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## Meeting Summary

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JOB No.: 03346.7000.04.00

PROJECT: Route 295, Contract No. 045083240

DATE: September 14, 2009

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

FROM: Tom Costello

SUBJECT: Summary of 8/05/09 Community Outreach Meetings with Mount Laurel Township  
(NOTE: Prepared for file, not issued as official meeting minutes)

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At 10:00 AM Steve Manera, Mahesh Patel & I met with Acting Township Manager Jennifer Blumenthal (phone: 856.234.0001; [manager@mountlaurel.com](mailto:manager@mountlaurel.com)) and Township Traffic Engineer Alexander Litwornia (phone: 609.654.1334) at the Township's Municipal Complex. The following summarizes our discussions:

1. DOT and TWT provided an overview of the project, explaining the limits [from 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). Reconstruction at Interchanges will be sub-staged as follows to ensure that only one interchange is closed at a time: Stages 2A/4A=Int. 52 (Florence/Columbus); Stages 2B/4B=Int. 56 (Rising Sun Rd/Truck Stops) Stages 2C/4C=Int. 47 (Burlington/Mt. Holly).
2. It was explained that when the aforesaid interchanges are closed (one side at a time), most of the detours will be confined to within Route 295, with traffic sent to the next interchange (north or south) to U-turn within the existing ramp system.
3. During Stages 2A/2B/2C, just north of Beverly-Rancocas Rd (CR 626) at Interchange 45, Route 295 NB traffic (reduced to 2-lanes) will be diverted across the median (crossover) and onto the SB roadway to facilitate the reconstruction of the NB roadway between Interchanges 45 and 57. At that time (for 60± days) motorist traveling along Beverly-Rancocas Rd (CR 626) will be unable to access the two Route 295 NB on-ramps.
4. Detour maps were presented illustrating the following:

**Stages 2A/2B/2C:**

Ramp Closure at Int. 45: (Both NB Entrance Ramps Closed)

Duration: 60± Days

Detour [From Beverly-Rancocas Rd (CR 626) to I-295 NB]: I-295 S to double loop U-turn at Int. 43 (Rancocas Woods/Creek Rd) to I-295 N

**Stage 2C:**

Ramp Closures at Int. 47: All NB Ramps

Duration: 3± Weeks

Detour (From CR 541 to I-295 NB): I-295 S to double loop U-turn at Int. 43 (Rancocas Woods/Creek Rd) to I-295 N



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**Stage 4C:**

Ramp Closures at Int. 47: All SB Ramps

Duration: 3± Weeks

Detour (From I-295 SB to CR 541): I-295 S to double loop U-turn at Int. 45 (Mt. Holly/Beverly Rancocas Rd) to I-295 N to Int. 47/CR 541

5. It was agreed that during Stages 2A/2B/2C, when the Route 295 NB on-ramps are closed at Interchange 45, motorists familiar with the area will most likely ignore the posted detour (U-turn via Route 295 SB at Exit 43/Creek Rd), and instead travel north via local roads to access Route 295 NB at Interchange 47 [CR 541 (Burlington-Mt. Holly Rd)]. However, this will not be possible during Stage 2C, which is when the Route 295 NB ramps are scheduled to be closed at Interchange 47. During Stage 2C motorists unable to access the Route 295 NB Ramps at Interchange 45 will either utilize the posted detour or seek an alternate Route [likely options include Route 130 NB to Route 295 NB at Interchange 57, or local roads to Interchange 52 (Florence/Columbus)].
6. Mr. Litwornia asked if it would be possible for DOT to further substage the work to avoid the simultaneous closures of the NB on-ramps at Interchanges 45 and 47 during Stage 2C. More specifically, to complete the reconstruction of the Route 295 NB roadway between Interchanges 45 and 47 and relocate the Route 295 NB crossover to lie north of Interchange 45 prior to Stage 2C. This in turn would reduce the traffic impacts around Interchange 43 (Creek Rd) imposed by the detours by allowing the NB on-ramps at Interchange 45 to be reopened while the same are closed at Interchange 47.
7. Mr. Manera indicated that this had been considered, however, the DOT elected not to pursue it because was not in the overall best interest of the project. More specifically it was deemed less detrimental to the overall project to simultaneously close the Route 295 NB on-ramps at both Interchanges 45 and 47 for 3± weeks, rather than prolong the duration of the project with more substaging and increase the project cost with more temporary construction (i.e. Constructing an additional crossover, which also requires modifying temporary striping, traffic control devices and signs).
8. Mr. Patel noted that the DOT would seek an agreement with Mount Laurel Township to provide police traffic directors as needed during construction. After the meeting ended Mr. Litwornia returned to the room and discussed with DOT the possibility of locating police traffic directors at the intersections of Creek/Centerton Rds, Creek/Masonville Rds, and/or Masonville Rd/Marne Hwy as needed during Stages 2A/2B/2C.
9. Mount Laurel Township was thankful to DOT for the informal project briefing, and requested copies of the detour maps presented at the meeting.