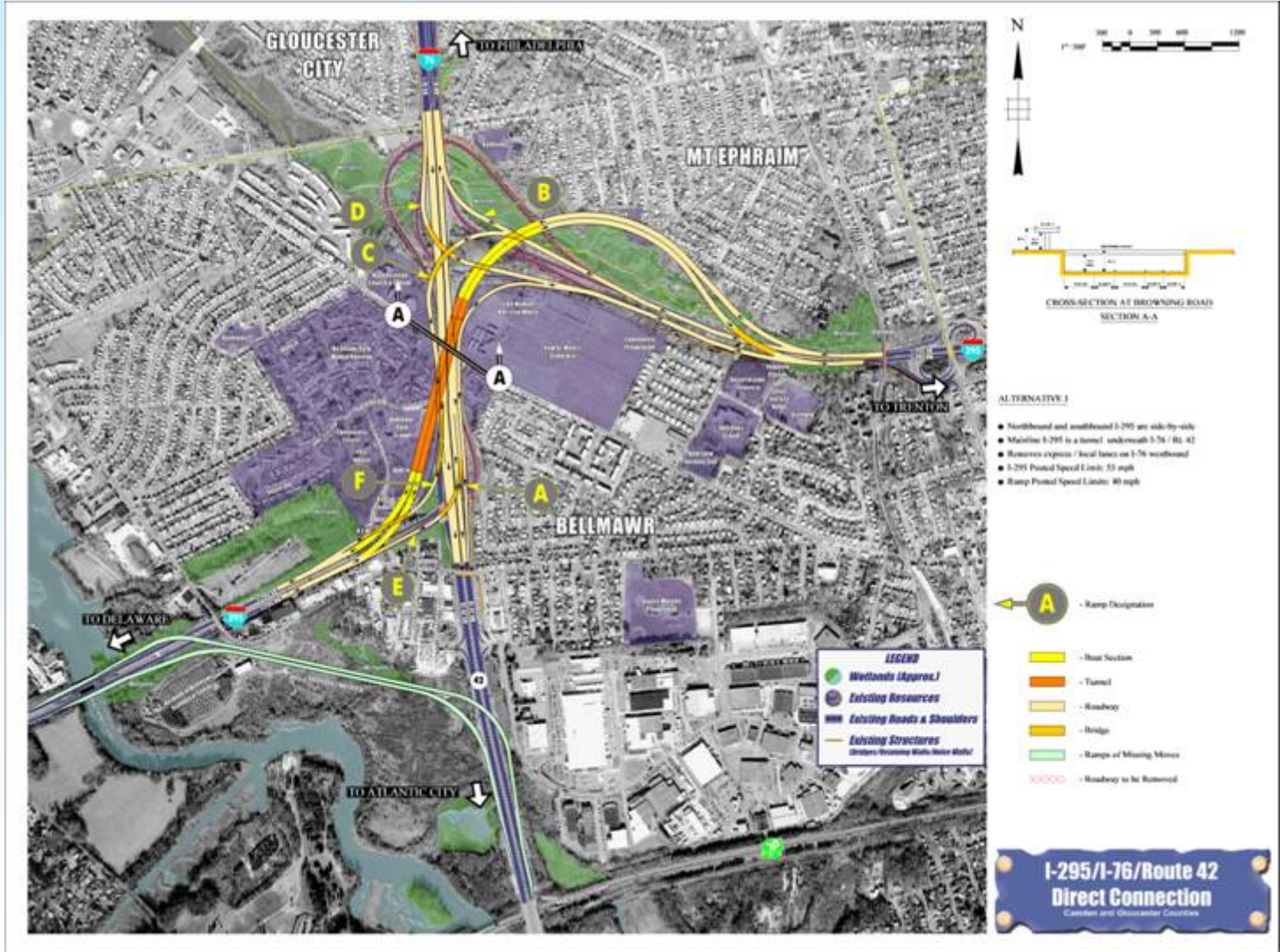
Alternative L



Alternative J

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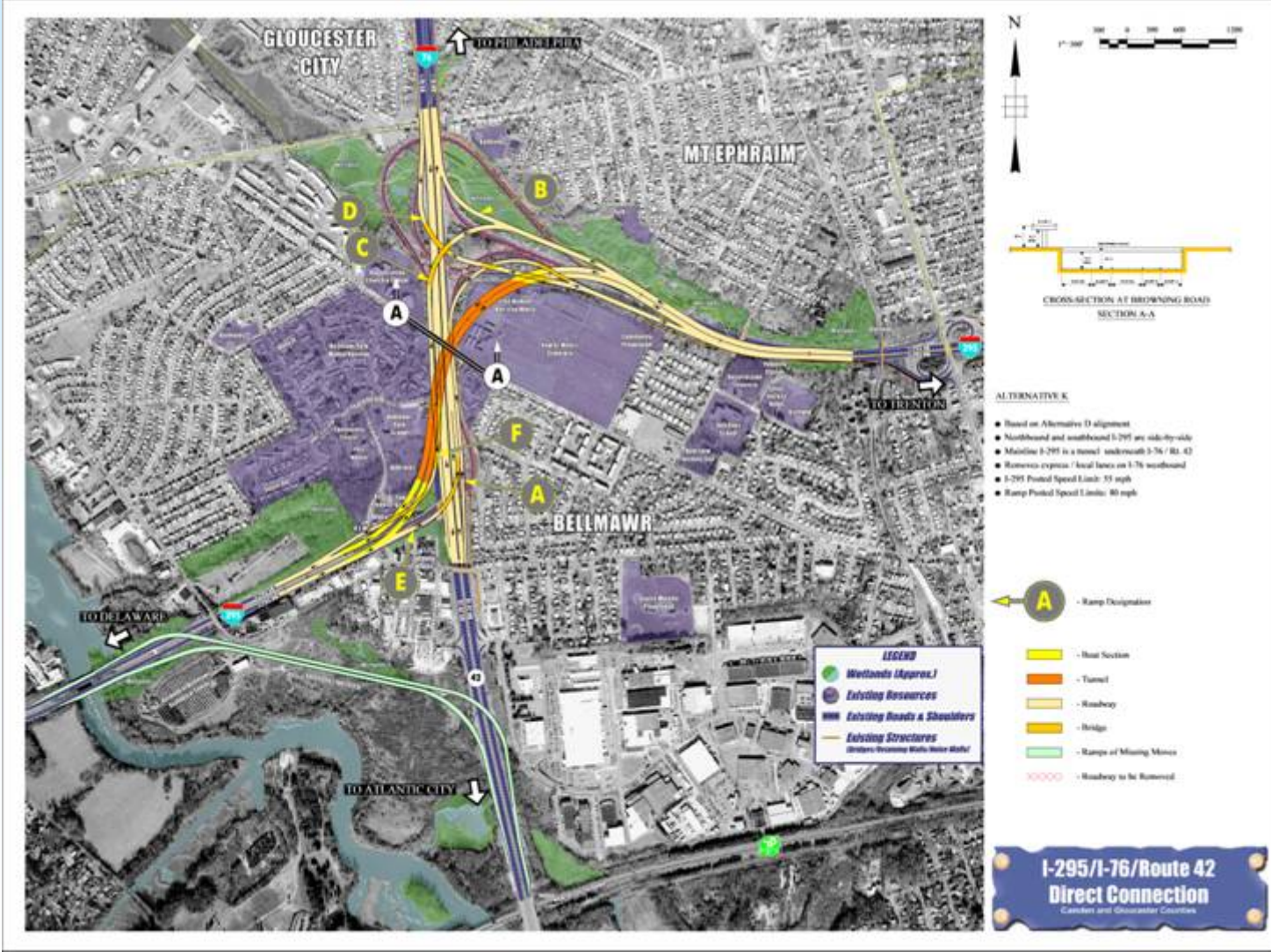
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Alternative K





OVERVIEW OF SCREENING CRITERIA

Lou Robbins, Dewberry





Alternatives Screening

OBJECTIVE - Select a shortlist of feasible alternatives that satisfy the project purpose and need with minimal impacts to the natural and built environment to be studied through the EIS process



➤ **CONSTRUCTIBILITY**

For this criterion the alternatives will be reviewed to determine probable construction or constructability issues. Evaluation factors include impacts to the local residents and motoring public during construction with an emphasis on traffic delays, impact of detours/diversions and duration of construction duration. Evaluation of the alternatives for constructibility would be quantified as High Impact, Moderate Impact, or Low Impact.



➤ MAINTAINABILITY

Evaluation factors for this criterion include anticipated ease of routine maintenance or the need for expensive or labor intensive maintenance for the alternatives under development to ensure that the project does not have extensive hidden high life cycle costs or flaws. This evaluation will consider whether the proposed facility can be properly maintained utilizing standard equipment/methods with acceptable labor demands. Examples of elements requiring high future maintenance could include: tunnels or multi-level structures. Impacts of numerous structures and single lane ramps with their inherent maintenance issues of salt usage and snow removal problems during the winter will also be considered.

Each alternative will be rated for maintainability as Highly Difficult, Moderately Difficult, or Low Difficulty.



➤ COMPARISON OF ESTIMATED CONSTRUCTION COST

The relative relationship of Construction Costs for each alternative will be developed utilizing a comparison of roadway and bridge lengths for each alternatives. The length of new bridge or tunnel lane construction required will be multiplied by a factor of 2 and added to the length of new roadway lanes to determine the relative cost required to construct each alternative. In a similar fashion, the length of new tunnel lane construction will be multiplied by a factor of 90. The effective lane length shown on the matrix is the sum of the actual lane length of roadway in feet plus the equivalent lane length of bridges, plus the equivalent lane length of tunnel.



➤ COMPLIANCE WITH DESIGN CRITERIA

Each alternative would be evaluated for compliance with applicable design standards (NJDOT-Design Manuals or AASHTO 2001 – A Policy on Geometric Design of Highways and Streets). The number of undesirable design features not requiring design exceptions, such as left exits or entrances, will be counted. The number of conflict points present in each of the alternatives will also be identified. This criteria will show the number of undesirable design features as well as the number of proposed conflict points.



➤ RIGHT-OF-WAY

For ROW, each of the following impacts will be considered to quantify the relocation and/or proximity impacts due to the individual Alternative.

- Residential Property Impacts
- Impacts to residents will be evaluated for each of the alternatives by counting the number of discrete residential structures that could require taking and are therefore considered as a relocation. Residential structures that are located within 50 feet of the alignment will be less likely to incur relocation but will have proximity impacts and will therefore also be counted. For the Bellmawr Park area and other multifamily structures, each individual residential unit will be counted separately.
- Commercial Property Impacts
- Impacts to commercial properties will be evaluated for the alternatives in the same manner as the residential properties.





➤ RIGHT-OF-WAY *(cont'd.)*

- Institutional Properties
- There are several institutional properties such as churches, schools cemeteries, etc. that may potentially be impacted. The impacts to these facilities will be shown the same as residential above except that the categories will be the number of facilities impacted severely, moderately, or only slightly.
- Recreational Properties
- There are several recreational properties that may potentially be impacted. The evaluation of the impacts will be performed in the same manner as the institutional properties. A probable relocation, and therefore a severe impact, would be where the impacts are extensive enough to make the facility nonfunctional. An example of a moderate property impact might be rearrangement of the layout of some ball fields. No differentiation will be made for recreational properties having or lacking protected 4(f) status.



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**Potential Residential and Commercial
ROW Impacts**

Alternative A - 49 Residences
Businesses – 9



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Potential Residential and Commercial
ROW Impacts



Alternative B2 - 73 Residences
Businesses - 10



➤ WETLANDS

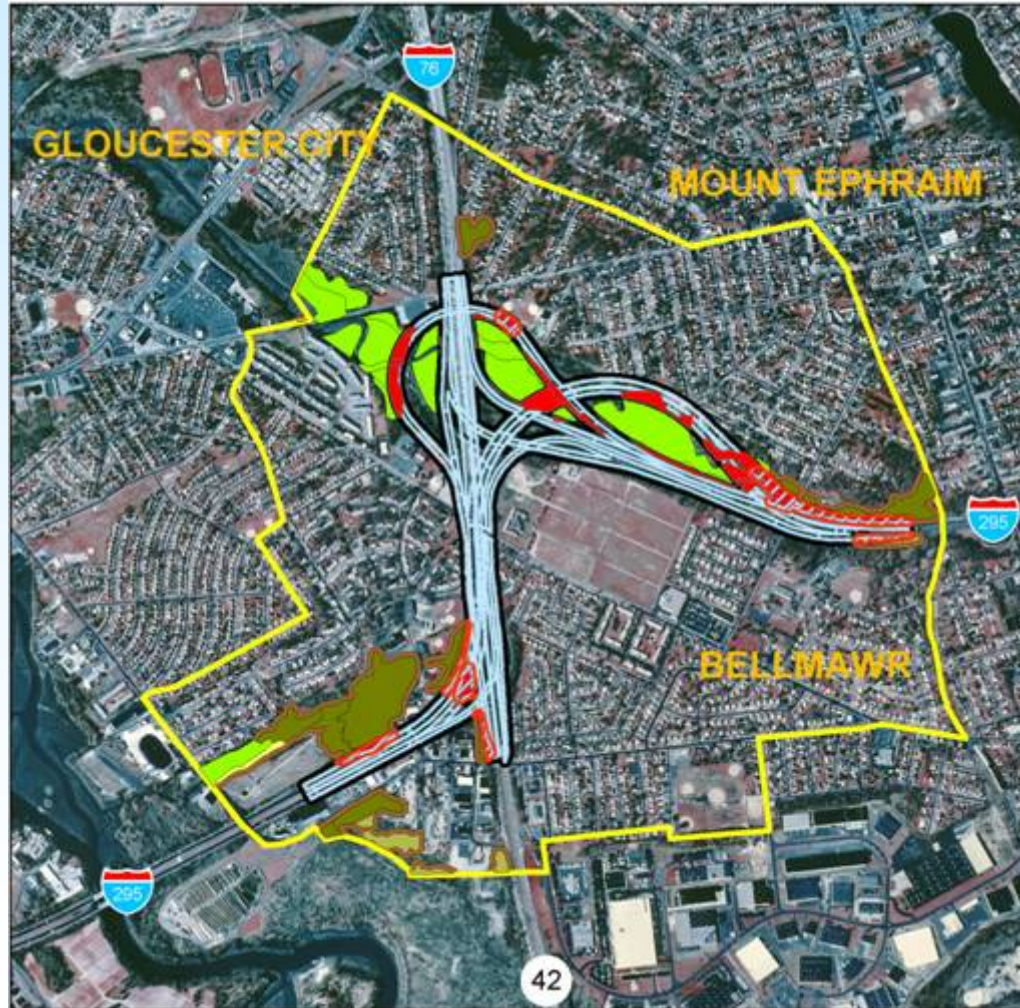
Wetlands can be broken into 2 categories - tidal and non-tidal. For this evaluation each type of wetland will be evaluated separately. The total wetlands impacted in acres for each alternative will be determined from existing published wetland mapping and confirmed by limited field observations.

The wetlands have been identified through the use of Department of Environmental Protection and Army Corps of Engineer maps. Each alternative will be evaluated on the basis of total wetland acreage impacted for each category.



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Potential Wetlands Impacts



Alternative C1 – 16 Acres



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Potential Wetland Impacts



Alternative D – 8 Acres



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**Potential Residential and Commercial
ROW Impacts**



Alternative F



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**Potential Residential and Commercial
ROW Impacts**



Alternative F1



➤ NOISE

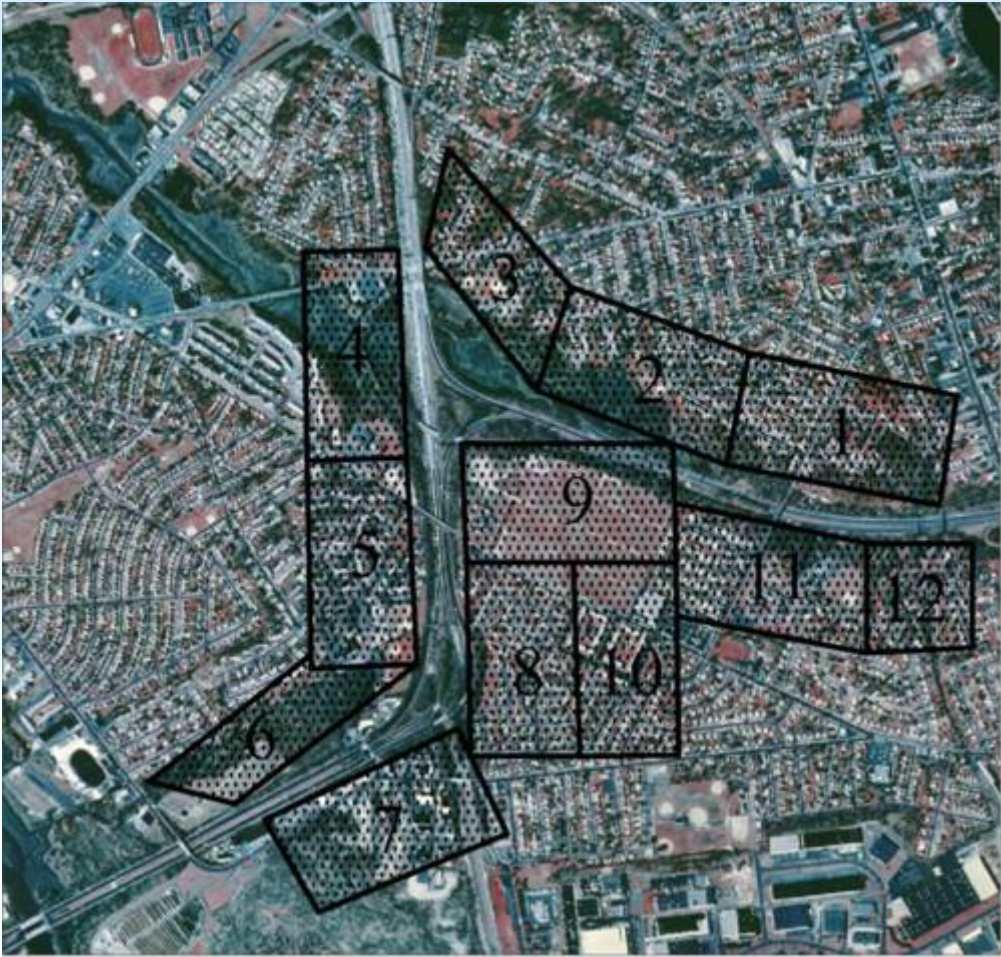
Each alternative will be evaluated for its probable noise impact without mitigation. Factors considered will be proximity to and type of receptors and the height of the new facility over the existing ground. The increase in noise will be rated as High, Moderate, or Low.

AIR

Each alternative will be evaluated for its probable impact to air quality. The effects to air quality will also be rated as High, Moderate, or Low.

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Air and Noise Analysis



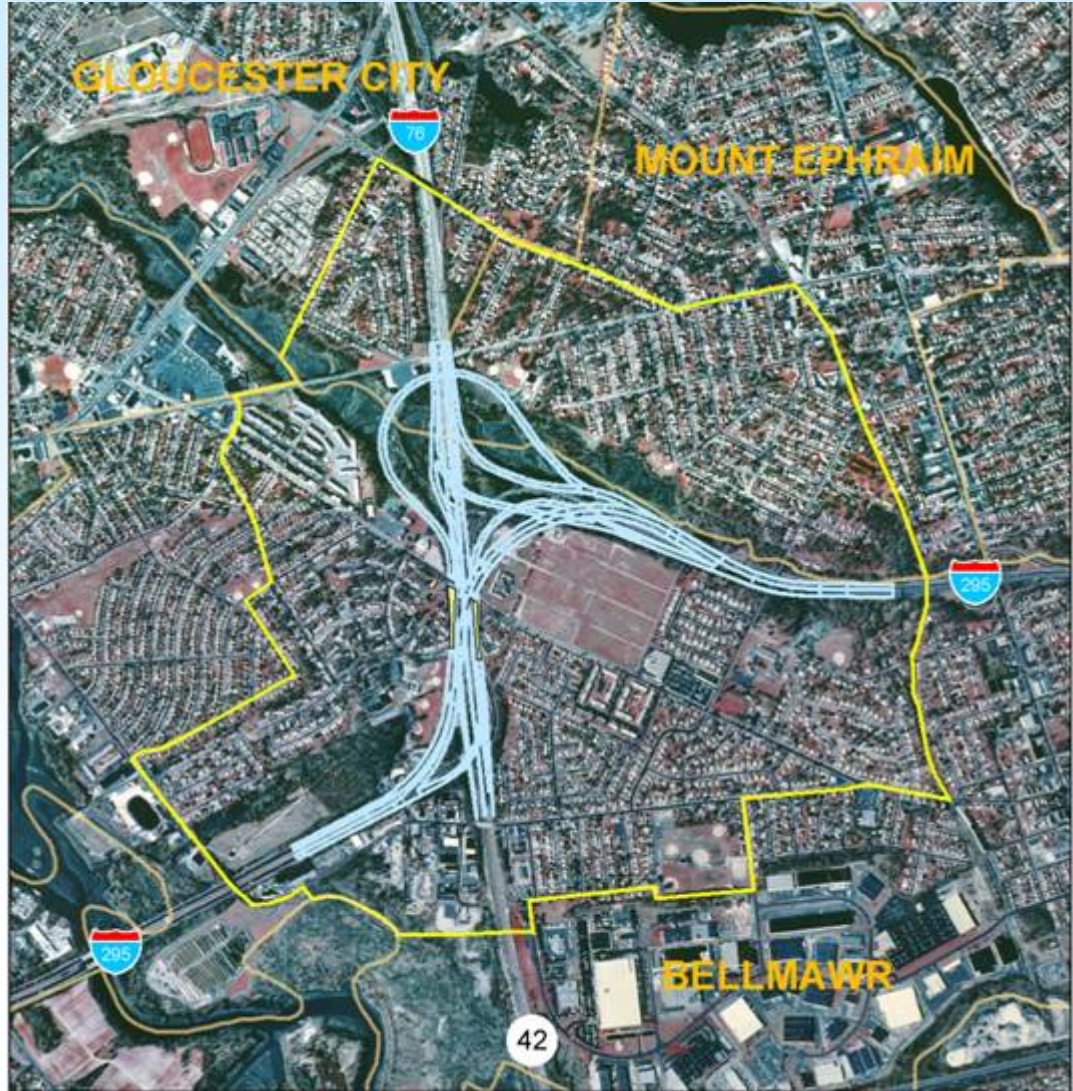
➤ SOCIOECONOMICS

The study area consists of residential, industrial, commercial, recreational and public/quasi-public land uses. The only vacant land in the project area consists of wetlands and floodplains. Community facilities located in the project area also have been identified. Each alternative will be assessed for its' impact to the quality of life of the community, including impacts to public and community facilities. The subjective evaluation will include impacts to community cohesion, (i.e. division of existing neighborhoods). The impacts will be identified as High, Moderate, and Low. .



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Community Cohesion



Alternative D1



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Community Cohesion



Alternative E

➤ ENVIRONMENTAL JUSTICE

Preliminary data regarding environmental justice (EJ) populations has been gathered through Census data and initial public outreach in the study area. Since impacts to EJ populations may include impacts resulting from displacement of residences or community facilities, disruption of community cohesion, air quality impacts, noise impacts, etc., data evaluated included census blocks or census block groups located within 100 feet of the alignment for each alternative. Based on the preliminary evaluation conducted, there are no significant differences between alternatives; therefore, EJ was not used as a screening criterion.



➤ ARCHAEOLOGICAL

Within the project study area there are current areas of archeological resources that have not yet been evaluated for significance. The potential level of sensitivity of the sites has been determined and mapped as: low, moderate or high. Criteria used to determine the level of sensitivity of the impact is: the level of current disturbance, the degree of the slope of the land, the site's proximity to water, the soil type, the level to which the sites are disturbed under current conditions and artifacts found during excavations. This level of sensitivity is used to determine the probability level of the existence of an archaeological site. The alternatives will be evaluated based on the total acreage impacts to either the low, moderate, or high sensitivity sites.



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Archaeological Impacts



Alternative C



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Archaeological Impacts



Alternative D





➤ HAZARDOUS/CONTAMINATED SITES

Several sites have been identified as potentially hazardous/contaminated sites in the project area. However, based upon the preliminary review conducted, there are no significant differences between alternatives; therefore, hazardous waste was not used as a screening criterion.





➤ HISTORIC RESOURCES

Within the project study area there are resources of varying historic significance. The number of cultural resources potentially impacted physically, visually, or audibly for each degree of impact – High, Moderate or Low will be identified. Field studies have not been conducted to confirm the potential impacts of the proposed alternatives on resources within or near the study area. In addition, many resources within the study area have not yet been evaluated for National Register eligibility, and it is possible that one or more of the proposed alternatives could impact a resource not listed in the matrix. The results in the matrix are preliminary and are based on the alternatives mapping provided to date, as well as a GIS map of identified historic architectural resources prepared by A.D. Marble & Company.

