

# FY 2006-08 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

## New Jersey Department of Transportation Projects

| <i>PROJECT NAME</i>                                 | <i>Project ID No.</i> | <i>TIP No.</i> |
|---|-----------------------|----------------|
| Route 295/42/I-76, Direct Connection, Camden County | 355                   | 355            |

This project will provide a direct connection for I-295 traffic through the interchange with I-76 and Route 42. The project will improve safety and reduce congestion by eliminating ramp movements on mainline I-295 as well as eliminating the merge of I-295 traffic with I-76 and Route 42 traffic.

Presently, I-295 traffic must use exit ramps that are posted at 35-mph to merge onto I-76 for a short distance before returning to the I-295 mainline. Drivers traveling through the interchange on I-295 must contend with vehicles entering from Route 42 and I-76, creating dangerous weaving movements. As the major carrier of Pennsylvania-bound commuter traffic via the Walt Whitman and Ben Franklin Bridges and as the primary recreational connection to the Jersey shore via Route 42 and the Atlantic City Expressway, this interchange is the busiest in the region. This interchange is one of the 10 most congested locations in New Jersey (#1 in the DVRPC region), and has an average crash rate four times higher than the statewide average.

The project is currently in the Draft Environmental Impact Statement (DEIS) stage. The original list of 26 alternatives has been reduced to a short list of five for further study. Alternatives include a tunnel to carry I-295 under I-76/Route 42, stacking northbound and southbound I-295 over each other, and side-by-side alignments. The proposed project must deal with several constraints and challenges including impacts on residential/commercial properties, a cemetery, and wetlands/floodplains. As a Hyperbuild project, the schedule is to complete technical environmental work in 2005, circulate the DEIS in 2006, issue Final EIS and Record of Decision in 2007, undertake design engineering in 2007-2009, and advance to construction in 2009-2012. The potential cost range is \$250-\$450 million, depending on the alternative selected.

The following special Federal appropriations were allocated to this project. FY 2003/Q02 \$993,500 (balance available \$0) and FY 2005/Interstate Maintenance Discretionary \$826,667 (balance available \$0).

COUNTY: Camden

MUNICIPALITY: Bellmawr Boro Mount Ephraim Boro

MILEPOSTS: 25.71 - 28.20

STRUCTURE NO.: N/A

LEGISLATIVE DISTRICT: 5

SPONSOR: NJDOT

PROGRAM CATEGORY: Congestion Relief - Hwy Operational Improvements

| MPO   | Phase | Fund | FY 2006     | FY 2007 | FY 2008 | FY 2009 | FY 2010 |
|-------|-------|------|-------------|---------|---------|---------|---------|
| DVRPC | PD    | DEMO | \$1,250,000 |         |         |         |         |