



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 9/08/09 Follow-Up Meeting with Bordentown Township Police
(NOTE: Prepared for file, not issued as official meeting minutes)

At 12:30 PM Mahesh Patel & I met Bordentown Township Police Officers Frank Nucera and Norm Hand to follow-up on the issues raised by the Township at our prior meeting on 6/05/09 as documented in the Meeting Summary dated 6/12/09. The following summarizes our discussions:

1. TWT presented plans illustrating the following changes to the Detours, which were made based upon previous recommendations from Bordentown Twp:

Stage 1B:

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

Detour (From I-295 NB to US 130 NB):

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

Revised Detour: I-295 N to (Int. 60) I-195 E to US 206 S to US 130 S to I-295 S (U-turn along loops ramps) to US 130 N

Stage 2B (formerly identified as 2C):

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

Detour (From I-295 NB To Rising Sun Rd):

Supplemental Detour (For vehicles that miss signs at Int. 52):

Former Detour: 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

Revised Detour: I-295 N to (Int. 60) I-195 E to US 206 S to Connector Rd N to Rising sun Rd E

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):

Supplemental Detour (for businesses on US 130 SB past split for US 206 SB):

Former Detour: 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)

Revised Detour: US 130 S to I-295 S (U-turn along loops ramps) to US 130 N to Farnsworth Ave E to US 206 S to Connector Rd S to Rising Sun Rd W to I-295 S (at Interchange 56)



Stage 4B (formerly identified as 4C):

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

Detour (From Rising Sun Rd to I-295 SB)

(NOTE: Detour revision also required approval from Burlington County):

Former Detour: 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)

Revised Detour: Rising Sun Rd W to US 130 N to jughandle at Dunns Mill Rd to US 130 S to Florence-Columbus Rd (CR 656) E to I-295 S (at Interchange 52)

2. DOT noted based upon recent traffic analyses they've decided to provide a temporary traffic signal at the intersection of Rising Sun Rd/Route 295 NB off-ramp during Stages 2 and 4.
3. As previously requested by Bordentown Twp DOT reached out to the NJ Turnpike Authority (NJTA) to request that they consider widening and/or re-striping the NJTA entrance ramp from US 206 NB to accommodate 2-lanes of traffic, which would improve congestion in the vicinity of Interchange 56. Under the existing conditions Connector Rd approaching US 206 has 3 left-turn lanes, with the rightmost lane signed to NJ TPKE ONLY. If the said TPKE ramp was widened or striped to accommodate 2-lanes, the center lane of Connector Rd would then be able to accommodate lefts turns onto both US 206 NB and the TPKE on-ramp, which would improve traffic flow along Connector. It was noted that the DOT's original design for the recently constructed improvements along US 206 in conjunction with Connector Rd called for re-striping the aforesaid NJTA ramp to 2-lanes. However, after NJTA objected a Change of Plan was issued to keep it striped as a single lane ramp. DOT noted that if the NJTA ramp is to be expanded to 2-lanes it would need to be done in conjunction with the TPKE widening project, and not part of the DOT's Route 295 project.
4. In follow-up to the issue Bordentown Twp has with trucks and/or trailers that park in the shoulders along Rising Sun Rd: The DOT has agreed to install NO STOPPING OR STANDING signs along Rising Sun Rd between Route 295 and Connector Rd, which will permit the police to ticket trucks and/or trailers that parked in the shoulder. Current statutes permit these signs to be added.
5. In follow-up to the issues raised by Bordentown Twp regarding the striping along Rising Sun Rd: The DOT has initiated investigating the feasibility modifying the striping along WB Rising Sun Rd between Connector Rd and the PETRO truck stop driveway (from 1-lane with a shoulder to 2-lanes with no shoulder) to allow trucks to enter the truck stop driveway from the right lane, and thru traffic to flow uninterrupted in the left lane. Mr Costello noted if Rising Sun Rd were to re-striped in this manner the geometry of the existing PETRO driveway would also need to be expanded (radius on the NE corner flattened) to accommodate truck turning in from the right lane (currently a shoulder), and an adjacent utility pole relocated. Officer Nucera further requested that DOT's investigation be expanded to consider re-striping Connector Rd SB approaching Rising Sun Rd to provide 2-right turn lanes, eliminating the narrow concrete median island, and reducing the Rising Sun Rd EB approach to Connector Rd from 3 to 2 lanes. Mr. Costello noted the new Connector Rd does not yet show-up on any readily aerial mapping (i.e. Google Earth), and that TWT recently requested copies of the as-built Construction and Signing & Striping Plans from DOT, which will be used to study alternatives.
6. In follow-up to the issue raised by Bordentown Twp regarding the signal timing at Rising Sun/Connector Rds (believes the green time on the WB approach, which allows only 1 or 2 trucks to pass thru during the cycle, is too short). The DOT is considering obtaining the traffic data needed to determine if the traffic signal timing could be improved.
7. In follow-up to the issue raised by Bordentown Twp regarding the signal timing at Route 130/Farnsworth Ave (adding lead left or separate phase for WB approach would ease congestion on Farnsworth Ave): The DOT is considering obtaining the traffic data needed to determine if the traffic signal timing could be improved.
8. Officer Nucera added that the west side of the Route 130/Dunns Mill Rd intersection experiences gridlock at times, and requested that DOT study this intersection and optimize the signal timing. Per Officer Nucera, gridlock occurs when the EB traffic on Dunns Mill Rd (approaching Route 130) queues-up past the jughandle, it blocks the traffic feeding into Dunns Mill Rd from the jughandle, which in-turn backs-up the exiting traffic across the intersection.
9. Mr. Patel noted DOT would investigate the feasibility of possibly making improvements to signal timings and/or striping that would address above items 5 thru 8.
10. Mr. Costello will provide Officer Nucera with electronic copies of the current detour plans as requested.