

## PIC Script

**SLIDE 1:** Welcome to the virtual Public Information Center for the Route 168, Bridge over Route 295 and Interchange Improvements Concept Development project. This project will improve safety and traffic conditions at the Route 168 interchange over Route 295.

**SLIDE 2:** The goal of this Public Information Center is to describe the key issues at the project location, present proposed improvements that address these key issues, and solicit public feedback on the proposed improvements.

### **SLIDE 3: PROJECT OVERVIEW**

**SLIDE 4:** This project is located in Bellmawr, Haddon Heights, and Mount Ephraim Boroughs, Camden County, New Jersey. The project limits encompass I-295 between MP 27.8 and MP 28.5, Route 168 between MP 7.61 and MP 7.23.

**SLIDE 5:** The purpose of the project is to improve the safety and traffic operation in the Route 168 and I-295 interchange area. The project is needed to address the high crash rate that exceeds statewide average and severe traffic congestion in the interchange area. The goal is to improve the substandard interchange geometry and interchange operation to improve safety and traffic congestion.

### **SLIDE 6: EXISTING CONDITIONS OPERATIONAL AND SAFETY ISSUES**

**SLIDE 7:** Environmental constraints within, and adjacent to, the project limits include freshwater wetlands, federally threatened and endangered species, Historic Resources, Open Space, Green Acres and potential contaminated sites.

**SLIDE 8:** The I-295/Route 168 interchange, exit 28 on I-295, is a partial cloverleaf layout with 2 traffic signals on Route 168. The existing acceleration lanes and deceleration lanes and loop ramps at this interchange are substandard based on NJDOT design standards. On Route 168, the two existing signalized intersections, short storage in between and signal timing are inadequate to handle existing peak hour traffic volume, and has been causing chronic traffic congestion during peak hours, particularly in the northbound direction. This congestion causes further traffic backup on the I-295 NB Exit 28 Ramp. As a result, the crash rates at these locations are more than two times higher than the statewide average. In addition, the existing Route 168 bridge over I-295 is approximately 65 years old. The local road intersections at Hendrickson Ave. and Maple Ave. are too close to the interchange ramps, and have been causing safety and operational issues.

**SLIDE 9 - 11:** The interchange area is severely congested with recurring traffic stoppages, generally slow travel and crash rates that exceed the Statewide Average for similar roadways in the State.

### **SLIDE 12: PRELIMINARY PREFERRED ALTERNATIVE(PPA)**

**SLIDE 13:** To address the safety and congestion issues, the Preliminary Preferred Alternative (PPA) proposes the following major improvements at the I-295/Route 168 Interchange:

The existing partial clover leaf interchange will be converted to a Single Point Urban Interchange (or SPUI), which can maintain all existing traffic movements using one new traffic signal while eliminating the two existing substandard loop ramps and the associated acceleration lanes. The new traffic signal at the SPUI can safely and effectively accommodate the left-turn traffic from/to I-295 and thru traffic on Route 168,

which would improve the failing Level of Service “F” to a good Level of Service “C” through the future design year 2045. In order to, enhance the safety and mobility for pedestrian and bicycles, a 10’ wide shared use path will be provided on each side of Route 168 within the project limits.

The bridge itself would be replaced with a significantly wider, butterfly shaped bridge to accommodate the layout of the SPUI intersection that would accommodate a future roadway section of I-295 consisting of three through lanes in each direction with full right and left shoulders.

The existing Hendrickson Avenue intersection with Route 168 will be relocated to Anderson Avenue approximately 500’ away from the new traffic signal. A left turn bay will be provided on Route 168 SB to improve safe access to Hendrick Avenue and traffic operation on Route 168.

The existing Maple Avenue intersection with Route 168 will be converted into a cul-de-sac, which will eliminate the existing unsafe access within the interchange. Future access to Maple Avenue will be routed to the northern local streets.

**SLIDE 14:** In addition to the typical drainage improvements required for a project of this magnitude, the project will address Stormwater Management utilizing stormwater basins designated in green. The impacts to and the realignment of Little Timber Creek and its floodplain (designated by the blue lines) will require environmental permits. The anticipated permits for the project include a Flood Hazard Area Permit, Freshwater Wetlands Permit and Section 401 Water Quality Certification. The permitting and drainage effort will help to improve drainage and flooding conditions over the existing condition.

**SLIDE 15:** Anticipated Project Delivery

**Slide 16:** The Project is currently in the Concept Development phase and will be complete by the end of 2025. Preliminary engineering is anticipated to start in 2027. Final design is anticipated to start in 2029. Construction is expected to start in 2032. The schedule shown is based upon available funding.

**Slide 17:** For questions, comments, more information, or to provide feedback, please contact regional coordinator Kimberley Nance at NJDOT or visit the project website: [www.route168-I-295PIC.com](http://www.route168-I-295PIC.com)