



Meeting Summary

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JOB No.: 03346.7000.04.00
PROJECT: Route 295, Contract No. 045083240
DATE: June 12 2009
TO: File; NJDOT (Steve Manera; Mahesh Patel; Rick Jaffe; Bill Gaus; Dave Bizuga)
FROM: Tom Costello
SUBJECT: Summary of 6/05/09 Meetings with Bordentown Township Police
(NOTE: Prepared for file, not issued as official meeting minutes)

At 10:00 AM Mahesh Patel & I met with representatives from Bordentown Township Police Department at the Bordentown Municipal Complex. The attendees are identified on the attached sign-in sheet. The following summarizes our discussions:

1. Mahesh provided a brief introduction to the project, explaining the limits [just north of Int. 45 (Willingboro) to just south of Int. 57 (Bordentown/Route 130); type of construction (rubblization with 8" overlay; full depth reconstruction in vicinity of bridges), staging sequence [preliminary work to reconstruct SB shoulders, two main stages with traffic diverted to one side for 60± days (2-lanes in each directed separated by a barrier); crossovers provided across the median for access to/from interchange ramps when feasible; emergency pull-offs every ±half mile], and schedule (preliminary work starting as early as late fall 2009; reconstruct NB side beginning mid-June 2010; reconstruct SB side beginning mid-June 2011).
2. I further explained that the DOT and TWT are in the process of coordinating with Burlington County and all the municipalities along the project to seek their approval of the detour routes, and that to date we've met the County, Mansfield and Florence Townships. The following detour routes were presented, which impact upon Bordentown Township:

Stage 1B:

Ramp Closure at Int. 57: NB Exit to Route 130 S

Detour (From I-295 NB to US 130 NB): I-295 NB to (Int. 56) Rising Sun Rd E to Connector Rd N to US 206 N to US 130 N

Duration: 2± Weeks

Stage 2A: (When all NB Ramps are closed at Int 52 (Florence/Columbus):

Ramp Closures at Int. 52: All NB Ramps

Detour (From I-295 NB to CR 656): I-295 N to (Exit 56) Rising Sun Rd W to I-295 S to Exit 52B-A (CR 656)

Duration: 3± Weeks

Stage 2A: (When all NB Ramps are closed at Int 52 (Florence/Columbus):

Ramp Closures at Int. 52: All NB Ramps

Detour for Truck U-Turns (From I-295 SB to Truck Stops): I-295 S to (Exit 52B) Florence-Columbus Rd/CR 656 W (Florence) to US 130 N to Rising Sun Rd E

Duration: 3± Weeks

Stage 2C:

Ramp Closures at Int. 56: NB Exit to Rising Sun Rd

Detour (From I-295 NB To Rising Sun Rd): I-295 NB to (Exit 52B) Florence-Columbus Rd/CR 656 W (Florence) to US 130 N to Rising Sun Rd E

Supplemental Detour (For vehicles that miss signs at Int. 52): I-295 NB to (Exit 57) US 130 N to US 206 to jughandle at Bordentown-Chesterfield Rd/CR 528 to US 206 S to Connector Rd S to Rising Sun Rd W



Duration: 1± Week

Stage 4A: (When all SB Ramps are closed at Int 52 (Florence/Columbus):

Ramp Closures at Int. 57: SB Entrance from US 130 S

Detour (From US 130 SB to I-295 SB): US 130 S to US 206 S to Connector Road S to Rising Sun Rd W to I-295 S (at Interchange 56)

Supplemental Detour (for businesses on US 130 SB past split for US 206 SB): US 130 S to jughandle at Dunns Mill Rd to Dunns Mill Rd E to US 206 S to Connector Rd S to Rising Sun Rd W to I-295 S (at Interchange 56)

Duration: 4± Weeks

Stage 4A:

Ramp Closures at Int. 52: All SB Ramps

Detour (From CR 656 To I-295 SB): I-295 NB to (Exit 56) Rising Sun Rd W to I-295 S to Exit 52 B-A (Florence/Columbus)

Detour for Truck U-Turns (From I-295 SB to Truck Stops): I-295 S to (Exit 57B) US 130 S to Florence-Columbus Rd/CR 656 E to I-295 N (At Interchange 52) to (Exit 56) Rising Sun Rd E

Duration: 3± Weeks

Stage 4B: [Ramps at Int 52 (Florence/Columbus) now re-opened]:

Ramp Closures at Int. 57: SB Entrance from US 130 S

Detour (From US 130 SB to I-295 SB): US 130 S to Florence-Columbus Rd/CR 656 E to I-295 S (at Interchange 52)

Duration: 4± Weeks

Stage 4C:

Ramp Closures at Int. 56: SB Entrance from Rising Sun Rd

Detour (From Rising Sun Rd to I-295 SB): Rising Sun Rd E to Old York Rd N to US 206 S to West Main St/Florence Columbus Rd (CR 543/CR 656) W to I-295 S (at Interchange 52)

Duration: 1± Week

3. Officers Nucera and Hand had comments on the detour routes (noted below), but they were most concerned with the vicinity of Interchange 56, which they said presently operates at gridlock during the evening rush (from around 4:00 PM to 6:30 PM). Following are the issues that Bordentown has to deal with every weekday, and the suggested improvements that they believe are needed to alleviate congestion in the general area:
 - a. The ramp onto the NJ TPKE off US 206 NB (opposite Connector Rd) is striped for only 1-lane, when it appears wide enough to be striped for 2-lanes. Bordentown requested that DOT put pressure on the TPKE to re-stripe their ramp for 2-lanes to reduce congestion and improve access onto their facility. Three lanes exist (all for left turns) on Connector Rd where it intersects US 206. The right lane is signed for the TPKE only (a quasi thru lane onto the TPKE ramp) and the center and left lanes for US 206 N. In the officers' opinion, queues along Connector Rd would be significantly reduced if vehicles in the center lane were also permitted to access the TPKE ramp.
 - b. There's heavy congestion along Connector Rd and Rising Sun Rd between US 206 and the I-295 ramps, with the queues along Connector Rd sometimes backing up onto US 206, which blocks the traffic merging onto US 206 S from the TPKE, which in-turn backs-up the TPKE toll plaza. Officer Nucera believes that this congestion could be alleviated if DOT re-stripes eastbound Rising Sun Rd between Connector Rd and the entrance into the PETRO Truck Stop as 2-lanes with no shoulder. Thereby, providing a separate lane for the slower moving trucks (turning right into PETRO) and allowing the thru traffic to flow freely (towards I-295). It is noted that TWT looked into this after the meeting, and it appears that trucks may have difficulty turning into the PETRO driveway from the shoulder. I've asked Mahesh to request copies of the plans from Engineering Documents so we can better assess the turning maneuvers.
 - c. With the rest areas closed on I-295 there is not enough capacity at the Truck Stops to handle the truckers that need a place to stop and rest. The congestion around Interchange 56 is further increased by trucks that park in the shoulders along Rising Sun Rd at night, some dropping their trailers and parking their cabs in the



Truck Stop or in nearby commercial parking lots (illegally). Bordentown requested that DOT install appropriate signs along Rising Sun Rd to prohibit parking in the shoulders.

- d. The WB Rising Sun Rd approach to the traffic signal at Connector Rd backs up because only one or two trucks (coming out of the PILOT Truck Stop heading towards I-295) are getting through the intersection per cycle. Bordentown requested that DOT revise the signal timing to increase the green time on the WB approach.

Officer Nucera noted that, while the new Connector Rd was a much needed improvement, Bordentown believes the above are flaws in the design need to be corrected as a permanent fix, not just implemented under a temporary basis during construction. Officer Nucera indicated he brought these issues to the attention of DOT PM Rob Hartman, and that DOT looked into them and concluded that changes were not warranted. Officer Nucera joking stated that he suspects DOT looked at it during the middle of the day when the problems aren't evident. Bordentown indicated they would support the detours around Interchange 56 if DOT addresses the existing problems outlined above.

4. Bordentown expects that Farnsworth Ave (CR 545) will experience a significant amount of additional traffic during construction, regardless of detour routes. The striping along Farnsworth Ave was recently revised to provide additional room on the south side of the road for trucks to turn right. The 2-lanes that previously existed (1 exclusive left and 1 for shared thru and rights) were reduced to 1-lane (for lefts, thru & rights). Bordentown pointed out that the existing signal timing provides a single phase for both legs of Farnsworth Ave, and requested that DOT revise the signal timing to split this into 2-phases, which would allow more of the WB traffic to clear the intersection and reduce congestion. Bordentown pointed out that when the east leg of Farnsworth Ave is backed-up it creates additional congestion at the intersection because vehicles can't get in or out of the commercial driveways that exist along Farnsworth Ave near the intersection (i.e. McDonald's on the south side; Valero Gas Station and Sterling Bank of the north side).
5. Bordentown suggested changing the above described Stage 2C Supplemental Detour to: I-295 N to (Exit 60) I-195 E to US 206 S to Connector Rd S to Rising Sun Rd W. Officer Nucera noted the geometry along the proposed detour route (specifically where US 130 S merges with US 206 S) presents a problem for truck on US 130 S that need to quickly get over into the right lane after merging onto US 206 S to access the jughandle at Bordentown-Chesterfield Rd (CR 528).
6. Bordentown noted that they would not support the above described Stage 4A Supplemental Detour because it takes traffic past the school on Dunns Mill Rd (east of I-295) and pointed out that Dunns Mill Rd is signed prohibiting vehicles over 4-ton (because of the school, not a deficient bridge). They would also not support modifying it to avoid the school by sending traffic Dunns Mill Rd E to Hedding Rd N to Rising Sun Rd E to I-295 S, because Hedding Rd is a residential street. As an alternate Bordentown suggested changing the above described Stage 4A Supplemental Detour to: US 130 S to I-295 N (using 3-loop ramps) to (Exit 60) I-195 E to US 206 S to Connector Rd S to Rising Sun Rd W, with the understanding that people familiar with the area will shortcut their way to US 206 S via Farnsworth Ave. It is noted that this would require keeping the I-295 SB on-ramp at Interchange 57 open for U-turns, which Officer Nucera indicated is consistent with how it is presently signed.

Bordentown initially was considering recommending that traffic be detoured US 130 S to Burlington Rd/CR 662 N to Farnsworth Ave E to US 206 S. However, this would take traffic through both Fieldsboro Township and Bordentown City, and they know that Bordentown City would strongly oppose.
7. Bordentown suggested changing the above described Stage 4C detour to Rising Sun Rd E to Connector Rd N to US 206 N to I-195 W to I-295 S. Officer Nucera noted that while it is longer in distance, it would likely require less drive time, and avoids Columbus, where the right turn from US 206 S onto West Main St/CR 543 is difficult.
8. Officer Nucera noted that in the past Bordentown had some issues with State Police traffic directors on DOT projects. Specifically, in some instances they were not deployed at certain intersection when told they would be, and the officers that were provided directed lost motorists to take undesirable routes thru the Township because they were unfamiliar with the local road system. Officer Nucera supports using the State Police but requests that DOT have them meet with the Bordentown Police so they can be educated on the local road system and know what roads not to send traffic onto.
9. Mahesh noted that in addition to the State Police, DOT also expects they'll need municipal police traffic directors during construction. Mahesh presented Officer Nucera with a draft copy of the Agreement that DOW will require Bordentown to endorse. Mahesh noted minor revisions still needed to be incorporated, and once they were he would forward Officer Nucera the final agreement via e-mail.



ROUTE 295 - REROUTING - BURLINGHAM COUNTY
June 5th 2009 Meeting Bordentown Police

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