



State of New Jersey

DEPARTMENT OF TRANSPORTATION
P.O. Box 600
Trenton, New Jersey 08625-0600

JON S. CORZINE
Governor

cc: Admin
Sgt. Van Ness

RECEIVED
JAN 12 2009
Mount Olive Township Clerk's Office

STEPHEN DILTS
Acting Commissioner

January 7, 2009

Lisa M. Lashway
Mount Olive Township Clerk
PO Box 450
Budd Lake, New Jersey 07828

Dear Ms. Lashway:

Thank you for your letter of December 15, 2008 to former Commissioner Kolluri, along with Township Resolution #248, requesting operational revisions to the signal at Route US 206 and Netcong-Flanders Road/Main Street. The New Jersey Department of Transportation (NJDOT) and the Bureau of Traffic Engineering and Investigations (BTEI) share your concern for motorist safety and I appreciate this opportunity to assist you.

As you may be aware, BTEI staff conducted investigations in 2003 and 2006 into the need to install split phasing for the Netcong-Flanders Road/Main Street approaches. Both investigations concluded that such a timing revision would prove detrimental to the operation of the Route US 206 approaches and therefore was not a viable alternative at this intersection. Both investigations further concluded that the installation of left turn slots along these side-street approaches would be beneficial to the overall operation, but the existing geometry was too constrained to allow for this additional lane to be striped. As a result of the second review, and on behalf of the Township and Assemblyman Guy Gregg, BTEI forwarded a problem statement to the NJDOT's Division of Project Development (DPD), asking for a feasibility assessment regarding geometric revisions.

DPD's assessment included reviews of such items as project history, existing conditions, crash data and NJDOT management system data and rankings; this information was considered by a core group of various Departmental subject matter experts. It was pointed out that neither this intersection nor this area raised any flags for consideration within the various management systems. Additionally, it was revealed that significant right-of-way would be required along the side street approaches and utility pole lines would need relocation, creating a project estimate of over \$1,000,000. As a result, the core group recommended that this location be withdrawn from the project pool; on December 12, 2007, the Department's Capital Project Committee concurred and officially terminated the assessment process.

Page 2

Considering that conditions have not changed since BTEI's previous investigations that determined operational revisions were not viable without geometric revisions, and considering that it was determined that geometric revisions are not feasible at this time, there is no further action that the NJDOT can take. An option that either the Township or Morris County may want to consider is taking the lead to reconstruct the side streets via the NJDOT's access process. Ocean County is currently leading a project through this method to construct jughandles for Cedar Bridge Road at Route NJ 70 in Brick Township. If this appears to be a viable alternative, officials are welcome to contact the Bureau of Major Access Permits at 609-530-2875 and request an informational meeting.

I hope that this information is helpful and thank you for your concern. If you have any additional questions, please feel free to contact me at 609-530-2626.

Sincerely,



David J. Martin
Supervising Engineer
Bureau of Traffic Engineering and Investigations

C: Ilene St. John, Clerk
Morris County BOCF