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## Meeting Summary

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JOB No.: 03346.7000.04.00

PROJECT: Route 295, Contract No. 045083240

DATE: July 24, 2009

TO: File; NJDOT (Steve Manera; Mahesh Patel; Rick Jaffe; Bill Gaus; Dave Bizuga; Tony Marsella)

FROM: Tom Costello

SUBJECT: Summary of 7/22/09 Community Outreach Meeting with Liberty Lake  
(NOTE: Prepared for file, not issued as official meeting minutes)

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At 2:00 PM Mahesh Patel & I met on site with Andy Pritikin, the owner of Liberty Lake (phone: 609.499.7820, [andy@libertylakepicnic.com](mailto:andy@libertylakepicnic.com)). Mr. Pritikin also invited local officials from Mansfield Township to attend. Township representative Rich Bendel (Director of Public Safety) and Lt. Ron Hulhall (Police Department) both arrived about a half-hour into the meeting. The following summarizes our discussions:

1. Andy noted that he took ownership of Liberty Lake in 2005, and shortly thereafter made numerous capital improvements and instituted Day Camp services. Andy runs an 8-week summer camp that on a typical weekday accommodates 700± elementary school children from throughout Burlington and southern Mercer Counties. The children are either bussed in or dropped-off/picked-up by working parents. Liberty Lake also accommodates daily visitors and group picnics.
2. Andy noted that a part of the NJ Turnpike Widening Project the bridge carrying Florence-Columbus Rd (CR 656), which is situated east of the lone access drive servicing Liberty Lake is being replaced. In conjunction with the Turnpike Project the Liberty Lake driveway is being relocated to the west because of the poor sight distance to the east (looking over the crest of the Turnpike Bridge). Andy indicated the Turnpike has told him the construction of his relocated driveway is scheduled to take place sometime during fall 2009.
3. Andy indicated he had heard about the 295 project, and Mahesh further defined its limits [from just north of Int. 45 (Willingboro) to just south of Int. 57 (Bordentown/Route 130)]; and explained the 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). Reconstruction at Interchanges will be sub-staged as follows to ensure that only one interchange is close at a time: Stages 2A/4A=Int. 52 (Florence/Columbus); Stages 2B/4B=Int. 56 (Rising Sun Rd) Stages 2C/4C=Int. 47 (CR 541).
4. Tom explained that the reconstruction at Int. 52 will be more involved than any of the other interchanges because 295 is being undercut to improve the bridge underclearance, and retaining walls are being added under the bridge to accommodate the addition of shoulders under the bridge (between the loop ramps). As a result, it is estimated that the NB and SB ramps will each be closed for 4± weeks, beginning mid-June 2010 and 2011, respectively. Andy noted that the June start dates for the work at Int. 52 will impact him less than if it starts later in the summer.
5. Rich asked if anything had changed since our last meeting (5/20/09 with Mansfield and Florence Twps), and I noted that some of the detours had changed based upon their request to re-direct traffic away from Int. 56 and towards 130.



6. Andy was interested in hearing more about the proposed detour routes, whereby Tom presented the following:

**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. 60) I-195 E to US 206 S to US 130 S to double loop U-turn at I-295 S ramps to US 130 S

Duration: 2± Weeks

**Stage 2A:**

Ramp Closures at Int. 52: All NB Ramps

Duration: 4± Weeks

Detour (From I-295 NB to CR 656): I-295 N to (Int. 56) Rising Sun Rd W to I-295 S to (Int. 52) CR 656 E/W

Detour (From CR 656 to I-295 NB): CR 656W to US 130 N to I-295 N

**Stage 2B:**

Ramp Closure at Int. 56: NB Exit Ramp

Duration: 2± Weeks

Detour (From I-295 NB to Rising Sun Rd): I-295 N to (Int. 52) CR 656 to US 130 N to Rising Sun Rd E

Supplemental Detour (For vehicles that fail to exit at Int. 52): I-295 N to (Int. 60) I-195 E to US 206 S to Connector Rd S to Rising Sun Rd

**Stage 4A:**

Ramp Closures at Int. 57: SB Loop Entrance Ramp

Duration: 4± Weeks

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

**Stage 4A:**

Ramp Closures at Int. 52: All SB Ramps

Duration: 4± Weeks

Detour (From I-295 SB to CR 656): I-295 S to (Int. 47) double loop U-turn at CR 541 to I-295 N to (Int. 52) CR 656 E/W

Detour (From CR 656 to I-295 SB): CR 656W to I-295 N to (Int. 56) Rising Sun Rd W to I-295 S

**Stages 4B and 4C:**

Ramp Closures at Int. 57: SB Loop Entrance Ramp

Duration: 4± Weeks

Detour (From US 130 SB to I-295 SB): US 130 S to CR 656 W to I-295 S (at Int. 52)

7. No negative comments were raised over the proposed detour routes.
8. Andy noted he would want DOT to notify him in advance (2-weeks minimum) of the detours being implemented. Mahesh noted that the DOT RE would communicate directly to him well in advance.
9. Andy noted that the congestion created by the project (3-lanes reduced down to 2-lanes) and the closure/detouring at interchanges would increase travel time for his customers (particularly concerned about parents dropping-off/picking-up children on the way to/from work). Andy indicated he might have to consider expanding his evening hours (from 6:00 PM to 6:30 PM) to accommodate parents delayed in traffic.
10. Andy noted he would be interested in any millings from the project, which he could use for parking lots and/or pathways. Mahesh noted he may be able to obtain millings from the Contractor through the RE.
11. Rich noted DOT was in the process of constructing median guide rail improvements from the vicinity of Int. 45 and south, and was concerned that it may interfere with the proposed mainline temporary crossover. Tom indicated he would look into it.
12. Mahesh asked Mansfield if they had executed the agreement with DOT for police traffic director. Rich and Ron were not aware of it, and provided Mahesh with the appropriate point of contact.