

ROUTE 18
TRANSPORTATION IMPROVEMENTS

**COMMUNITY
PARTNERING TEAM**

CITY OF NEW BRUNSWICK

MINUTES OF MEETING

PROJECT: ROUTE 18 - NEW BRUNSWICK
Section 2F, 7E, and 11H
Middlesex County, New Jersey

PLACE: Elks Building
New Brunswick, New Jersey

DATE: January 9, 2003, 9:00 AM

DATE OF REPORT: January 12, 2004

SUBJECT: Community Partnering Team – Traffic Management Task Force
Meeting No. 2 – Traffic Signals

ATTENDEES:

Lawrence Kolodziej	Middlesex County Engineering	
Ken Preteroti	Middlesex County Engineering	
Brian Ruditsky	Rutgers Police	
Richard Wallner	Middlesex County Engineering	732-345-3283
Darryl Johnson	Gannett Fleming, Inc.	908-755-0040
Steve Zarecki	City of New Brunswick – DPW	732-745-5104
Thomas Loughlin	City of New Brunswick – Bus. Admin.	732-745-5007
David Martella	City of New Brunswick – Police	732-745-5165
Chris Barretts	NJDOT – Traffic Signals	609-530-2951
Dennis Motiani	NJDOT – Traffic Operations	201-797-7314
Lee Steiner	NJDOT – Traffic Control Plan	732-409-3260
Lou Sasso	Robert Wood Johnson Univ. Hospital EMS	732-937-8728
John Ferguson	Middlesex County OEM	732-316-7104
Glenn Stevens	Gannett Fleming, Inc.	908-755-0040
Kiran Patel	NJDOT – Project Management	609-530-2498
Bob Spear	Rutgers – Parking & Transp. Services	732-932-6966



SUMMARY:

This meeting was held to identify ownership of traffic signals in the project area and determine current condition of operation, determine if pre-emptive control is warranted during any of the eight stages, review the traffic management issues matrix and finalize any recommendations to be presented to the Steering Committee for consideration.

POINTS OF DISCUSSION:

1. NJDOT and Gannett Fleming reviewed the current project status and design delivery schedule and summarized the agenda and meeting goals.
2. The City of New Brunswick provided a city map showing ownership and maintenance responsibilities of all the traffic signals within the city limits to Gannett Fleming for their use. Gannett Fleming will make a copy and return the original to Tom Loughlin. Middlesex County provided an overview map and plans of seven signalized intersections along George Street. Gannett Fleming provided a map of the city street network between Seaman Street and Route 18 and color handouts of the eight construction stages that included proposed detour routes.
3. Gannett Fleming briefly reviewed proposed Stage 1 construction activities. It was stated that the Commercial Avenue-Neilson Street signalized intersection should be constructed early in the project in order to process the required Neilson Street left-turn detour volume in Stage 2. It was also stated that the signal timing improvements at the Albany Street-Neilson Street signalized intersection should be implemented in Stage 1 upon completion of the Albany Street improvements between Johnson Drive and Neilson Street. It was suggested that the Commercial Avenue-George Street signalized intersection improvements also be installed early in the project for use in Stage 2.
4. Middlesex County asked if the signalized intersections affected by proposed detours were identified and studied. Gannett Fleming stated that a Traffic Impact Report was developed as part of the Preliminary Design Submission in March 2003 and that signalized intersections that were affected by proposed detours were included in the study. Gannett Fleming also stated that a significant amount of local traffic volume to and from Route 18 would be detoured through the local street network during this stage when New Street ramps are closed (particularly on George Street and Neilson Street between New Street and Commercial Avenue.) All attendees agreed to revise the New Street to Route 18 SB detour to the following: New Street to George Street SB through Rutgers University Douglass Campus to Route 18 SB. Due to this change, task force members requested a copy of updated staging and detour maps upon completion.
5. Gannett Fleming asked the attendees to identify any signals that would be considered "hot spots" during Stage 2. Due to the revised detour in Stage 2, it was recommended that the existing Rutgers bus stop on George Street SB be moved from George Street to Nichol Avenue. Rutgers University agreed with this recommendation. It was also recommended to retime the George Street-Nichol Avenue and George Street-Gibbons Court signalized intersections. The City of New Brunswick stated that due to the detours implemented in Stage 2, the George Street SB to Commercial Avenue EB movement should be provided with a protected left-turn lane temporarily and perhaps permanently. Gannett Fleming stated that this recommendation has not been implemented into the plans as of this time. Parking may have to be suspended on George Street to incorporate the City's request. Consideration should also be given to providing a temporary signal at the George Street-Ryders Lane intersection. The City of New Brunswick recommended that parking on Commercial Avenue between Route 18 and George Street

should be suspended and all attendees agreed with that recommendation. The City of New Brunswick needs to evaluate whether to suspend parking along George Street. Attendees stated that the Route 18 NB to New Street truck detour should be routed via Route 27 and not George Street. New Brunswick Police stated that improved enforcement of the “No Left Turn” signs on George Street will need to occur during the construction project. The City noted that many of these comments have been made and forwarded to the Department for consideration. Gannett Fleming noted that comment responses are appropriate.

6. During Stage 3 discussions, the City of New Brunswick recommended that signing be installed in Highland Park to use River Road as a detour to Route 18 SB or Woodbridge Avenue to Route 1 SB to Route 18 SB as a detour. The City also recommended that the striping of the George Street NB approach at the Bishop Place signalized intersection should be modified to add an exclusive right-turn lane.

7. Gannett Fleming asked if George Street could be changed to four lanes temporarily during construction staging in order to process more traffic along George Street. The City of New Brunswick stated that due to land redevelopment projects adjacent to George Street that will occur during the same time frame as the Route 18 construction project, an area of George Street near New Street will have construction fence erected and a four-lane roadway will not be possible.

8. Middlesex County asked if after the project is completed if signals will be returned to the City approved by the NJDOT. NJDOT stated that signals requiring temporary modifications would be returned back to the original condition. Middlesex County stated that if any signal is touched, you must bring the signal up to current standards. NJDOT responded that the NJDOT and City would meet and resolve approval issues as required.

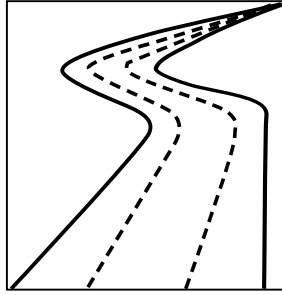
9. The City of New Brunswick and Middlesex County requested that the City roadway network beyond the local street detours (to and from Route 18) be modeled with traffic simulation software to evaluate potential problems. Gannett Fleming and NJDOT stated that this request would be discussed at the Steering Committee meeting.

10. Gannett Fleming requested that the City provide an inventory of existing signal equipment at the signalized intersections that were discussed in the meeting. The list will be used to determine appropriate mitigation measures that may need to be implemented during construction. Mitigation measures include traffic signal timing modifications, manual override of signal timing, and police directors during specified time periods.

11. Gannett Fleming stated that temporary closure of Route 1 south to Route 18, and the temporary deactivation of the signal at Paulus Boulevard, is being considered to facilitate construction and traffic congestion.

We believe the foregoing to be an accurate summary of discussions and related decisions. We would appreciate notification of exceptions or corrections to the minutes within five (5) working days of receipt. Without notification, we will consider these minutes to be record of fact.

C: Attendees
Kiran Patel
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ROUTE 18
TRANSPORTATION IMPROVEMENTS

**COMMUNITY
PARTNERING TEAM**

CITY OF NEW BRUNSWICK

**CPT TRAFFIC MANAGEMENT
TASK FORCE MEETING No. 2**

AGENDA

January 9, 2004

Elks Conference Room, Elks Building, New Brunswick, NJ
9:00 a.m. – 11:00 a.m.

Objective: To identify ownership of traffic signals in the project area and determine current condition of operation; determine if pre-emptive control is warranted during any of the eight stages; review the traffic management issues matrix and finalize any recommendations to be presented to the Steering Committee for consideration.

I. Welcome and Introductions

- Project Status Overview
- Agenda and Meeting Goals

II. Local Traffic Management –Traffic Signals

- Identify Traffic Signals
- Discuss Operations during Construction
- Review Traffic Mgmt. Issues Matrix

III. Summary and Close

- Action Items / Next Steps
- Closing Comments



State of New Jersey Department of Transportation

Division of Project Management