



Memorandum

Route 24, Columbia Turnpike and Park Avenue Interchange Improvements

Morris Township, Borough of Florham Park and Hanover Township, Morris County

Public Information Center (PIC)

Introduction

A virtual Public Information Center (PIC) was held for the Route 24, Columbia Turnpike and Park Avenue Interchange Improvements project from November 30, 2020 to December 14, 2020 to allow the public to view the Preliminary Preferred Alternative (PPA) and if desired, to provide comments. Due to the declared COVID-19 Public Health Emergency and State of Emergency, and in order to maintain recommended social distancing practices, it was determined that the PIC would be conducted in a virtual format.

Information was posted on the New Jersey Department of Transportation (NJDOT) website to provide notice to the public about the virtual PIC for the project.

The virtual PIC included a project handout, narrated video presentation, and feedback survey. The project handout, a copy of which is shown in Appendix A, provided a summary of the proposed improvements and anticipated design schedule. The handout also provided an individual to contact in the NJDOT's Office of Community Relations for further information or to provide comments. The narrated video presentation provided a visual and audible description of the proposed improvements. A PDF copy of the presentation is shown in Appendix B. After viewing the handout and video, visitors to the PIC were encouraged to participate in a survey, a copy of which is shown in Appendix C, to provide their comments and / or concerns.

Information regarding the virtual PIC was provided to municipal and county officials. The project handout was sent via US Mail to residences, businesses, and utility owners located within 250 feet of the project limits. The mailing list is shown in Appendix D.

The virtual PIC was advertised on the Florham Park Police Department and Office of Emergency Management Facebook page and in several news outlets. Copies of these notices and articles are shown in Appendix E. The readers were encouraged to view the virtual PIC presentation and participate in the survey after viewing the presentation.

PIC Survey Responses

During the two weeks that the virtual PIC was active on the website, there were 3,764 visitors to the website and NJDOT had received 122 survey responses. Eleven additional responses were received via e-mail. A tabulation of the responses received are shown in Appendix F. Of the 133 total responses

received, 81 were in support of the project, 40 did not support the project and 12 did not indicate a preference. Resolutions of support for the project have not yet been received from the municipalities. At the conclusion of this Concept Development Phase, Morris County will manage the project and be responsible for Preliminary and Final Design.

A summary of Frequently Asked Questions and NJDOT's Responses were posted to the web page on December 18, 2020 and are as follows:

1. Can improvements be made to the Route 24 Mainline?

The project Purpose and Need is to provide relief from congestion and reduce the number of vehicle crashes at the intersection of Columbia Turnpike and Park Avenue. The scope of this project does not address improvements to weaving or traffic flow on Route 24. Guide signing will be changed to reroute Route 24 motorists to the new proposed ramp. Exit numbers will not change.

2. Why not build a ramp to the business complexes via Campus Drive, NY Jets training facility and locations further south where the cars are heading anyway?

Per the NJDOT Roadway Design Manual the minimum spacing for interchanges should be at least 1 mile between urban crossroads. Campus Drive is 0.3 miles and the Jets training facility is 0.8 miles from the interchange at Columbia Turnpike. If Campus Drive was converted to a ramp, vehicular access would have to be denied to the office complex from the ramp.

3. Can the existing ramp from Columbia Turnpike Eastbound to Route 24 Eastbound remain?

In order to provide relief from congestion and reduce delays at the Columbia Turnpike and Park Avenue intersection, the existing ramp from Columbia Turnpike Eastbound to Route 24 Eastbound will be closed and traffic will be directed to the new proposed ramp via two yield controlled right turn lanes from Columbia Turnpike Eastbound to Park Avenue Southbound. Two left turn lanes will also be provided from Park Avenue Southbound to the new proposed ramp.

4. The design eliminates the turn left from our neighborhood (Delaware and Prescott), onto Park Avenue. Why not build the new ramp at the existing Prescott Road intersection?

In the original Preliminary Preferred Alternative, the proposed ramp between Park Avenue and Route 24 Eastbound was aligned opposite Prescott Road at a new signalized intersection. Because of a local approval for the construction of the Marriot Hotel, the Preliminary Preferred Alternative was revised and the proposed ramp was relocated.

5. How will the new curbed island on Columbia Turnpike Westbound affect traffic?

The curbed island will be provided on Columbia Turnpike Westbound to relieve congestion and reduce the number of vehicle crashes at the intersection with Park Avenue. Motorists on Route 24 Eastbound will be rerouted to the next exit and use the new proposed ramp to reach Park Avenue. To be clear, traffic exiting Route 24 Westbound and traffic coming from Florham Park on Columbia Turnpike Westbound will be able to use the left turn lanes, through lanes or right turn lane at Park Avenue.

6. When were traffic counts taken? Did COVID affect traffic counts?

The traffic counts at the intersection of Columbia Turnpike and Park Avenue were taken in October 2019 prior to COVID. These volumes were then projected to 2020 using a growth factor for the area as a matter of standard practice.

7. How will traffic be improved if a new signalized intersection will be added for the new ramp?

As indicated in the presentation, the existing traffic delays at the intersection of Columbia Turnpike and Park Avenue can be as high as 8 minutes. The traffic analysis performed for this study show that rerouting the Route 24 Eastbound traffic to the new proposed ramp along with the additional intersection upgrades and timing modifications will reduce these delays by 3 to 6 minutes.

Appendix A

www.dewberry.com



Virtual Public Information Center

November 30, 2020 through December 14, 2020

**Route 24, Columbia Turnpike and Park Avenue Interchange Improvements
Morris Township, Borough of Florham Park and Hanover Township
Morris County, New Jersey**

The New Jersey Department of Transportation (NJDOT), committed to developing transportation improvements that best balance transportation needs, the environment, community concerns and costs, will hold a Virtual Public Information Center (PIC) to provide local residents and businesses with information on the **Route 24, Columbia Turnpike and Park Avenue Interchange Improvements**. You are encouraged to actively participate by providing comments at the end of the presentation by mail or e-mail.

The Presentation

Due to the COVID-19 Public Health Emergency, the Public Information Center will be conducted virtually at the following website:

<https://www.dewberry.com/njdot-rt24-columbiatpk-parkave-interchange>

Please view the presentation at a time that is convenient for you between November 30, 2020 and December 14, 2020. The purpose of the presentation is to provide information about the proposed improvements at the Route 24, Columbia Turnpike and Park Avenue Interchange. After the presentation, you will have an opportunity to submit comments to the NJDOT. Property owners with rental units are advised that tenants are also invited and encouraged to participate.

Background

Traffic exiting Route 24 Eastbound for Columbia Turnpike Westbound is forced to weave across heavy traffic on Columbia Turnpike Westbound to make a left turn onto Park Avenue Southbound. Weaving is causing accidents, delays at the Columbia Turnpike/Park Avenue signalized intersection and back-ups onto Route 24 during the morning peak hours.

The Proposed Project

NJDOT determined that a new ramp will be constructed to connect Route 24 Eastbound to and from Park Avenue at a new signalized T-intersection located south of the Columbia Turnpike/Park Avenue intersection. This new two-way ramp will connect to the existing ramps to and from Route 24

Eastbound and Columbia Turnpike Eastbound. The existing ramps will be modified.

New signing will direct Route 24 Eastbound drivers bound for Park Avenue Southbound to stay on the highway and take the next exit (Columbia Turnpike Eastbound) to access the new ramp to Park Avenue. This will eliminate weaving on Columbia Turnpike Westbound and reduce accidents and delays at the Columbia Turnpike/Park Avenue intersection.

A physical separator such as a curbed island will be constructed on Columbia Turnpike Westbound to prevent exiting traffic from Route 24 Eastbound from weaving across traffic to the left. Drivers will have the option of staying on Columbia Turnpike or turning right onto Park Avenue Northbound.

The existing ramp from Columbia Turnpike Eastbound to Route 24 Eastbound will be closed and signing will direct drivers to use the new ramp connection on Park Avenue. To accommodate the increase in traffic from Columbia Turnpike Eastbound to Park Avenue Southbound, two right turn lanes will be provided at the Columbia Turnpike/Park Avenue intersection.

Anticipated Schedule

- Concept Development Phase complete: Winter 2021
- Preliminary Engineering Phase begins: Fall 2021

For further information, please contact:

Anthony Sytko, Regional Coordinator
New Jersey Department of Transportation
Office of Community Relations
PO Box 600, Trenton, NJ 08625-0600
Phone: 609-963-1992
E-mail: Anthony.Sytko@dot.nj.gov

Appendix B



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New Jersey Department of Transportation

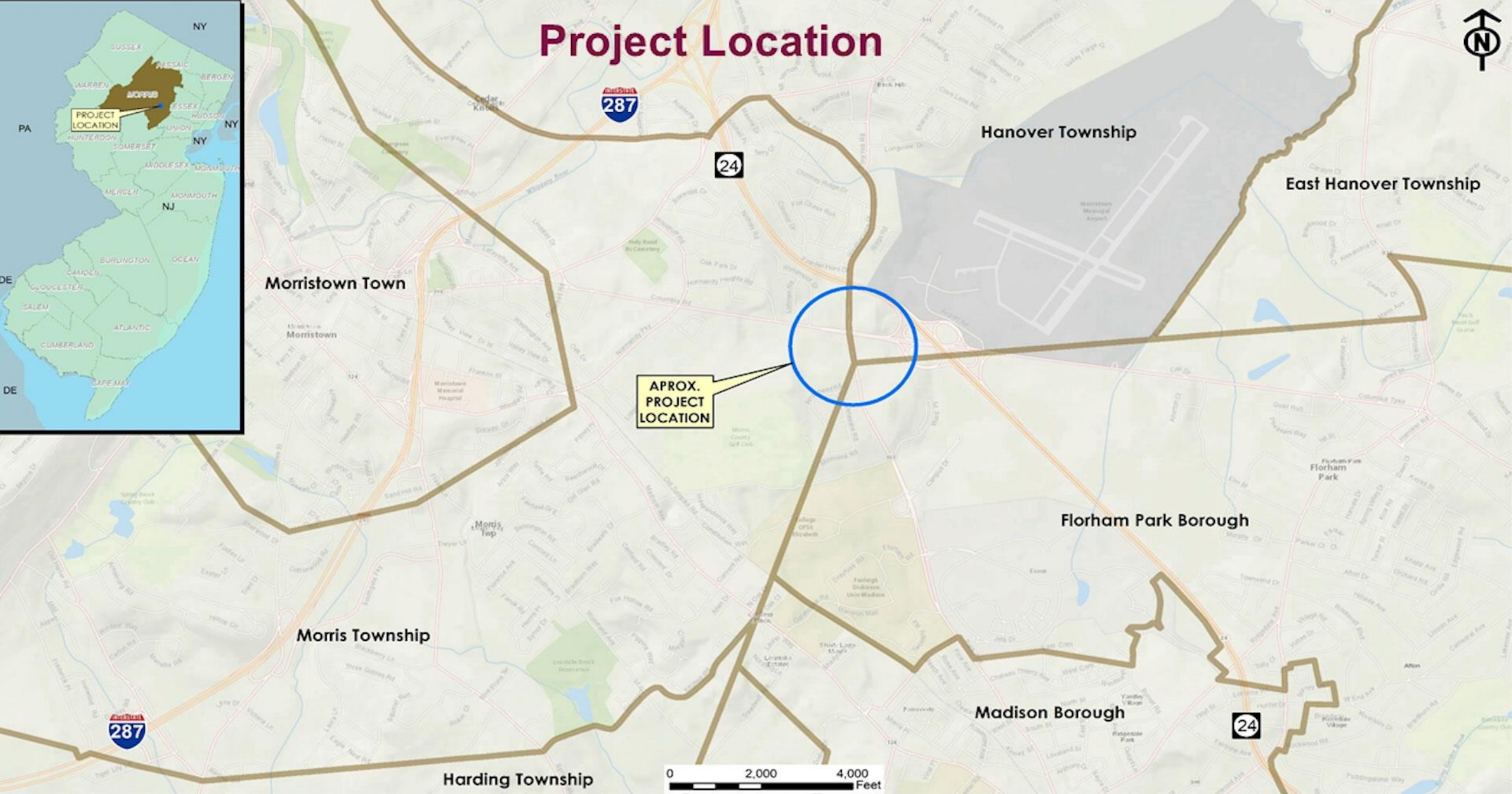
Route 24, Columbia Turnpike and Park Avenue Interchange Improvements

Virtual Public Information Center

November 30, 2020

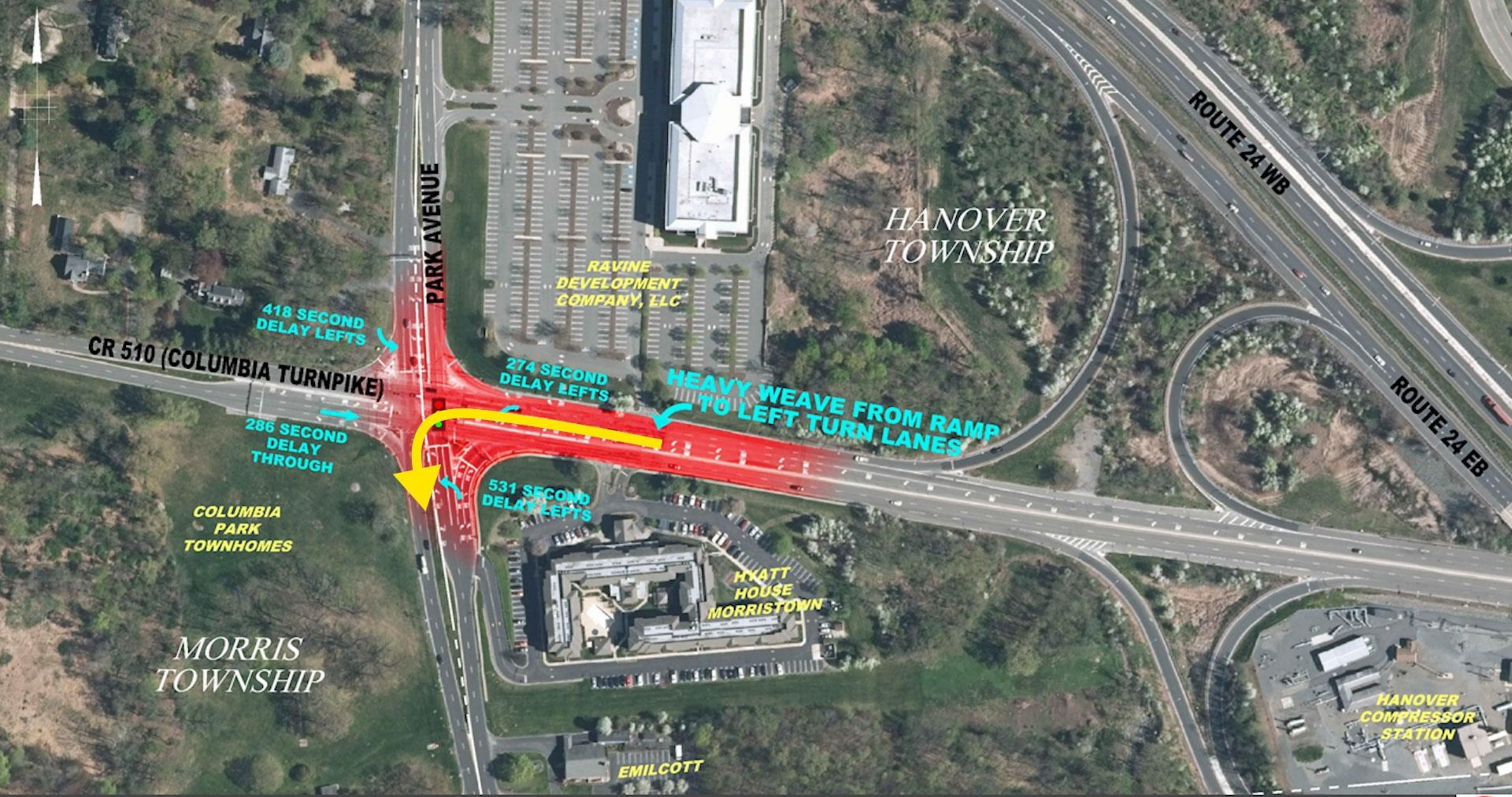


Project Location

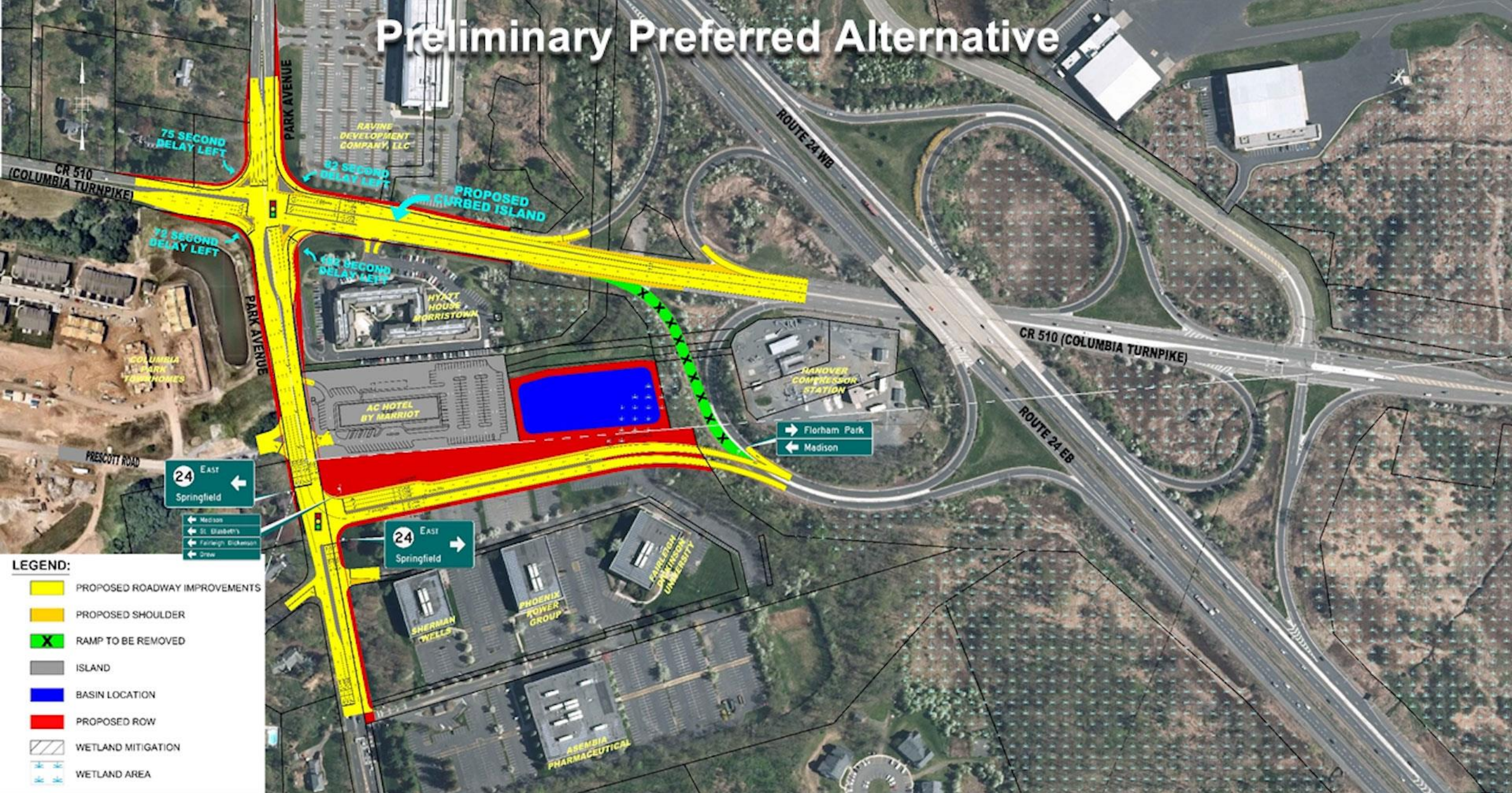


Existing Conditions





Preliminary Preferred Alternative



LEGEND:

- PROPOSED ROADWAY IMPROVEMENTS
- PROPOSED SHOULDER
- RAMP TO BE REMOVED
- ISLAND
- BASIN LOCATION
- PROPOSED ROW
- WETLAND MITIGATION
- WETLAND AREA





LEGEND:

- PROPOSED ROADWAY IMPROVEMENTS
- PROPOSED SHOULDER
- RAMP TO BE REMOVED
- ISLAND
- BASIN LOCATION
- PROPOSED ROW
- WETLAND MITIGATION
- WETLAND AREA



Project Schedule



**Concept
Development**

Current Phase
By NJDOT

**Preliminary/
Final Design**

Phase
By County

Construction

Phase
By County



Feedback

Take the survey and submit comments at the following website:

<https://www.dewberry.com/njdot-rt24-columbiatpk-parkave-interchange>

Questions can be submitted via email to NJDOT at:

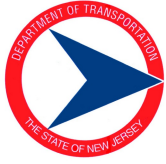
Anthony.Sytko@dot.nj.gov



Appendix C



www.dewberry.com



NJDOT Route 24, Columbia Turnpike and Park Avenue Interchange

Public Information Center Survey

1. Contact Information (Optional)

By providing contact information, you will be added to the mailing list for Route 24, Columbia Turnpike and Park Avenue Interchange

Name

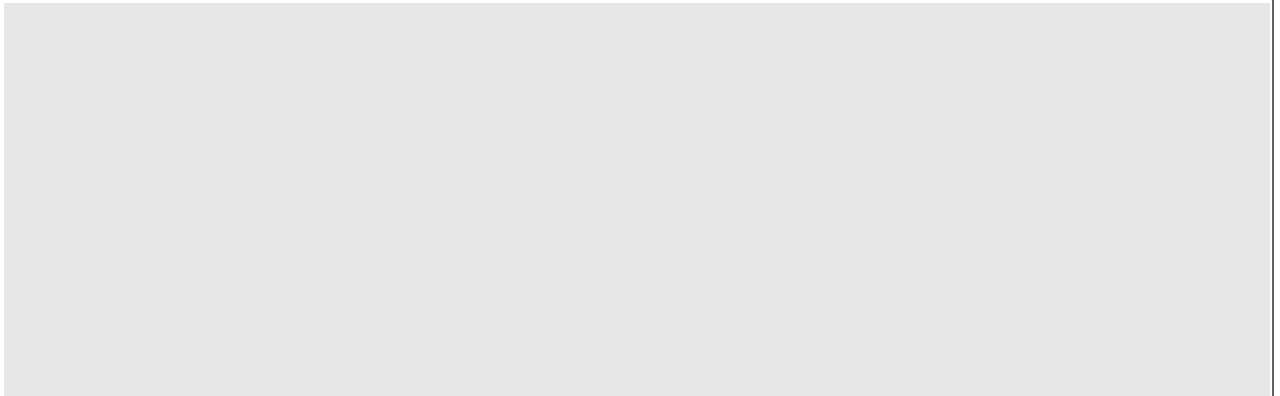
Address

Email Address

Phone Number

2. To help us better understand your interest in the project, please indicate your affiliation:

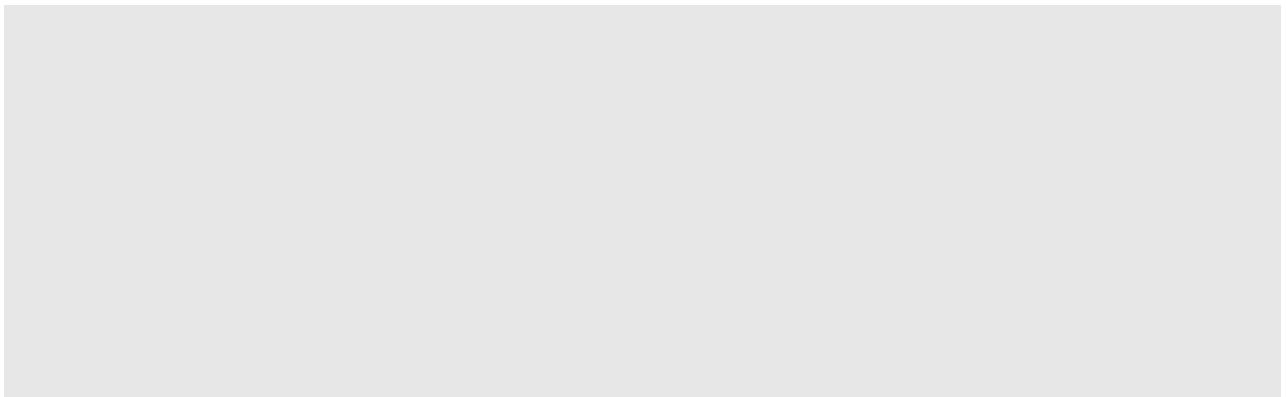
- ☐ Resident
- ☐ Business
- ☐ Municipal/Government
- ☐ Utility
- ☐ Other:



3. Do you live or work in the project area?

- ☐ Yes - please indicate where in the comment field below.
- ☐ No

Comments:

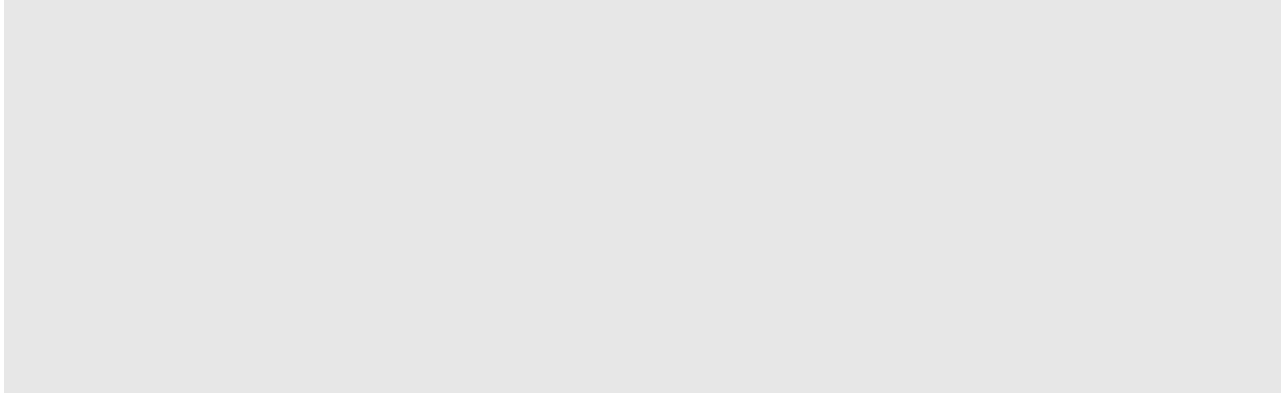


4. Are you supportive of the project as it is shown in the presentation?

☐ Yes

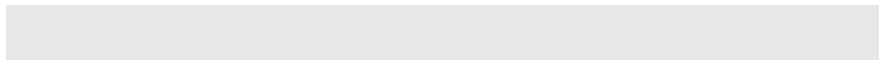
☐ No

Comments:

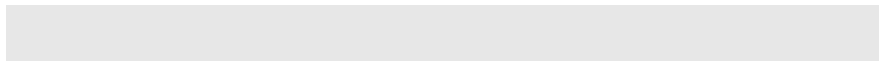


5. If you have any questions regarding the project, please provide them below.

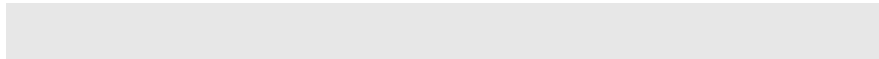
Q1:



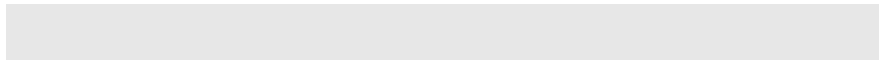
Q2:



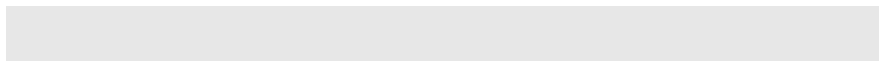
Q3:



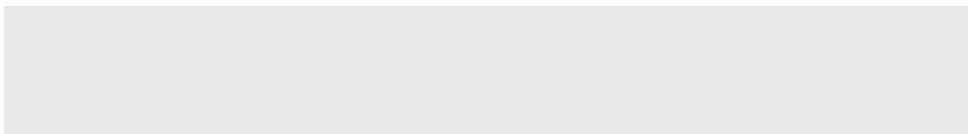
Q4:

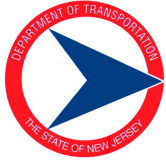


Q5:



6. Please provide any other comments below.





NJDOT Route 24, Columbia Turnpike and Park Avenue Interchange

THANK YOU FOR YOUR PARTICIPATION!

If you have any remaining questions or comments regarding this project, please submit them by email to Anthony.Sytko@dot.nj.gov

Appendix D

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Sr.No	Owner Name	Mailing Address	Street Address	Block	Lot
1	FORTE, JOHN J. JR & MARY BETH	7 ACADEMY RD, MADISON, NJ 07940	35 PARK AVE, MADISON, NJ 07940	1101	2
2	CHIAROLANZIO, DAVID & DANIELLE	37 PARK AVE, MADISON, NJ 07940	37 PARK AVE, MADISON, NJ 07940	1101	3
3	DE CARO, CARMINE J	41 PARK AVE, MADISON, NJ 07940	41 PARK AVE, MADISON, NJ 07940	1101	4
4	AMBROSIANO, THEODORE	45 PARK AVE, MADISON, NJ 07940	45 PARK AVE, MADISON, NJ 07940	1101	5
5	SANGILLO, STEVEN	195 PARK AVE, MADISON, NJ 07940	47 PARK AVE, MADISON, NJ 07940	1101	6
6	AMALGAMATED & CONSOLIDATED LLC	25-27 DICKERSON ST, DOVER, NJ 07801	49 PARK AVE, MADISON, NJ 07940	1101	7
7	ALVEY, DAVID	17 LAKE TRAIL WEST, HARDING, NJ 07960	57 PARK AVE, MADISON, NJ 07940	1101	8
8	PISCIOOTTO, JAMES & JACQUELINE S	14 CORN HILL DR, MORRISTOWN, NJ 07960	61 PARK AVE, MADISON, NJ 07940	1101	9
9	ALVEY, DAVID	17 LAKE TRAIL WEST, HARDING, NJ 07960	65 PARK AVE, MADISON, NJ 07940	1101	10
10	DECARO, UMBERTO	69 PARK AVE, MADISON, NJ 07940	69 PARK AVE, MADISON, NJ 07940	1101	11
11	PICONE, PAUL C & TONI M	211 PARK AVE, MADISON, NJ 07940	211 PARK AVE, MADISON, NJ 07940	1101	12
12	GORZELNIK, LAWRENE M	14 DELAWARE RD MORRISTOWN, NJ 07960	14 DELAWARE RD MORRISTOWN, NJ 07960	1101	13
13	BUNETA, ANDRO & JENNIFER	12 DELAWARE RD MORRISTOWN, NJ 07960	12 DELAWARE RD MORRISTOWN, NJ 07960	1101	14
14	ALTMAN, SCOTT & ENRICHETTA	10 DELAWARE RD MORRISTOWN, NJ 07960	10 DELAWARE RD MORRISTOWN, NJ 07960	1101	15
15	MC HUGH, JAMES R & SUSAN B	8 DELAWARE RD MORRISTOWN, NJ 07960	8 DELAWARE RD MORRISTOWN, NJ 07960	1101	16
16	RICCIARDELLI, STEVEN & MARLO	6 DELAWARE RD MORRISTOWN, NJ 07960	6 DELAWARE RD MORRISTOWN, NJ 07960	1101	17
17	BIALOS, STEVEN/NUNEZ, SCORPIO	2 DELAWARE RD MORRISTOWN, NJ 07960	2 DELAWARE RD MORRISTOWN, NJ 07960	1101	18
18	JAMES H DOWDY III	15 DELAWARE RD MORRISTOWN, NJ 07960	PARK AVE & DELAWARE	1105	2
19	MILLMORE, ANNE O. (TRUSTEE)	215 PARK AVE MORRISTOWN, NJ 07960	PARK AVE	1105	3
20	ADVANCE AT PARK%SLK GLOBAL SOLUTION	2727 LBJ FREEWAY STE 806, DALLAS, TX 75234	220 PARK AVE FLORHAM PARK, NJ 07932	1201	1
21	ADVANCE AT PARK%SLK GLOBAL SOLUTION	2727 LBJ FREEWAY STE 806, DALLAS, TX 75234	200 PARK AVE FLORHAM PARK, NJ 07932	1201	2
22	VILLA AT FLORHAM PARK INC	3 MANHATTAN DR BURLINGTON, NJ 08016	190 PARK AVE FLORHAM PARK, NJ 07932	1201	3
23	WOODFIELD ESTATES @ FLORHAM PARK	39 MAIN ST CHATHAM, NJ 07932	188 PARK AVE FLORHAM PARK, NJ 07932	1201	4
24	KBSII 100-200 CAMPUS DRIVE LLC	100 CAMPUS DR,1F-%T LYNCH FLORHAM PARK, NJ 07932	200 CAMPUS DR FLORHAM PARK, NJ 07932	1201	5
25	KBSII 300-600 CAMPUS DRIVE LLC	100 CAMPUS DR,1F-%T LYNCH FLORHAM PARK, NJ 07932	300 CAMPUS DR FLORHAM PARK, NJ 07932	1201	6
26	KBSII 100-200 CAMPUS DRIVE LLC	100 CAMPUS DR,1F-%T LYNCH FLORHAM PARK, NJ 07932	100 CAMPUS DR FLORHAM PARK, NJ 07932	1201	7
27	PARK AVENUE FOUNDATION INC	184 PARK AVE FLORHAM PARK, NJ 07932	184 PARK AVE FLORHAM PARK, NJ 07932	1201	8
28	TEXAS EASTERN TRANSMISSION CORP	P.O.BOX 2629, ADDISON, TEXAS 75001	34 COLUMBIA RD	4801	6, 7, 8
29	LSREF3 AH CHICAGO LLC% RYAN, LLC	600 FIFTH AVE, 9TH FLOOR, NEW YORK, NY 10020	194 PARK AVE FLORHAM PARK, NJ 07932	4802	1
30	CEDAR KNOLLS ONE LLC	80 S JEFFERSON RD, #202, WHIPPANY, NJ 07981	190 PARK AVE FLORHAM PARK, NJ 07932	4802	2
31	RAVINE DEVELOPMENT CO LLC	P.O. BOX 298, SPRINGFIELD, NJ 07081	10 PARK AVE	4902	1
32	COLUMBIA EXECUTIVE PLAZA ASSOC.	820 MORRIS TPK.SUITE 301, HORT HILLS, N.J. 07078	COLUMBIA ROAD, OFF	4902	2
33	SOUTHEAST MORRIS CTY MUN UTIL AUTH	19 SADDLE RD, CEDAR KNOLLS, NJ 07927	29 COLUMBIA RD	4903	1
34	HONEYWELL, INC., ATT: RAY MERCHANT	115 TABOR RD. MORRIS PLAINS, NJ 07950	101 COLUMBIA RD	9101	4
35	BOLCAR, STEPHEN & SALLY A	88 NO JEFFERSON RD WHIPPANY, NJ 07981	88 NO JEFFERSON RD WHIPPANY, NJ 07981	9201	1
36	ANTONIELLO, JOSEPH R/CAROL	29 NYE AVE WHIPPANY, NJ 07981	29 NYE AVE WHIPPANY, NJ 07981	9201	2
37	MARINO, ANNA F	111 NO JEFFERSON RD WHIPPANY, NJ 07981	9 LILLIAN PL. WHIPPANY, NJ 07981	9201	3
38	LETIZIA, RONALD JR/BETH ANN	25 NYE AVE WHIPPANY, NJ 07981	25 NYE AVE WHIPPANY, NJ 07981	9201	4
39	BAKA, JOHN A/CAROL M/ET ALS	19 NYE AVE WHIPPANY, NJ 07981	19 NYE AVE WHIPPANY, NJ 07981	9201	5
40	MORETTI,FRANK R. JR. & PATRICIA	15 NYE AVE WHIPPANY, NJ 07981	15 NYE AVE WHIPPANY, NJ 07981	9201	6
41	WANG, ALICE M	11 NYE AVE WHIPPANY, NJ 07981	11 NYE AVE WHIPPANY, NJ 07981	9201	7
42	MIHALKO, MICHAEL & ANDREA	7 NYE AVE WHIPPANY, NJ 07981	7 NYE AVE WHIPPANY, NJ 07981	9201	8
43	BARCELLONA, GAETANO	1101 APPLETON WAY WHIPPANY, NJ 07981	78 NO JEFFERSON RD	9201	9
44	DOYLE, DAVID & DANIELLE	72 NO JEFFERSON RD, WHIPPANY, NJ 07981	72 NO JEFFERSON RD, WHIPPANY, NJ 07981	9201	10
45	PURDUE, MICHAEL/DENISE/ASHLEY	68 NO JEFFERSON RD, WHIPPANY, NJ 07981	68 NO JEFFERSON RD, WHIPPANY, NJ 07981	9201	11
46	MILLMORE, ANNE O TRUSTEE	215 PARK AVE, MORRISTOWN, NJ 07960	215 PARK AVE, MORRISTOWN, NJ 07960	9201	12
47	LAKE, ROLAND & ELEANOR	3 NYE AVE WHIPPANY, NJ 07981	3 NYE AVE WHIPPANY, NJ 07981	9201	15
48	GANCARZ, ADAM/ELIZBIETA	183 PARSIPPANY RD WHIPPANY, NJ 07981	183 PARSIPPANY RD WHIPPANY, NJ 07981	9202	1
49	HEUVERKAMP, DIRK & MAFALDA	179 PARSIPPANY RD WHIPPANY, NJ 07981	179 PARSIPPANY RD WHIPPANY, NJ 07981	9202	2
50	ORFANAKOS, GEORGE T & MARIA	175 PARSIPPANY RD WHIPPANY, NJ 07981	175 PARSIPPANY RD WHIPPANY, NJ 07981	9202	3
51	BRUNNER, FRED C THIRD	9 KITCHELL PL WHIPPANY, NJ 07981	163 PARSIPPANY RD WHIPPANY, NJ 07981	9202	4
52	GRAVES, WILLIAM & ALICE	5 WOODLAND AVE WHIPPANY, NJ 07981	10 WOODLAND AVE WHIPPANY, NJ 07981	9202	5
53	JCP&L ATT:FIRSTENERGY SERVICE CO	JCP&L ATT:FIRSTENERGY SERVICE CO PO BOX 4747 OAKBROOK, IL 60522	24 WOODLAND AVE WHIPPANY, NJ 07981	9202	6
54	BOURGEOIS, DONNYELL	34 WOODLAND AVE WHIPPANY, NJ 07981	34 WOODLAND AVE WHIPPANY, NJ 07981	9202	7
55	GRAVEMAN, RICHARD FRED & SUSAN H	15 PARK AVE, CONVENT, NJ 07960	15 PARK AVE, CONVENT, NJ 07960	9502	6
56	JP PICONE III TRUST & JP PICONE III	11 PARK AVE, MORRISTOWN, NJ 07960	11 PARK AVE, MORRISTOWN, NJ 07960	9502	5
57	MERCER, PAUL A & JOY M	5010 THOMAS BERRY WAY, CHAPEL HILL, NC 27516	9 PARK AVE, MORRISTOWN, NJ 07960	9502	4
58	JOSEPH, HAROLD N & SYLITA	592 NW 135 TER, PLANTATION, FL 33325	5 PARK AVE, MORRISTOWN, NJ 07960	9502	3
59	BROCKWELL, SHANE & DEGREZIA, DALENA	118 COLUMBIA RD, MORRISTOWN, NJ 07960	118 COLUMBIA RD, MORRISTOWN, NJ 07960	9502	2
60	BELL ATLANTIC %DUFF & PHELPS	PO BOX 2749, ADDISON,TX 75001	3 PARK AVE/COLUMBIA RD	9502	1
61	OPPENHEIMER, JOHN & NALLET, CORINNE	112 COLUMBIA RD, MORRISTOWN, NJ 07960	112 COLUMBIA RD, MORRISTOWN, NJ 07960	9502	7
62	PEREZ, PACIFICO B & EVELYN C	114 COLUMBIA RD, CONVENT, NJ 07960	114 COLUMBIA RD, CONVENT, NJ 07960	9502	8
63	DEEPU, ARIFUR & RAHMAN, ZAKIA	2 WYNDMOOR DR CONVENT, NJ 07960	2 WYNDMOOR DR CONVENT, NJ 07960	9502	9
64	KELLY, JENNIFER WIGFIELD	4 WYNDMOOR DR, CONVENT, NJ 07960	4 WYNDMOOR DR, CONVENT, NJ 07960	9502	10
65	Steve W. Williams, Administrator	Borough of Chatham 54 Fairmount Avenue Chatham, NJ 07928		NP	
66	Brian K. Gibbons, Police	Chief of Borough of Chatham 54 Fairmount Avenue Chatham, NJ 07928		NP	
67	Raymond M. Codey, Adminstrator	Borough of Madison Hartley Dodge Memorial Building 50 Kings Road, Madison, NJ 07940		NP	
68	Darren P. Dachisen Sr. Police	Chief of Borough of Madison Hartley Dodge Memorial Building 50 Kings Road, Madison, NJ 07940		NP	
69	Timothy Quinn Administrator	Morris Township 50 Woodland Avenue, P.O. Box 7603 Convent Station, NJ 07961		NP	

70	Mark DiCarlo Chief of Police	Morris Township 50 Woodland Avenue, P.O. Box 7603 Convent Station, NJ 07961		NP
71	Jesse Kaar Fire Chief	Morris Township 50 Woodland Avenue, P.O. Box 7603 Convent Station, NJ 07961		NP
72	Larry Gross EMS Captain	Morris Township 50 Woodland Avenue, P.O. Box 7603 Convent Station, NJ 07961		NP
73	Joseph A. Giorgio Administrator	Hanover Township PO Box 250 1000 Route 10, Whippany, NJ 07981		NP
74	Gerry Maceira Township Engineer	Hanover Township PO Box 250 1000 Route 10, Whippany, NJ 07981		NP
75	Mark D. Roddy Chief of Police	Hanover Township PO Box 250 1000 Route 10, Whippany, NJ 07981		NP
76	William F. Huyler Administrator	Borough of Florham Park 111 Ridgedale Avenue Florham Park, NJ 07932		NP
77	Michael Sgaramella Borough Engineer	Borough of Florham Park 111 Ridgedale Avenue Florham Park, NJ 07932		NP
78	Joseph Orlando Chief of Police	Borough of Florham Park 111 Ridgedale Avenue Florham Park, NJ 07932		NP
79	Florham Park Memorial First Aid Squad	60 Felch Road Florham Park, 07932		NP
80	Florham Park Volunteer Fire Department	Company #01 – Headquarters 315 Brooklake Road Florham Park, NJ 07932		NP
81	Company #02 – Annex	49 Broadway Florham Park, NJ 07932		NP
82	Christopher J. Vitz, P.E. Director of Public Works and County Engineer	County of Morris Department of Public Works PO Box 900 Morristown, NJ 07963-0900		NP

Appendix E

www.dewberry.com

Route 24, Columbia Turnpike and Park Avenue Interchange Improvements Virtual PIC Online Advertisements

Morristown

<https://morristowngreen.com/2020/12/03/dot-proposing-changes-to-columbia-turnpike-park-avenue-interchange-public-comments-through-dec-14/>

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DOT proposing changes to Columbia Turnpike/Park Avenue interchange; public comments through Dec. 14



Two cars were involved in an accident in Morris Township at the intersection of Columbia and Normandy parkways, around noon on Aug. 2, 2020. The state DOT proposes major safety improvements nearby at Columbia/Park Avenue. Photo by Lee Goldberg.

By Kevin Coughlin • December 3, 2020 🗨️ 1

Tapinto

<https://www.tapinto.net/articles/proposed-improvements-to-rt-24-on-and-off-access-in-florham-park>

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GOVERNMENT

Proposed Improvements to Rt. 24 on and off Access in Florham Park

By TAPINTO STAFF
December 4, 2020 at 12:49 PM

[f](#) [t](#) [e](#) [+](#)



Preliminary Preferred Alternative

LEGEND:

- PROPOSED HIGHWAY IMPROVEMENTS
- PROPOSED INTERCHANGES
- PROPOSED RAMP ACCESS
- RAMP ACCESS
- RAMP ACCESS
- INTERSECTION
- INTERSECTION
- INTERSECTION

Credit: Dweberry



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FLORHAM PARK, NJ - There are proposed changes to the on and off access of Rt. 24 at Columbia Turnpike and Park Avenue. These changes are at the study of the NJ Department of Transportation.

Florham Park PD Facebook Page

<https://www.facebook.com/pg/FlorhamparkPD/posts/>



Florham Park Police Department and Office of Emergency Management
December 4 at 9:36 AM · 🌐

Residents,

Please see the below link for information regarding the proposed redesign of the Columbia Turnpike and Park Avenue intersection. The Department of Transportation included a video depiction of the proposed changes, which includes a new entrance/exit ramp for traffic on Park Avenue. The video also provides a link for public comments, which are encouraged.

<http://ow.ly/5gFB50CD0BY>



Route 24, Columbia Turnpike and Park Avenue Interchan...

LEGEND:

- PROPOSED HIGHWAY IMPROVEMENTS
- PROPOSED INTERCHANGES
- PROPOSED RAMP ACCESS
- RAMP ACCESS
- RAMP ACCESS
- INTERSECTION
- INTERSECTION
- INTERSECTION

NJDOT

<https://www.state.nj.us/transportation/community/meetings/>

Active/Upcoming Public Meetings

'NA'NA'

Date: From: Tuesday, November 24, 2020 at 02:26:00 PM
To: Friday, December 11, 2020 at 02:26:00 PM

Topic: Rt 36 Thompson Ave

Meeting Type: [Public Information Center](#) - Information (pdf)
[Click for PIC Web Site](#) - Web Site

Location:

Topic:

Date: From: Monday, November 30, 2020 at 03:21:00 PM
To: Monday, December 14, 2020 at 03:21:00 PM

Topic: Rt. 24/Columbia Turnpike Interchange

Meeting Type: [Public Information Center](#) - Information (pdf)
[Click for PIC Web Site](#) - Web Site

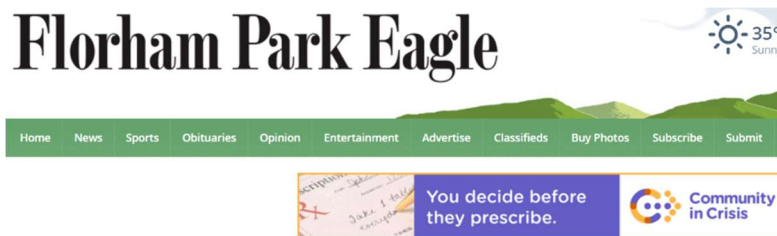
Location: Morris Twp, Florham Park, Hanover Township, Morris County

Topic: 25th Legislative District: Sen. Anthony Bucco, Asm. Brian Bergen, Asw. Aura Dunn 26th Legislative District: Sen. Joseph Pennacchio, Asm. Jay Webber, Asw. BettyLou DeCroce 27th Legislative District: Sen. Richard Codey, Asm. John McKeon, Asw. Mila Jasey

Florham Park Eagle

https://www.newjerseyhills.com/florham_park_eagle/news/video-ramp-being-considered-to-ease-congestion-at-columbia-turnpike-intersection/article_4a61fbc6-6aa2-5250-bf7b-7d8b062642ec.html

(need a login to view the entire article but it appears that this leads to the virtual PIC)



VIDEO: Ramp being considered to ease congestion at Turnpike intersection

Dec 5, 2020 0

The state Department of Transportation (DOT) is considering a new ramp off Route 24 that would connect with Park Avenue further south of the Park Avenue-Columbia Turnpike intersection to ease traffic congestion in Morris Township.

Appendix F

www.dewberry.com

Respondent ID	Collector ID	Start Date	End Date	Contact Information (Optional)By providing contact information, you will be added to the mailing list for Route 24, Columbia Turnpike and Park Avenue Interchange				To help us better understand your interest in the project, please indicate your affiliation:			Do you live or work in the project area?	Comments:	Are you supportive of the project as it is shown in the presentation?		Comments:	If you have any questions regarding the project, please provide them below.					Please provide any other comments below. Open-Ended Response
				Name	Address	Email Address	Phone Number						Resident	Municipal/Government		Yes	No	Q1:	Q2:	Q3:	
12257447163	396989682	2020-12-14 19:47:32	2020-12-14 19:51:05	Gloria Long	8 Crescent Drive	giklong@aol.com	9732162148	Resident			Yes - please indicate where in the comment field below.	Convent station off of Madison Avenue		No	Park Avenue is already a nightmare. Backed up for miles. This will make it worse						Please realize that there are 2 proposed major townhouse developments on punchbowl that will add many cars coming off of punch bowl and onto park
12257028599	396989682	2020-12-14 17:07:07	2020-12-14 17:13:02	David Nachman	9 Wolff Rd, Morristown, NJ 07960	david@nachman.org	201-362-0734	Resident			Yes - please indicate where in the comment field below.	9 Wolff Rd - columbia park		No	Does not allow for easy entry into Prescott Rd from Park Avenue when taking Route 24. The "old" exit will not allow the left onto Park and will need to enter the community off Columbia Road. The "new" exit will require a right turn onto Park, and a left onto Columbia to enter the community.						Ideally, the exit ramp would align to allow a straight lane onto prescott rd.
12254007053	396989682	2020-12-13 19:40:14	2020-12-13 20:00:43	Christine Ostapiak	15 Bradley Rd	chris.ostapiak@gmail.com	9732900155	Resident				I live on Bradley Rd, in Convent Station area of Morris Twp. I use Park Ave, Columbia Tpk and Rt 24 regularly.	Yes		Yes, I think it may alleviate some congestion, but I have reservations. The signaled new T-intersection on Park Ave will be very close to an existing signal near the Park Place corporate center. I feel this will further slow the traffic flow. If part of the problem is 650ft to get into left lanes to make a left turn on Park Ave going east, why not divert the exit ramp further north on Columbia Tpk? I think it makes more sense to move or add an exit of Rt 24 by the Green at Florham Park, the source of many recent development. This would place cars further east on Park Ave, in the direction cars exiting Rt 24 are heading toward. I also think a new exit ramp should be considered near the Green at Florham Park even if the T-intersection proposed proceeds.	Were other new exit ramps considered? How will the lanes traveling west to Morristown be configured?	Can exit 2A be moved further north on Columbia Tpk?			I strongly feel an additional exit ramp is needed to push traffic flow closer to Madison or Chatham.	
12250665542	396989682	2020-12-11 18:47:47	2020-12-11 18:56:14	Patricia Docherty	7 Birch Lane, Florham Park, NJ 07932	pattydoc@optonline.net	9738868346	Resident			Yes - please indicate where in the comment field below.	I live in Florham Park and travel to Morristown to my job via Columbia Turnpike.		No	Any improvement should include Columbia Turnpike from Call Drive to the Route 24 west interchange. It is too dangerous to have 2 lanes of traffic in each direction moving at 60 mph weaving from lane to lane without a divider and no shoulders.						
12250036901	396989682	2020-12-11 14:28:43	2020-12-11 14:37:12	Julian Glyck	250 Ridgedale Ave. Unit X5	jglyck@gmail.com	9739662916	Resident			Yes - please indicate where in the comment field below.	Live in Florham Park on Ridgedale Avenue, but travel westbound on Columbia Turnpike and often make the left on to Park Avenue.	Yes		I would like clarification on the questions below before giving my unqualified support.	Will traffic coming from Florham Park on Columbia Turnpike be allowed on the right side of the barrier?	Will traffic on the left side of the barrier be allowed to continue straight on Columbia Turnpike?				
12249820989	396989682	2020-12-11 13:09:40	2020-12-11 13:21:20	alan sawyer	11 fox chase rd Madison, NJ	alan11mad@gmail.com	973821754	Resident			Yes - please indicate where in the comment field below.	I live in madison and traverse the Park Ave / Columbia Tpk intersection frequently		No	adding another traffic light on Park Ave will make the congestion and traffic worse on Park Ave. dont add ramps that enter/exit on Park Ave east of 511. reconsider the entire interchange, and/or use the vacant office building parking lot opposite the Hyatt House	what were the alternatives considered	whose bright idea was this design	why not add entry / exit ramps into the Park Ave office complex	why not add entry / exit ramps near the jets facility	this proposed additional signal on Park Ave is a terrible idea	
12247481192	396989682	2020-12-10 19:21:25	2020-12-10 19:35:59	Susan McHugh	8 Delaware Rd. Florham Park	susan@mcughhs.net	9733777933	Resident			Yes - please indicate where in the comment field below.	I live in a neighborhood directly across from the planned T intersection.		No	This solution will not solve the traffic problem at the intersection. All it does is move the traffic 528 feet from the intersection and also adds more traffic to Park Ave. with the closing of the Rt 24 SB exit off Columbia Tpk. The traffic has been a problem in the area since the highway opened 40 years ago. Let's not make another mistake with this solution. it is just kicking the problem down the road.	Why is there not an exit directly into the office complexes on Park Ave.	Can more exit be added between Short Hills and Columbia Tpk	What were the other plans for improving this area	Who will fund this project	Why are more people not notified of this project	There is more and more development occurring in this area and the solution to the problem is to have direct exits into and out of the office complexes. The NIDOT plan will not solve the traffic problems. During the presentation it was stated that there are many traffic accidents. I travel the intersection everyday and I hardly see any accidents. If this is the plan please leave the intersection alone it works fine people just need to have patience.
12247053485	396989682	2020-12-10 16:43:50	2020-12-10 16:55:55	Douglas Heusel	5 Wyndmoor Dr	dheusel@verizon.net	9732671509	Resident			Yes - please indicate where in the comment field below.	5 Wyndmoor Dr		No	Yes and No. Removing the ability to make a left turn from Columbia onto Park Ave is crucial -- these cars refuse to yield and/or end up blocking the lanes going straight in the morning commute. Moving the on ramp to 24EB from Columbia to Park is going to create massive congestion in the morning. Many commuters come down Columbia, go through the intersection and get onto that ramp today. These cars will have to wait at a light on Park Avenue to turn left to get onto the proposed 24EB ramp. The cars coming off of 24 to Park Ave will also be turning left because that's where the businesses are and they are commuting to (Campus Dr and beyond). This is going to lead to long lights and wait times. In the evening commute, Park Ave already has too much congestion with the existing traffic lights and adding an additional light will not help. These cars are either trying to get across Park Ave or make the right onto Columbia to get onto the 24WB ramp to get to 287/80. The proposal doesn't solve for that.						none
12245476666	396989682	2020-12-10 09:17:10	2020-12-10 09:25:08	Tara HENRY	94 MILLS ST	tc1677@hotmail.com	9175970353	Resident			Yes - please indicate where in the comment field below.	I live in Morristown & use the area both for Travel to work in one of the buildings near the Jets Complex on Park Ave in Florham Park and travel on my personal time to access Route 24 on / off.		No	There is no way onto 24 from Columbia turnpike if travelling east bound and not from Park Ave The intersection needs help 1/2 of my commute is spent getting from Park Ave to make a left onto Columbia turnpike. But the proposal removes a way to get onto 24 to get to 78, the turnpike, airport, parkway.	How will eat bound traffic get onto 24	How will traffic be routed onto 24 off park ave with clear turning / straight lanes	Is it possible to use the triboro road exit in Madison / Florham Park to help with traffic on 24	Will the exit off 24 onto columbia turnpike be improved or possible routed directly to park ave	how will additional development in area - Honeywell, 55+ community plus in surrounding towns be handled?	
12245316588	396989682	2020-12-10 08:30:39	2020-12-10 08:41:30	Jonathan Dean	60 Chimney Ridge Dr. Morristown	jondean50@gmail.com	2018747363	Resident			Yes - please indicate where in the comment field below.	I Live off Park Ave west of 510. Go through intersection several times a day. Had to wait through 10-15 light cycles at rush hour to get through.(not sure exactly how many as traffic backed up to Chimney Ridge Dr. Which is far from intersection.)		No	I went to hearing for Rockefeller development and fought as intersection was already overwhelmed with traffic. I was told then direct exit and entrances would be put in for the Rockefeller development which would be a much better solution than what is proposed. This would just add a second traffic light I need to sit through and doubt it would speed up the entrance to 24 from my house. Also not letting people getting off 510 W to turn left would create problems further down the rd.	Has exit/entrance to Rockefeller site been considered.	Why was announcement that exit/entrance for Rockefeller not followed through.	Heard from friend at Rockefeller that it was Chatham that stopped it. Why do they have a say? It has minimal impact on them.			
12244989835	396989682	2020-12-10 06:44:26	2020-12-10 06:47:55	Carol DiArcangelo	15 Pinchbrook Dr	cdarcang@verizon.net	9084001141	Resident			Yes - please indicate where in the comment field below.		Yes		If a wall is constructed to prevent left turns onto Park Ave from Ridgedale Ave how would one access Park Ave? That was not made clear. Would I need to get on Rte 24 for 1 exit?						
12243215456	396989682	2020-12-09 15:53:16	2020-12-09 16:04:35	Betty Barrett	5 Lohman Rd., Morris Twp	betty_barrett@verizon.net	9732921696	Resident			Yes - please indicate where in the comment field below.	This is a terrible fix for the intersection. Traffic will still back up on Park Ave. On park avenue toward madison		No	Absolutely not supportive	Why can't there be an exit on 24 directly onto the office complex?	Why can't the exit planned at theTriborough bridge be completed	Why not address the plans for exits into Madison and Chatham again?	How will this plan alleviate traffic on Park Ave?	Have you taken into consideration that additional development planned on Park Ave and adjacent roads?	Honeywell development has destroyed the Gateway to Morris Twp and now this plan for the intersection will further destroy the character of the entire adjacent neighborhoods.
12239828274	396989682	2020-12-08 18:40:14	2020-12-08 18:42:19								Yes - please indicate where in the comment field below.		Yes		Seems like it will solve the problems at the interchange						
12239010309	396989682	2020-12-08 14:15:07	2020-12-08 14:17:00								Yes - please indicate where in the comment field below.	Live a half hour away in Cranford, NJ	Yes		The only thing I am concerned about is Prescott Road on the east end. Drivers would have a hard time crossing over to the ramp for NJ-24 eastbound.						
12236824868	396989682	2020-12-08 00:50:12	2020-12-08 00:52:13	Jonathan Esperto	7016	jonathanesperto@aol.com	9083704352				Yes - please indicate where in the comment field below.	Live near intersection of Columbia Road and Normandy Heights Road	Yes								
12235994581	396989682	2020-12-07 17:40:55	2020-12-07 17:43:11	Kathy Dunham	9 Normandy Heights Road Morristown NJ 07960	dunham6907@gmail.com	9732303700	Resident			Yes - please indicate where in the comment field below.				I am supportive of the project. I used to commute from Florham Park up Columbia Turnpike to the Park Avenue Intersection and make a left going south on Park Avenue and the delays were horrific. The cars coming off 24 E bound were most always blocking the thru traffic on Columbia Turnpike and narrowly avoiding accidents as they tried to get into the left lanes. Besides being a resident of Florham Park, I was also a member of the Borough's Planning Board for 15 years. During that time I had the opportunity to review one or two other concept plans for alleviating congestion at the intersection, including a fly-over across Columbia Turnpike. This is a better plan. My suggestion, after reviewing the plan, would be to extend the two-lane turn onto Columbia Turnpike east while going north on Park Ave. I believe you underestimate the volume of cars going north on Park Ave and making the right hand turn onto Columbia Turnpike, especially during the evening rush. You want to avoid a backup on Park Ave. from Columbia Turnpike to the new T intersection at the new ramp.						
12235994415	396989682	2020-12-07 15:02:19	2020-12-07 15:33:58	Paul W Chase	48 Orchard Road	pchase1010@gmail.com	19737149563	Resident			Yes - please indicate where in the comment field below.	Florham Park	Yes								
12235463036	396989682	2020-12-07 14:53:19	2020-12-07 14:55:03	Amy Malcynski	61 east Madison ave, Florham park, nj 07932	amy.malcynski@cigna.com	9732360561	Resident			Yes - please indicate where in the comment field below.	Live and work.	Yes		Very supportive!!						
12235243456	396989682	2020-12-07 13:47:31	2020-12-07 13:48:53					Resident			Yes - please indicate where in the comment field below.	Live and work in the area	Yes		Concerns about back-up on Park Ave. especially during rush hour.	How will back-up be managed on Park Ave, especially during rush hour					
12234701416	396989682	2020-12-07 11:22:03	2020-12-07 11:23:13	Jonathan Esperto	7016	jonathanesperto@aol.com	9083704352				Yes - please indicate where in the comment field below.	No	Yes		Maybe make an easier way to access Park Avenue from NJ-24 westbound but other than that it looks good						
12233921017	396989682	2020-12-07 07:32:50	2020-12-07 07:34:43	Mary naue	103 Edgewood drive Florham park nj	min927@aol.com	9084323070	Resident			Yes - please indicate where in the comment field below.	No	Yes								
12232971294	396989682	2020-12-06 21:59:47	2020-12-06 22:01:30					Resident			Yes - please indicate where in the comment field below.	Morris Township	Yes		The intersection needs to be addressed. I also feel that the current ramp to Route 24 East from Eastbound Columbia Turnpike is easy to miss based on where it is place. This plan addresses that issue.					Thanks for asking for feedback	
12235003113	396989682	2020-12-07 12:35:32	2020-12-07 12:40:45	Nicholas Buteas	9 Delaware Road, Morris Township/Florham Park	nicholas.buteas@gmail.com	9082851343	Resident			Yes - please indicate where in the comment field below.			No	To preface my comments, as my family and I are coming up on celebrating our 3rd Christmas in this community, I'd like to share what attracted us to planting roots in this neighborhood because suffice to say I'd bet our reasoning is similar to the other 31 homes in our community. 1. Seclusion- this is a neighborhood neatly tucked away off of Park Avenue and Punchbowl Road with a world class Morris County Country Club as an adjacent neighbor. From 2001-05 and my 4 years attending Fairleigh Dickinson University Florham Campus and getting to know the neighboring towns, I failed to stumble upon this neighborhood and didn't know it even existed. 2. Accessibility - initially with a professional commute into Manhattan and Summit respectively, having access to Columbia Turnpike via Delaware Road as a feeder into 287 and 80 and 24 and 78 were important to us in addition to having quick access to downtown Florham Park which is consistently rated as a pre-eminent town in NJ. 3. Value & Potential - in purchasing a home for an above average price the potential to invest in creating value with both interior and exterior improvements IE finished basement, in ground pool etc. was important to us for both our immediate needs and long term investment outlook. That said, if the interchange improvement project is to proceed as is, it's our opinion that all three of these points would be altered dramatically. 1. Seclusion due to an influx of traffic for an on/off ramp located 10 yards from the entrance of our neighborhood (Delaware Rd.). 2. Accessibility due to the impacts of not being able to make a left hand turn onto Park Avenue from Delaware Rd. which would require a 1.15 Mile re-routing of neighborhood traffic to leave the neighborhood via Punchbowl Rd. 3. Value & Potential due to all the points above that will negatively impact home values in addition to the unintended consequences of current homeowners being motivated to move their families due to the proposed interchange. Can you move the proposed on/off ramp to feed directly onto Campus Drive?	If the proposal is to proceed, can you allow a left hand turn out of Delaware Rd. onto Park Ave?				Our practical solutions that we'd ask you to consider are as follows: 1. Shift the proposed on/off ramp further down Park Avenue so that it would feed directly into the Corporate Office parks in Florham Park IE the end of Campus Drive or near the Jets facility, Summit Medical, BASF etc. that have undoubtedly contributed to the current influx of traffic that has motivated these interchange improvements. 2. If the project is to proceed as is then allow our neighborhood to close off the end of Delaware Rd. and create a cul de sac. This would benefit your project because it would further reinforce a flow of traffic and it would help our neighborhood salvage some of the Seclusion, Value & Potential points we discussed above. In terms of necessary emergency exits for our neighborhood that creating a cul de sac would require, I would propose looking into the 205 Park Ave., Florham Park property as it has a driveway that begins on Park Ave. and stretches through to the beginning of Delaware / Minnisink Rd. This in addition to using the Country Club driveway onto Punchbowl would satisfy the necessary exits. 3. Further, regardless if these solutions are adopted, if your Interchange Project proceeds as is, our residents would be forced to leave the neighborhood via the Country Club entrance and making a left onto Punchbowl Rd. This is not a blind turn, but given the influx of net new traffic on a two lane road coming up a hill and coming out of the entrance, it would create the potential for accidents. 4. If either of these aforementioned solutions are feasible and our neighborhood is forced to have an influx of traffic and reduced home values then perhaps it's permissible to have a left turn out of Delaware Rd. onto Park Avenue being amended into the proposal.	

122329451	396989682	2020-12-06 13:38:42	2020-12-06 13:40:14		Diane M Wood	11 Essex Place	ddhockey@verizon.net	9738222247	Resident	Yes - please indicate where in the comment field below.	I live in Madison nj	Yes	I think the changes will provide a safer way of turning left onto Park Avenue after exiting Rt 24						
12232169159	396989682	2020-12-06 11:51:57	2020-12-06 11:55:46		GEORGE C. TOMCZYK	11 COLONIAL TER PARISPANY NY 07054-4302	gtmczyk_2000@yahoo.com	(973)887-2308	Resident		No	Yes							
12231267192	396989682	2020-12-05 19:53:09	2020-12-05 20:00:07		Daniel Hatch	51 Fanok Rd	dan.hatch.j@gmail.com	630-715-9805	Resident		No	No	The video mentioned a tough merge off of 24 south to park south via columbia. The proposal is going to create the same tough merge from columbia east to park south in order to get onto the new 24 entrance. The proposal is also going to cause unnecessary traffic through two residential streets off of park as cut throughs (being Prescott and Punch Bowl.) This project also would require eminent domain use and wasted tax money to repair a minimal delay in traffic flow.						
12230960355	396989682	2020-12-05 15:15:34	2020-12-05 15:21:03		Mike Jones	1 driftway florham park	mbjgng@gmail.com	973 879 2066	Resident	Yes - please indicate where in the comment field below.	2 miles down the road	Yes	What is projected wait time at new park ave off ramp	le will cars still be backing up on to 24					
12230923871	396989682	2020-12-05 14:37:18	2020-12-05 14:49:59		Lila Tarajkowski	24 Beech Avenue	lladtr@hotmail.com	9732142225	Resident			Yes	Since all this work is being done on this intersection, any thought on fixing the long wait times to turn left from Park Ave Southbound onto Columbia Turnpike Westbound? Sometimes you need to wait through 2-3 cycles of red/green lights before being able to make that left turn, especially during rush hour, primarily because the existing turn lane is very short. If this lane was lengthened, where cars could get into that lane sooner, that would help alleviate the wait time.						
12230876133	396989682	2020-12-05 14:02:31	2020-12-05 14:10:02		Michele Havens	5 Manker Drive, Florham Park	mhavens523@aol.com	2014865607	Resident	Yes - please indicate where in the comment field below.	I live in Madison and frequently use this intersection to get on Park Ave Southbound from Columbia Turnpike. live in Florham Park and go home this way from 287/24	Yes							
12230762212	396989682	2020-12-05 12:40:03	2020-12-05 12:42:45		Rajat Bhatt	4 John Marshall ln	rajinnova@gmail.com	2676877693	Resident		No	Yes		Beneficial to Madison residents					
12230698441	396989682	2020-12-05 11:56:06	2020-12-05 11:58:22		Judith Gouveia	22 Beech Avenue	jl.Gouveia2@aol.com	9415042205	Resident	Yes - please indicate where in the comment field below.	Live and travel near project area	Yes							
12230501092	396989682	2020-12-05 09:38:13	2020-12-05 09:47:33		Diane Holland	26 Northbridge Place	DIANE_L_HOLLAND@YAHOO.COM		Resident		I live in Liberty Greens, off Punchbowl Road. When going East on 24 you take a left on Park Ave and head to Columbia, taking a right and then right onto 24E. Returning from eastern locations (Short Hills, Millburn, EWR) reverses this. Coming south on 287, getting onto Park is a hassle due to congestion and weaving as identified by DOT.	No							
12230212228	396989682	2020-12-05 05:55:21	2020-12-05 06:00:47						Resident	Yes - please indicate where in the comment field below.	Live	No	It doesn't go far enough. While we need assistance on Park/Columbia, the approval of the Marriott Hotel with a left turn off Park is thoughtless. Somehow that should be tied together w/ the roads planned around the Sherman/Wells office building. A left off Park with all the traffic will continue existing problems. There should be a light at minimum. Addresses the problem of southbound on park ave, but eliminates a highly efficient entrance (eastbound Columbia to eastbound 24). Would be better to add an intersection further south on park ave.	Why is there no light provided for access to the Marriott?	Can't you get access to the Marriott arranged through "the back"?	Will the light at Punchbowl and Park be tied into the light schedule at Park and Columbia?			
12229962549	396989682	2020-12-05 02:18:31	2020-12-05 02:20:18						Resident		No	Yes	Very dangerous intersection, I have many times had close calls from drivers exiting from Rt 24 and trying to get in the left turn lanes on Columbia Tpk to get onto Park Ave	What is the timeframe for the project?	Will my taxes go up?	Please at least give an estimate of the timeline, costs, and tax impact			
12229880937	396989682	2020-12-05 00:52:19	2020-12-05 01:01:20		Dmitry Gromov	6D Dorado Dr	gromovd@gmail.com	9732104941	Resident		No	No	I use this intersection often in two directions: Take CR 510 through the intersection from Morristown to Florham Park and back - this seems to be not being affected much by the redesign. Take CR 510 and continue to South bound Rt 24 - this seems to be a major impact to possibly heaviest traveled direction of this intersection through entire day, not only rush hours - instead of one traffic light with straight intersection crossing, people traveling East CR 510 to South Rt 24 will have to pass two traffic lights with one right turn and one left turn. This severely impacts all local residents traveling back and forth from South-East Rt 24 to Morristown.	I watched a video and there is absolutely no consideration given for traffic going CR 520 to/from Rt 24 - why is that not being discussed?					
12229859949	396989682	2020-12-05 00:37:39	2020-12-05 00:38:48				tomnd@hotmail.com		Resident	Yes - please indicate where in the comment field below.	No	Yes							
12229777144	396989682	2020-12-04 23:23:47	2020-12-04 23:24:24						Resident	Yes - please indicate where in the comment field below.	Madison	Yes							
12229712350	396989682	2020-12-04 22:29:34	2020-12-04 22:31:01		Karin szotak	9 oak ct Madison	kas210@gmail.com	9737146654	Resident		No	Yes							
12229545458	396989682	2020-12-04 20:32:11	2020-12-04 20:37:38						Resident	Yes - please indicate where in the comment field below.	Live and work in area	No	Too much traffic will be pushed off columbia to get to 24 by and through an existing neighborhood. The current east bound on ramp should stay. Alternatively, why isnt traffic being pushed to the business complexes via campus drive - where the cars are heading anyway.						
12229258565	396989682	2020-12-04 17:40:37	2020-12-04 17:59:46		Edward McGuire	9 Shetland Rd, Florham Park, NJ 07932	mcgnied@optonline.net	9737145977	Resident			No	I think the new design will help solve a serious problem at Columbia Turnpike West bound and Park Ave. However, I am concerned about traffic traveling west on Columbia Turnpike and trying to enter 24 East. The merge lane between vehicles entering 24 east and vehicles exiting 24 east to get on Columbia Turnpike East is not good and the new design will increase traffic. I think the entrance from Columbia Turnpike East to 24 East should be closed. Vehicles should be directed to make a left at Park Ave and then make a left at the new T intersection to join 24 East. Will add a few minutes to travel time, but will be much safer. With this change, I would be very supportive of the project.	Please see my comment		See my comment above. I believe the current design solves a problem on Columbia Turnpike, but creates a serious safety issue on 24 East			
12229216204	396989682	2020-12-04 16:14:01	2020-12-04 17:41:13				lpg4476@yahoo.com		Resident	Yes - please indicate where in the comment field below.	Hanover Twp.	Yes	I am concerned about traffic that exits 24 East onto Columbia Tpk that meets existing traffic on Columbia Tpk that wants to make a right turn onto Park Ave. Will there be a Yield sign posted and how will the lanes be marked?	Will there be a Yield sign posted for traffic on westbound Columbia Tpk?	Will a right turn only lane for Park Ave. exist on westbound Columbia Tpk ?				
12229108508	396989682	2020-12-04 16:58:09	2020-12-04 17:00:26		Salvatore Canzonieri	64 East Madison Avenue	SALEF@OPTONLINE.NET	9737524739	Resident		No	Yes							
12228830331	396989682	2020-12-04 15:18:07	2020-12-04 15:19:29		Michael Arena	39 Station Rd	xposta99@hotmail.com	2015602602	Resident	Yes - please indicate where in the comment field below.	Live in Madison NJ, and travel on these roads frequently. I live in the Cromwell Hills neighborhood off Park Avenue in Morris Township.	Yes							
12228739420	396989682	2020-12-04 14:44:52	2020-12-04 14:48:31		Doris Ockel	39 Colonial Drive, Morris Township	doris.ockel@gmail.com	9732168382	Resident	Yes - please indicate where in the comment field below.		Yes	It's a good idea as crossing 3 lanes of heavy traffic to make a left turn on Park Avenue from Columbia Turnpike after exiting Route 24 is very difficult.						
12228685702	396989682	2020-12-04 13:38:19	2020-12-04 14:30:05		J. Shah	10 Braeburn Ct	jshah120@gmail.com	9739607297	Resident		I live in Livingston, shop in Florham Park and drive to Morristown for restaurants.	Yes	Agree on the reasons to construct a new ramp but the video is very confusing. Be human and stop talking like a robot. Know your audience is New Jerseyans and we understand Exit numbers. Talk to us in simple terms as if you are giving new directions to someone driving from Rt 24 to someone driving from Morristown on Columbia Tpk. Focus on change management principles - what is changing and NOT changing for the driver? If I am driving from NYC on Rt 26 and then 24 west, do I still have exits 2A towards Morristown and 2B towards Florham Park? If driving from 24 East, which exit number is being eliminated and what's the new one? Is there going to be a new East 2C? If driving from Morristown on Columbia tpk, we pass Bayer Pharma on left, then how do I get on Rt 24 East with new ramp... do I have to turn on Park ave and then take the new ramp? If so, this will be a total disaster and inconvenient. If I'm driving from Florham park on Columbia tpk, can I still make the left on Park ave?	Why is the video confusing?	What is changing for the driver?	Which exit numbers from 24 East or west are being eliminated?	What is the new proposed exit number and where will it take us?	What is changing and not changing from Columbia turnpike (not rt 24)?	Great job but it needs work. I'm a change management consultant. Hit me up if you need help! 973-960-7297
12228649250	396989682	2020-12-04 14:13:39	2020-12-04 14:17:39		Linda Heffernan	7 Fillmore Drive	linda.heffernan@gmail.com	9737228546	Resident			Yes	Are there any plans to alter the inflow and out flow of traffic for Columbia Park						
										Yes - please indicate where in the comment field below.	7 Fillmore Dr. Columbia Park		With concerns Columbia Park residents need to be able to make a left turn out of the main Entrance at Columbia Rd. as well as a left turn out of the other entrance on Prescott			Please see above			

[illegible]

[illegible]

1222573911	396989682	2020-12-03 17:58:41	2020-12-03 18:01:33	John DeWees	36 Symor Drive	jdewees999@gmail.com	2126256622	Resident	Yes - please indicate where in the comment field below.	36 Symor: Dr. Morristown	Yes	I works.	If moves smoothly what is the initiation date of construction?	how long will the intersection be disrupted?	will there be suggested alternate routes?	who is paying the bill for the land acquisition and build?		
1222569562	396989682	2020-12-03 17:44:52	2020-12-03 17:48:50	Michael Snook	6, Braidburn Way, Morristown	snoomip@gmail.com	6509964158	Resident		No	Yes		What will be the effect on traffic on Park Ave. NB arriving at Columbia Turnpike?					
12225627375	396989682	2020-12-03 17:18:47	2020-12-03 17:25:42	Patricia G Stewart	25 Northbridge Place, Morris Twp.	tg8944@icloud.com	973-967-0313	Resident	Yes - please indicate where in the comment field below.	I travel from Columbia Turnpike to make a left on Park Avenue and travel to Punchbowl Road where I make a right to get to Liberty Greens Complex where I live.	Yes	As far as I can understand it. I have often reflected on the fact that leaving Route 24 to get to Columbia and then over to the left so I can make the left onto Park Avenue is very dangerous and very stressful. I marvel at the fact that I have never had an accident nor have I seen others in accidents. It to me was a crash just waiting to happen. Your new plan seems to take away this dangerous situation.			Thanks for explaining this with a video and the courtesy of asking the opinions of drivers who use this critical area.			
12225378355	396989682	2020-12-03 16:03:29	2020-12-03 16:05:15	C Burd	17 Thomas Paine Road, Morristown, NJ 07960	laughccb@verizon.net	9739513510	Resident	Yes - please indicate where in the comment field below.	Liberty Greens	Yes					Looks like a good idea.		
12225369474	396989682	2020-12-03 15:59:00	2020-12-03 16:02:30	Barbara Ernst	32 Center Ave., Morristown, NJ	BErnst324@gmail.com	9734934384	Resident	Yes - please indicate where in the comment field below.	Exit from Columbia pkwy to 24 E for work	No	It seems to be overly complicating exiting from Columbia turnpike to 24 E adding time to that commute and overly increasing traffic on Park Ave				Please address the traffic and safety issues on rt 24 west where it ends at 287. There are accidents daily there.		
12225325831	396989682	2020-12-03 15:46:20	2020-12-03 15:49:02	Steve Casadevall	7 Hathaway Road	stevecas459@gmail.com	19739753620	Resident	Yes - please indicate where in the comment field below.	160 Park Ave	Yes	This should also eliminate the traffic in the evening for people trying to get to RT 24 east from Park Ave.						
12225303258	396989682	2020-12-03 15:39:42	2020-12-03 15:41:35					Resident		No	No	What a shame that poor planning by the state when constructing Rt 24 now results in taking land from owners. I say close down the exits from Rt 24 because nothing but crime comes from that roadway into our area.						
12225294213	396989682	2020-12-03 15:38:19	2020-12-03 15:38:43					Resident		No	Yes							
12223937237	396989682	2020-12-03 09:07:06	2020-12-03 09:16:40	Bob Conley	50 Kings Rd	conleyr@rosenet.org	973-593-3038		Yes - please indicate where in the comment field below.	Live in impact area not immediate project area - Madison	Yes	My support is based on this option or status quo. I am more supportive of the flyover concept that was also proposed. While that option is more costly it avoids forcing westbound Columbia Tpk traffic to use Park Ave to access RT 24 E. It just seems like creating a new problem while solving another. My yes vote is base on this being much better for those in Madison and along the Florham Park Park Ave. corridor. This certainly eliminates the crazy crossing of 3 lanes of traffic in 600' and eases the backup at Park Ave north and Columbia						
12222334178	396989682	2020-12-02 20:32:45	2020-12-02 20:33:50	Jackson Hurst	4216 Cornell Crossing, Kennesaw, Georgia 30144	ghostlightmater@yahoo.com	6786284232			No	Yes							
12222208087	396989682	2020-12-02 19:23:56	2020-12-02 19:37:50	selma wilson	102 Hillside Avenue -w. Caldwell	smw@usa.net				No	Yes	As long as there is a long campaign of information. And clear signs for routing.						
12221146480	396989682	2020-12-02 13:37:43	2020-12-02 13:40:56	Cathy Burdick	3 Copperfield Way	cathy.burdick1@gmail.com	19732670112	Resident	Yes - please indicate where in the comment field below.	Copperfield Way, Park Avenue is cross street and often head to the interchange heading to Rt 24 to Rt 78 for work (pre-pandemic).	Yes	I support minimizing the current danger. However, even though I watched the video, I'm not certain of the true potential.						
12220720681	396989682	2020-12-02 10:50:34	2020-12-02 11:40:46	Jeffrey Spicka	30 Sun Valley Way Morris Plains, NJ 07950	tspickaview@optonline.net	9733495792	Resident	Yes - please indicate where in the comment field below.	WB to Col Turnpike WB (ramp off CD road) access the right turn to Park Ave NB? Will this traffic on Col Turnpike WB mainline be able slip to right behind the proposed island barrier? If this is case how will blunt end of island or barrier curb be handled? Will the alignment of Col Turnpike WB approaching the Park Ave intersection be widened to the north? Upon approaching the intersection from east to west on Col Turnpike the lane configuration do not line up past Park Ave. Has the State considered closing the existing loop ramp (on grade) from mainline Rt 24 EB to Col Turnpike WB altogether? Therefore utilizing the new proposed ramp onto Park Ave for all moves from Rt 24 EB ? If closed perhaps this property could be used for proposed pond, minimize ROW and	Yes		Included above					
12220129247	396989682	2020-12-02 09:03:27	2020-12-02 09:07:33	Peter Corea		pcorea@gmail.com		Resident	Yes - please indicate where in the comment field below.	Whiggany. I travel though this area every morning and afternoon to and from work.	No	What studies have been done during non-covid times for traffic on all affected streets in all directions?						
12218003846	396989682	2020-12-01 17:05:43	2020-12-01 17:07:23	Elizabeth Sahiman	17 Larch Rd	eksahiman@yahoo.com	973-292-1181	Resident		No	Yes	What studies have been done as to how this will affect traffic northbound on Park Ave towards Columbia Tpk? Not during Covid, it can take over 30 minutes at times to go from Punchbowl to Columbia Tpk (about half a mile). This proposal looks like it will only make that worse. I commute to work from Hanover township to Florham Park through the various intersections and I think this will be an improvement.						
12217677773	396989682	2020-12-01 15:20:00	2020-12-01 15:23:29	Brian Morgan	24 Green Knolls Rd	bmorgan@outlook.com	6266674260	Resident	Yes - please indicate where in the comment field below.	I live within a 1/2 mile of the project area	Yes	Changes seem reasonable	What is the environmental impact of project (e.g. the loss of the permeable ground, additional light, etc)?	What is the impact of a new light on Park ave?	Will the new light on Park Ave be in sync with the main light intersection?	How long is construction expected to take?	What is the expected impact to traffic while this is underway?	It was a good presentation, but important that enough relevant residents know about it.
12217340473	396989682	2020-12-01 13:29:34	2020-12-01 13:43:35	Thomas Kelly	11 Arrowhead Road	thomaskelly3@gmail.com	9084035635	Resident	Yes - please indicate where in the comment field below.	11 Arrowhead Road, Morristown NJ Just past the new traffic light on Park Avenue. 4 major issues/concerns: 1) looks like new barrier plus light at intersection will mean it's not feasible to make a left turn out of Delaware onto Park or the new Route 24 entrance—something we do frequently. 2) looks like there won't be the ability to make a left hand turn from Park Ave onto Delaware when heading westbound. 3) there may be increased challenges of making a safe right turn onto Park Ave since the traffic light will either be oncoming Park Ave traffic or oncoming 24 exit to Park Ave East..... When will it be safe for us to pull out on a non-signalized road? 4) looks like a HIGH RISK of traffic increasing with people exiting 24 to use Delaware as a cut through to Punch Bowl (to avoid the light at intersection of Park and Punch Bowl) Has	No	As a resident of the Delaware/Arrowhead neighborhood, I strongly disagree with the current ramp design. We already deal with a large number of cars using our neighborhood as a cut through to Punch Bowl road, both directions. With the proposed ramp just outside our intersection it would greatly increase the traffic into our neighborhood. Another issue is that the design eliminates our ability to turn left from our neighborhood, onto Park Avenue.	What is your plan to reduce cut through traffic entering Delaware from Rt. 24 ramp?	What kind of barrier will be installed on Park Avenue.	How do I access Delaware from Park Avenue? Current plan only allows access heading Eastbound on Park, Entry to Delaware heading West has a proposed barrier in the way.	This proposal really reduces access to the Delaware/Arrowhead neighborhood, I hope some input will be requested from those residents.	This plan in its current state, really looks to increase traffic drastically in the Delaware/Arrowhead neighborhood. I hope the input from residents can assist making these plans work for all.	
12217179900	396989682	2020-12-01 13:33:15	2020-12-01 12:57:58	Rich Clow	1 Delaware Rd, Morristown, NJ 07960	richclow2@gmail.com	9172147689	Resident	Yes - please indicate where in the comment field below.		No		looks like new barrier plus light at intersection will mean it's not feasible to be the ability to make a left hand turn from Park Ave onto Delaware when heading westbound.	there may be increased challenges of making a safe right turn onto Park Ave since the traffic light will either be oncoming Park Ave traffic or oncoming 24 exit to Park Ave East..... When will it be safe for us to pull out on a non-signalized road?	looks like a HIGH RISK of traffic increasing with people exiting 24 to use Delaware as a cut through to Punch Bowl (to avoid the light at intersection of Park and Punch Bowl)	Has anyone considered the impact to the 1 Delaware Road/Arrowhead neighborhood residents less than 20 yards from our road?		
12216878598	396989682	2020-12-01 11:34:46	2020-12-01 11:35:16					Resident		No	Yes	I'd like to get answers to my concerns about the residents in my neighborhood.....as described this seems to create multiple issues and challenges from our otherwise peaceful neighborhood with kids on bikes/walking/playing.						
12216708595	396989682	2020-12-01 10:10:30	2020-12-01 10:50:31	Tyler Hawkins	15 Delaware Rd.	tgshawkins@gmail.com	9086257716	Resident	Yes - please indicate where in the comment field below.	I have an intimate familiarity with the project area having lived at the corner of Park Ave and Delaware Rd for 6 years.	No	This proposal is completely inadequate to address the root causes of traffic congestion on Park Ave. All you are doing is pushing a major traffic volume issue a quarter of a mile farther south on Park Ave from Columbia Road intersection to a new poorly conceived T-intersection. There are two problems causing the traffic issues at the Columbia Rd/Park Ave intersection: the irresponsible growth Florham Park pursued along Park Ave that has contributed a massive volume of morning/evening commuters and the lack of interchanges on Rte 24 between Hanover Twp and Millburn. These problems affect traffic negatively all along 124 and Park Ave. A real solution to these problems would be for NIDOT to build a new traffic interchange in Florham Park next to the Jets training facility which would allow commuters to empty to an access road running parallel to 24 which connects the major corporate headquarters in that area as well as connecting to Florham Rd intersection with Park Ave (this intersection is in a commercial district unlike the current proposal which is predominantly residential). Furthermore, the NIDOT should finish Triborough Rd interchange or build another interchange near Spring Brook in Madison to allow the large volume of drivers traveling to Madison to exit 24 without clogging Park Ave or 124. Madison and Park Ave have successfully fought off traffic improvements along the Rte 24 coridor in the past (using racially charged rhetoric) while both towns developed in ways that predominantly spread negative traffic impacts to surrounding towns (particularly Hanover Twp, Morris Twp, and Chatham). It is time for NIDOT to recognize the real issues here and come back with a proposal that adequately smooths out traffic volume to Florham Park and Madison.	Why is NIDOT not looking at Rte 24 corridor traffic issues holistically to come up with solutions that will improve conditions along all of Park Ave and 124?	Why is a major intersection in a mixed residential/light commercial area preferable to a solution in a full commercial area?	Has NIDOT studied the locations that travelers using the Columbia Rd/Park Ave intersection are actually going?	What influence has Madison and Florham Park had in the planning process and generally within the NIDOT that solution that involve traffic increases in these towns are consistently squashed?		
12216382196	396989682	2020-12-01 09:20:44	2020-12-01 09:22:37	Erin	Gehan					No	Yes							
12214841875	396989682	2020-11-30 20:36:03	2020-11-30 20:39:05	Troy Kennedy	74 Chimney Ridge Dr, Morristownship	troykennedy@optonline.net	9732674422	Resident	Yes - please indicate where in the comment field below.	Cromwell Hills off Park Ave	Yes							

12214713823	396989682	2020-11-30 19:33:40	2020-11-30 19:40:20	Erica Altman	10 Delaware Road	enrichetta.altman@gmail.com	7329966649	Resident		No	Currently, the proposal has the entire neighborhood of Delaware Road and Arrowhead Road only being able to make a right turn, out of the development, onto Park Ave. Therefore, anyone needing to go left, would need to exit through the back end of the development and make a left onto Punchbowl and then a left onto Park Ave. Which would not only be a longer drive, but now we would be stuck in all the traffic coming down Park Ave, needing to go onto Route 24. Our development should either be incorporated into the plans, so that we can still make a left turn, or you should move the ramp further down. This is ruining the atmosphere of the area.	Why is the Delaware Road development being negatively impacted by this and only forced to make a right turn onto Park Ave?	
12214711235	396989682	2020-11-30 19:36:58	2020-11-30 19:39:12	Liz Fisch	17 Concord Lane	lizfisch@gmail.com	9736151202	Resident		No	I live on Delaware Road	What happens to Rt. 24 Westbound traffic exiting onto Columbia Tpk? If you want to make a left to Park Ave, how does that work? My neighborhood currently exits Delaware rd onto park Ave by making a left to head towards the columbia/park ave light. If the ramp is placed in it's proposed location, there will be teafficlight 50 ft from the Delaware rd intersection. When the light is green on park Ave it will be difficult to make a left due to regular park Ave traffic, and when it is green the other way the traffic from 24 will be exiting and make it again impossible to make a left. How are all 30 of us neighbors supposed to exit our development safely and in a reasonable timeframe?	
12214596366	396989682	2020-11-30 18:47:22	2020-11-30 18:52:14	Scott Altman	10 Delaware Rd, morristown nj	scottytaltman@gmail.com	7322779318	Resident		No	Live in Morris Township, about a mile from the project area		
12213719395	396989682	2020-11-30 13:58:51	2020-11-30 14:00:39	Ken Fuhr		ken@fuhr.us	9737068232	Resident	Yes - please indicate where in the comment field below. Yes - please indicate where in the comment field below.	10 Delaware rd, morristown on park ave	Yes	widen columbia turnpike to park ave north turn as well	
12213558377	396989682	2020-11-30 12:50:12	2020-11-30 13:07:15	Walter Meissner	34 Raynor Rd	wmeissner@optonline.net	9732920347	Resident		No	In general, it is a nice video presentation. Looking at Google Maps, I was wondering if leaving the Columbia/Rt 24 intersection alone (except for the westbound barrier and the two right turn eastbound lanes onto Park Ave South) and instead extending Campus Drive (two separate 1 way lanes) to provide an on/off ramp to Rt 24 East? This might simplify construction and be less confusing to motorists on Rt 24 East.		
12213431180	396989682	2020-11-30 12:22:54	2020-11-30 12:27:49	Charlie Minervino	5 Trent Court, Morristown, NJ 07960	minervino@optimum.net	9735210441	Resident		No	Yes	How will westbound traffic on Columbia Turnpike be separated at the new island. Seems like a safety issue for drivers unfamiliar with the area.	
12213290059	396989682	2020-11-30 11:43:01	2020-11-30 11:46:54	Brian Cronin	18 Lowry Ave	croninbrian29@yahoo.com		Resident		No	Drive on 24 to get to work	Yes	The current merge lane on 24 East should be extended. There's not a lot of time to merge.

Start Date	Contact Information (Optional)By providing contact information, you will be added to the mailing list for Route 24, Columbia Turnpike and Park Avenue Interchange				
	Name	Address	Email Address	Phone Number	Comments Received Via Email:

Wednesday, December 2, 2020 4:05 PM	Nicholas Buteas	9 Delaware Rd. Morristown, NJ 07960	nicholas.buteas@gmail.com	908.285.1343	Mayor Wilson, Mayor Taylor, Mr. Mancuso and Mr. Sytko, CC's being sent to Congresswoman Sherrill, Senators Coday and Bucco, Assemblywoman Jasany and Dunn and Assemblyman McKeon and Bergen, It's my pleasure to make your acquaintance and please accept my apologies in advance for including so many elected representatives, but I have the unique privilege of paying both Florham Park and Morris Township taxes given the borders go through my property. My name is Nick Buteas and my wife and I reside at 9 Delaware Road in Morris Township with our two young children. The reason for my note is because our neighborhood has recently become aware of the 'Route 24, Columbia Turnpike and Park Avenue Interchange Improvements' project and we have a few concerns and would like to offer a few practical solutions that we'd humbly ask our local representatives and NJ DOT to consider. https://www.dewberry.com/njdot-rt24-columbiatpk-parkave-interchange To preface my comments, as my family and I are coming up on celebrating our 3rd Christmas in this community, I'd like to share what attracted us to planting roots in this neighborhood because suffice to say I'd bet our reasoning is similar to the other 31 homes in our community. 1.Secusion - this is a neighborhood neatly tucked away off of Park Avenue and Punchbowl Road with a world class Morris County Country Club as an adjacent neighbor. From 2001-05 and my 4 years attending Fairleigh Dickinson University Florham Campus and getting to know the neighboring towns, I failed to stumble upon this neighborhood and didn't know it even existed. 2.Accessibility - initially with a professional commute into Manhattan and Summit respectively, having access to Columbia Turnpike via Delaware Road as a feeder into 287 and 80 and 24 and 78 were important to us in addition to having quick access to downtown Florham Park which is consistently rated as a pre-eminent town in NJ. 3.Value & Potential - in purchasing a home for an above average price the potential to invest in creating value with both Interior and Exterior improvements (ie finished basement, in ground pool etc. was important to us for both our immediate needs and long term investment outlook. That said, if the Interchange Improvement project is to proceed as is, it's our opinion that all three of these points would be altered dramatically: •Secusion due to an influx of traffic for an on/off ramp located 10 yards from the entrance of our neighborhood (Delaware Rd.). •Accessibility due to the impacts of not being able to make a left hand turn onto Park Avenue from Delaware Rd. which would require a 1.15 Mile re-routing of neighborhood traffic to leave the neighborhood via Punchbowl Rd. •Value & Potential due to all the points above that will negatively impact home values in addition to the unintended consequences of current homeowners being motivated to move their families due to the proposed interchange. Our practical solutions that we'd ask you to consider are as follows: 1.Shift the proposed on/off ramp further down Park Avenue so that it would feed directly into the Corporate Office parks in Florham Park (ie near the Jets facility, Summit Medical, BASF etc. that have undoubtedly contributed to the current influx of traffic that has motivated these Interchange Improvements. 2.If the project is to proceed as is then allow our neighborhood to close off the end of Delaware Rd. and create a cul de sac. This would benefit your project because it would further reinforce a flow of traffic and it would help our neighborhood salvage some of the Secusion, Value & Potential points we discussed above. In terms of necessary emergency exits for our neighborhood that creating a cul de sac would require, I would propose looking into the 205 Park Ave., Florham Park property as it has a driveway that begins on Park Ave. and stretches through to the beginning of Delaware / Minnisink Rd. This in addition to using the Country Club driveway onto Punchbowl would satisfy the necessary exits. 3.further, regardless if these solutions are adopted, if your Interchange Project proceeds as is, our residents would be forced to leave the neighborhood via the Country Club entrance and making a left onto Punchbowl Rd. This is not a blind turn, but given the influx of net new traffic on a two lane road coming up a hill and coming out of the entrance, it would create the potential for accidents. 4.If neither of these aforementioned solutions are feasible and our neighborhood is forced to have an influx of traffic and reduced home values then perhaps it's permissible to have a left turn out of Delaware Rd. onto Park Avenue being amended into the proposal. If any of the proposals I've detailed require signatures, petitions etc., our neighborhood is capable of coming together to swiftly turn this around and Cced are a handful of neighbors who are by no means cosigning my proposals, but have expressed concerns and made inquiries in their own right, so I thought to keep all involved in my outreach. Given the proposed interchange Project is scheduled for Engineering Development in the Fall of 2021, you certainly have our entire neighborhoods attention and we commit to proactively contributing to successfully solving the congestion and traffic problems that the NJ DOT has detailed. Moving forward, it'd be my privilege to discuss these proposals in detail. I thank you for your time and consideration in this matter. Hello This is a very important project for the community but on the slides the improvements per second at intersections are presented with an analysis of 2020 traffic which we all know is not real since all the corporations / hotels on Columbia turnpike Florham park and Madison area have been closed since mid March. Realogy, BASF, hotels empty, the Jets, etc In order to really assess this improvement numbers should be shown with 2019 traffic volume as well to do a fair comparison Dear Mr. Sytko, Below is a note I sent to our town officials regarding the proposed construction for Route 24 and Park Avenue. I strongly believe having the traffic still be that close to the Park Avenue/Columbia Turnpike intersection will not effectively solve the underlying problem. The DOT should look at putting in a separate exit (I call it Exit 3). The entrance onto Park Avenue should be much closer to the Danforth Avenue intersection with Park Avenue. That way, cars going to the area office developments either in the Campus Drive or Giralda Farms developments to never be near the Columbia Turnpike intersection. I understand that the land on the westbound side of Route 24 is too close to the airport to create a full Interchange for this new exit. But having this separate exit on the eastbound side seems to be a more direct solution to the problem. If the Rockefeller Group does not provide the land for this new exit, I strongly believe that the towns and state should use eminent domain to get the land for this. Thank you in advance for your consideration.
Thursday, December 03, 2020 6:05 PM	Brenda Fenner		lopez.brenda@gmail.com		
Friday, December 04, 2020 11:42 AM	Arthur Cashin	5 Lidgerwood Place, Morris Township, NJ 07960	artinnj@gmail.com		
Friday, December 04, 2020 3:19 PM	Ray Kleban	Florham Park	raykleban@gmail.com		
Saturday, December 5, 2020 11:04 AM	Thomas & Elizabeth Lade	20 Broom Dr Florham Park 07932	telade@optonline.net	973-610-8936	Question - with the new interchange exit to Park, what happens if I am going West on Columbia Tpk. how will I go South on Park to get to Madison. It seems like I will not be able to go South, correct me if I am wrong or misunderstood your video Hello Mr. Sytko, we think this proposed project is an excellent idea. You have identified clearly the serious issues about merging onto Park Avenue from Columbia Turnpike. Besides all the office complexes along Park Ave., South There also has been additional housing developed along Park Ave., South. An intersection improvement would certainly facilitate and improve traffic for those developments. These include the Hovnanian project, The Del Webb at Florham Park senior development, and the independent living housing on Independence Drive at the corner of Danforth Road in Madison. We give our full support. Thank you so much for your continued work. Hello Anthony. The website contains three components: - meeting notice - video - survey https://www.dewberry.com/njdot-rt24-columbiatpkparkave-interchange
Wednesday, December 2, 2020 3:01 AM	Jeff Grayzel		jgrayzel@Morristwp.com	973.326.7360	I would like to request that you add to the website a PDF of the plan proposal as well. It is helpful to have a document that people can enlarge to view any specific details they wish. I hope that this PDF you post shows the most up to date details including: 1. the hotel that has already started construction adjacent to the site of the proposed new ramp. 2. The county approved left turn across two lanes of traffic into the new hotel parking lot. 3. the egress from Prescott Road so that our residents can see how this might affect them. Thank you. Please let me know when it has been posted and then I will share the link with constituents.
Monday, December 14, 2020 1:31 PM	Arthur Cashin	5 Lidgerwood Place Morris Township, NJ 07960	artinnj@gmail.com		Dear Morris County Freeholders, As you may or may not be aware, one of the biggest issues from the redevelopment of the Morris Township property that held the Honeywell campus was the lack of a functional intersection between the county roads CR 510 (Columbia Turnpike) and CR 623 (Park Avenue) to handle the volume of traffic. In particular, the issue of how the eastbound exit 2B from State Route 24 feeds into this intersection with not enough space to handle the current traffic flow let alone the increases from the continued development in Florham Park by Rockefeller and Morris Township by Hovnanian and its partners. Regrettably, it appears Morris County administration has continued to let the local administrations in Florham Park and Morris Township bring more traffic into this area without requiring them to look at the overall impact to the county roads that supply these developments. I have been made aware of a DOT plan to allegedly improve the situation. If you look at the plan in detail, it appears it will only aggravate the current situation. The DOT plan is to put the 2B traffic to an additional traffic light less than 2000 feet away from the current traffic light. It would also force eastbound CR 510 traffic trying to enter Route 24 east to make an additional left hand turn into a new ramp off of CR 623. I personally believe that this idea would only make the situation worse than it currently is. There is a much better solution. I believe the State DOT should close the eastbound 2B ramp from Route 24 and create a new eastbound Exit 3 (Madison/Morristown) further down the road, The exit would come through the Rockefeller development and join with 623 closer to the jughandle that already exists with the Campus Drive development. This will allow traffic that wants to go to the Rockefeller developments, Madison, TDU or the Giralda Farms developments to never be near the intersection. Ideally, this exit could also be considered on the westbound side. But, I believe any ramps there would be too close to the Morristown Airport to be permitted. I strongly urge the County to become an active participant in the solution for this intersection. The County's lack of action so far has continued to make this intersection a problem for the local quality of life and the economic development of these parcels. It was bad enough that the County did not act in our interests to preserve a portion of the Honeywell property by using the Open Space & Farmland Preservation Trust Fund. We can't have you continue to sit by and make the problems even worse. me. sytko, Good afternoon to you sir. Thank you for everything you and the good folks at the NJ DOT do for the residents. In regards to the proposed 'Route 24, Columbia Turnpike and Park Avenue Interchange Improvements' myself and others have submitted feedback directly to the NJ DOT survey. To further detail one of our proposed solutions, after having driven Campus Drive a few times I penned a more detailed note to the Mayor of Florham Park describing how NJ DOT would benefit by moving the proposed on/off ramp down Park Ave. by .6 miles. Please see below and thanks again. Happy Holidays to you and yours, Nick Mayor Taylor, By means of this note I just wanted to pass along a quick update to you. Myself and my neighborhood colleagues have been in touch with Senator Bucco, Assemblywoman Dunn and Mayor Wilson since our outreach last week. All are now engaged and have been supportive of submitting feedback and proposed solutions to the NJ DOT, which we have done. Moving forward, we wanted to open a dialogue with your office directly because we believe a solution to the proposed on/off ramp is in Florham Park. Specifically we'd proposed that the on/off ramp that as planned will deliver traffic onto Park Ave. which is 10 yards from our neighborhood entrance (Delaware Rd.) be moved .6 Miles further down Park Ave. to be connected directly with Campus Drive. This benefits NJ DOT and Corporations in and around Campus Drive because: 1.Solve the NIDOT RT 24 Traffic Challenge - the traffic challenge coming off of RT 24 that NJ DOT aims to address has been created by the influx of jobs created in Campus Drive and the adjacent developments (BASF, Jets, Realogy, etc.) by having a direct artery into Campus Drive the RT 24 off ramp traffic challenge will be solved. 2.Reduce Park Ave. Traffic - by having the on/off ramp located at Campus Drive this will allow a subset of traffic to go directly into their parking lots which would eliminate their need to travel on Park Ave. 3.Financial because of Proximity - the end of Campus Drive is closer to RT 24 than the proposed on/off ramp. Any fiscally prudent proposal should take this into consideration when comparing this with the current proposed on/off ramp that would be built to connect with Park Ave. 4.Financial because Existing Infrastructure is already in place - Campus Drive already has two lane roads leading all the way down to the turn around where NJ Transit Bus Lines connect. What's more is that the Park Ave. intersection already has traffic lights, jug handle and proper signage in place. 5.Traffic Flow - other than creating the on/off ramp that will connect via RT 24 all other left hand and right hand turns remain the same - there is no other disruption to the flow of traffic. 6.Financial because of Space - the end of Campus Drive has an abundance of space for any NJ DOT design. When your time permits we'd look forward to continuing the dialogue as this process plays out over the weeks and months. Thanks for your time and please stay safe. Best, Nick Dear Anthony, I have watched NIDOT's proposed solution for the Columbia Tpk & Park Ave. Intersection many times. I am very disappointed to the solution for this failing intersection. The NIDOT has taken the problem and moved it 528 feet down on Park Ave. and on top of that has added more cars to Park Ave with the closing of the ramp on to Rt 245B. This is not a solution to the traffic problem it just makes the problem worse. As it has been done with other office parks, why can't there be a direct exit off Rt 245B into the office complexes? There are many beautiful homes in this area and as Florham Park continues to allow development without finding a solution to the Park Ave. the traffic in the surrounding area will just get worse. We need to stop kicking this 40 year old problem down the road and come up with the correct solution. I hope you are looking out for all residents of the area, especially the residents who will be directly affect by this proposal. I look forward to hearing from you. Sincerely, Susan McHugh Dear Mr Sytko, I realize I am a day late in providing feedback and hope you will still read my thoughts on the project. Some background, I have lived on Wyndmoor Drive (a road that connects to Columbia) for about 40 years. I feel this give some unique insight into the current problem. I read the report and I am concerned that in the report it is using 2020 traffic data. Because of Covid, the data is very misleading. There is a significant reduction in the vehicles at rush hour on Columbia road. It typically backs up from Park Ave to the Traffic light at Normandy Height every morning. I'd guess the traffic is at least 50% reduced if not more. My thoughts are to increase the access points to 24 East. •Keep the current ramp. •Add a ramp from Rt 24 to Campus Drive in Florham Park. This road is already 2 lanes each way and traffic light controlled. (photo below) •This will allow vehicles traveling to these office buildings and Madison to avoid the current exit reducing safety problems. •Adding the 'barrier' on Columbia would still be done. Doing this should reduce cost as additional traffic signals, expanding the right turn lanes on Columbia, and the new ramp would not be necessary. Over time, it is likely that Punch Bowl Road will need expanding, as it is very narrow now. This will allow for improved traffic flow necessary because of the planned expansion in Morris Township of the 100+ condos by Convent Station, the Restoration Hardware, and vacant buildings to be leased such as the old MetLife and the old Honeywell. It will also allow for the increased population in Madison/Florham Park due to the building at Giralda Farms, the Del Webb Homes, Marriott, etc. My thoughts on the proposed plan: •Adding the 2 turning lanes from Columbia to Park. Traffic will still back up in the morning on Columbia and also on Park Ave as drivers wait to enter the ramp at the new traffic light. •The new traffic light at Park will cause traffic for those needing to travel on Rt 24 West, in the morning and evening. •To avoid this traffic, vehicles will 'cut thought' the neighborhoods on the old Honeywell property and Delaware Road. I appreciate your taking the time to read my thoughts. Good luck with the project! All the best, Don McNeil
Tuesday, December 15, 2020 12:59 PM	Donald McNeil		donald.mcneil@outlook.com	862.323.9019	



Virtual Public Information Center

November 30, 2020 through December 14, 2020
Route 24, Columbia Turnpike and Park Avenue Interchange Improvements
Morris Township, Borough of Florham Park and Hanover Township
Morris County, New Jersey

The New Jersey Department of Transportation (NJDOT), committed to developing transportation improvements that best balance transportation needs, the environment, community concerns and costs, will hold a Virtual Public Information Center (PIC) to provide local residents and businesses with information on the **Route 24, Columbia Turnpike and Park Avenue Interchange Improvements**. You are encouraged to actively participate by providing comments at the end of the presentation by mail or e-mail.

The Presentation

Due to the COVID-19 Public Health Emergency, the Public Information Center will be conducted virtually at the following website:

<https://www.dewberry.com/njdot-rt24-columbiatpk-parkave-interchange>

Please view the presentation at a time that is convenient for you between November 30, 2020 and December 14, 2020. The purpose of the presentation is to provide information about the proposed improvements at the Route 24, Columbia Turnpike and Park Avenue Interchange. After the presentation, you will have an opportunity to submit comments to the NJDOT. Property owners with rental units are advised that tenants are also invited and encouraged to participate.

Background

Traffic exiting Route 24 Eastbound for Columbia Turnpike Westbound is forced to weave across heavy traffic on Columbia Turnpike Westbound to make a left turn onto Park Avenue Southbound. Weaving is causing accidents, delays at the Columbia Turnpike/Park Avenue signalized intersection and back-ups onto Route 24 during the morning peak hours.

The Proposed Project

NJDOT determined that a new ramp will be constructed to connect Route 24 Eastbound to and from Park Avenue at a new signalized T-intersection located south of the Columbia Turnpike/Park Avenue intersection. This new two-way ramp will connect to the existing ramps to and from Route 24

Eastbound and Columbia Turnpike Eastbound. The existing ramps will be modified.

New signing will direct Route 24 Eastbound drivers bound for Park Avenue Southbound to stay on the highway and take the next exit (Columbia Turnpike Eastbound) to access the new ramp to Park Avenue. This will eliminate weaving on Columbia Turnpike Westbound and reduce accidents and delays at the Columbia Turnpike/Park Avenue intersection.

A physical separator such as a curbed island will be constructed on Columbia Turnpike Westbound to prevent exiting traffic from Route 24 Eastbound from weaving across traffic to the left. Drivers will have the option of staying on Columbia Turnpike or turning right onto Park Avenue Northbound.

The existing ramp from Columbia Turnpike Eastbound to Route 24 Eastbound will be closed and signing will direct drivers to use the new ramp connection on Park Avenue. To accommodate the increase in traffic from Columbia Turnpike Eastbound to Park Avenue Southbound, two right turn lanes will be provided at the Columbia Turnpike/Park Avenue intersection.

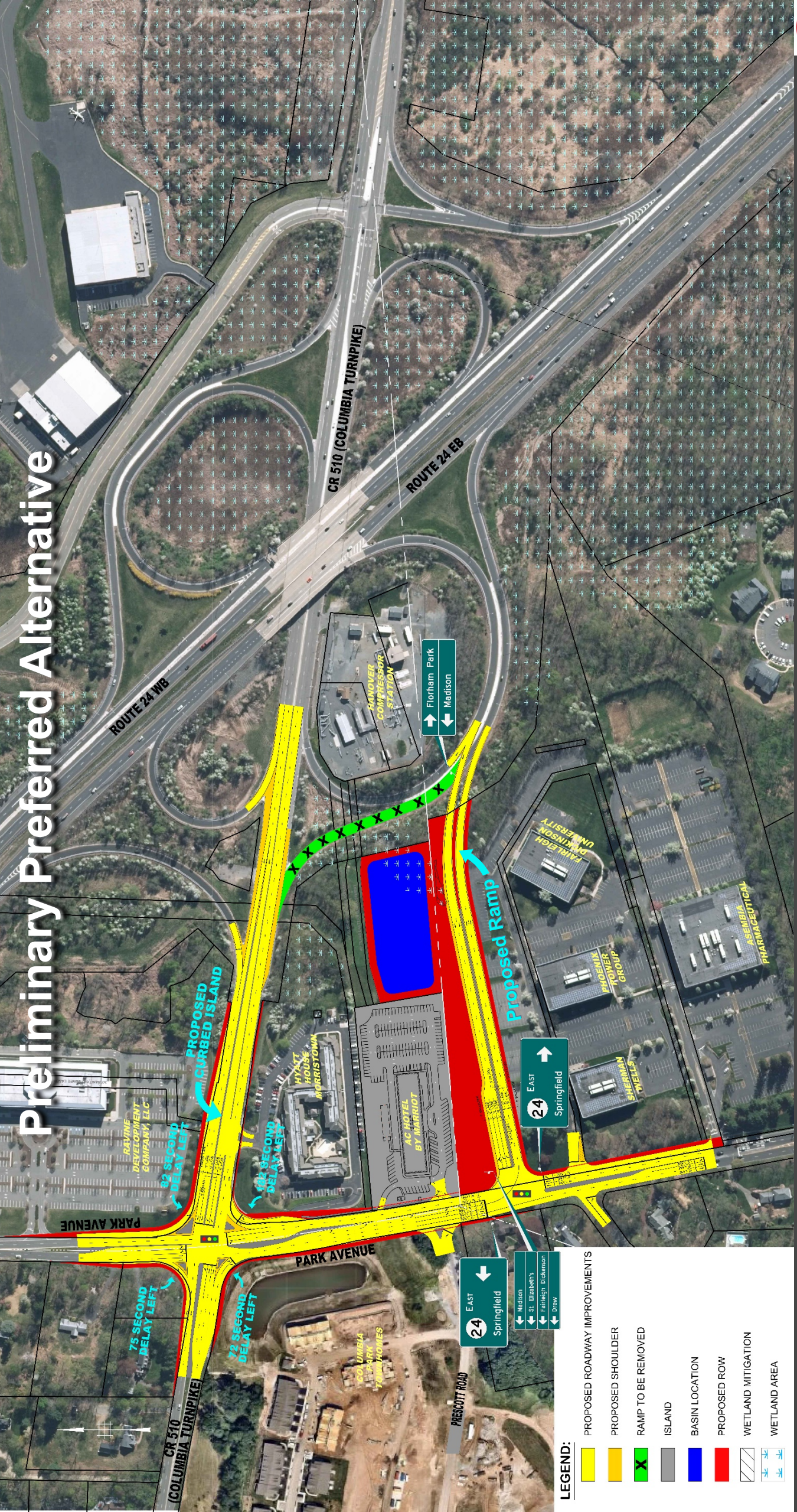
Anticipated Schedule

- Concept Development Phase complete: Winter 2021
- Preliminary Engineering Phase begins: Fall 2021

For further information, please contact:

Anthony Sytko, Regional Coordinator
New Jersey Department of Transportation
Office of Community Relations
PO Box 600, Trenton, NJ 08625-0600
Phone: 609-963-1992
E-mail: Anthony.Sytko@dot.nj.gov

Preliminary Preferred Alternative



LEGEND:

- PROPOSED ROADWAY IMPROVEMENTS
- PROPOSED SHOULDER
- RAMP TO BE REMOVED
- ISLAND
- BASIN LOCATION
- PROPOSED ROW
- WETLAND MITIGATION
- WETLAND AREA



FAQs for the Route 24, Columbia Turnpike and Park Avenue Interchange Improvements Virtual Public Information Center

1. Can improvements be made to the Route 24 Mainline?

The project Purpose and Need is to provide relief from congestion and reduce the number of vehicle crashes at the intersection of Columbia Turnpike and Park Avenue. The scope of this project does not address improvements to weaving or traffic flow on Route 24. Guide signing will be changed to reroute Route 24 motorists to the new proposed ramp. Exit numbers will not change.

2. Why not build a ramp to the business complexes via Campus Drive, NY Jets training facility and locations further south where the cars are heading anyway?

Per the NJDOT Roadway Design Manual the minimum spacing for interchanges should be at least 1 mile between urban crossroads. Campus Drive is 0.3 miles and the Jets training facility is 0.8 miles from the interchange at Columbia Turnpike. If Campus Drive was converted to a ramp, vehicular access would have to be denied to the office complex from the ramp.

3. Can the existing ramp from Columbia Turnpike Eastbound to Route 24 Eastbound remain?

In order to provide relief from congestion and reduce delays at the Columbia Turnpike and Park Avenue intersection, the existing ramp from Columbia Turnpike Eastbound to Route 24 Eastbound will be closed and traffic will be directed to the new proposed ramp via two yield controlled right turn lanes from Columbia Turnpike Eastbound to Park Avenue Southbound. Two left turn lanes will also be provided from Park Avenue Southbound to the new proposed ramp.

4. The design eliminates the turn left from our neighborhood (Delaware and Prescott), onto Park Avenue. Why not build the new ramp at the existing Prescott Road intersection?

In the original Preliminary Preferred Alternative, the proposed ramp between Park Avenue and Route 24 Eastbound was aligned opposite Prescott Road at a new signalized intersection. Because of a local approval for the construction of the Marriot Hotel, the Preliminary Preferred Alternative was revised and the proposed ramp was relocated.

5. How will the new curbed island on Columbia Turnpike Westbound affect traffic?

The curbed island will be provided on Columbia Turnpike Westbound to relieve congestion and reduce the number of vehicle crashes at the intersection with Park Avenue. Motorists on Route 24 Eastbound will be rerouted to the next exit and use the new proposed ramp to reach Park Avenue. To be clear, traffic exiting Route 24 Westbound and traffic coming from Florham Park on Columbia Turnpike Westbound will be able to use the left turn lanes, through lanes or right turn lane at Park Avenue.

6. **When were traffic counts taken? Did COVID affect traffic counts?**

The traffic counts at the intersection of Columbia Turnpike and Park Avenue were taken in October 2019 prior to COVID. These volumes were then projected to 2020 using a growth factor for the area as a matter of standard practice.

7. **How will traffic be improved if a new signalized intersection will be added for the new ramp?**

As indicated in the presentation, the existing traffic delays at the intersection of Columbia Turnpike and Park Avenue can be as high as 8 minutes. The traffic analysis performed for this study show that rerouting the Route 24 Eastbound traffic to the new proposed ramp along with the additional intersection upgrades and timing modifications will reduce these delays by 3 to 6 minutes.



MINUTES OF MEETING

To: All Attendees

Scribe: Anthony Sytko/ John Coffey

Cc:

Date: 9/25/2020

Subj: Route 24/Columbia Turnpike Interchange Local Officials Meeting

Attendees	Organization	Email
Christopher Vitz	Morris County	CVitz@co.morris.nj.us
Debra Dellagiacoma	Morris County	ddellagiacoma@co.morris.nj.us
Jim Slate	Morris Township	j slate@morristwp.com
Timothy Quinn	Morris Township	tquinn@morristwp.com
Michael Sgaramella	Florham Park	msgaramella@fpboro.net
Gerry Maceira	Hanover Township	gmaceira@hanovertownship.com
Stephen Williams	Chatham Township	swilliams@chathamborough.org
Jim Burnet	Madison Township	
Ed D'Arcy	NJDOT	edward.darcy@dot.nj.gov
Alexander Maevsky	NJDOT	Alexander.Maevsky@dot.nj.gov
Anthony Sytko	NJDOT	Anthony.Sytko@dot.nj.gov
John Coffey	Dewberry	jjcoffey@dewberry.com
John Korunow	IH Engineers	jkorunow@ihengineers.com

The following was discussed at the above referenced meeting:

Following brief introductions by Anthony Sytko and a description of the meetings purpose by Ed D'Arcy, John Korunow proceeded to describe the changes that have occurred since the previous Local Officials Meeting in May of 2017. John explained that the Preliminary Preferred Alternative is essentially the same with the exception of a shift to the south on Park Avenue by 350'. The Parcel originally set for the ramp has been sold to a developer to build a hotel. The new location has two added benefits over the original location. First the new signal will now be a greater distance from the signal at Columbia and Park and the ramp will be constructed over a parking lot which reduces the environmental impact by reducing the impervious area required for the project.

John also stated that due to the time that has passed, new crash data and traffic counts were obtained to confirm that the Preliminary Preferred Alternative is still valid.

The meeting was then opened up for questions:

Jim Slate (Morris Twp.) asked what impact the revised Alternative 3 had on the level of service at the intersections. John Korunow (IH Engineering) said the level of service stayed the same and the only real change is the ramp shifting over 350'. There are still 900 vehicles being taken out of the intersection, which will reduce crashes and congestion. Jim asked what the cost change is with this alternative. John said the construction cost is about the same, but there are fewer right-of-way acquisitions and a reduction in impervious surface could reduce the size of the retention basin. Jim asked how the lost parking spots will be made up. John said that will have to be evaluated and discussed with the businesses in Preliminary Engineering.

Mike Sgaramella (Florham Park) asked if the land in the complex would be condemned. Chris Vitz (Morris County) said that it would go through the standard right-of-way process. Ed D'Arcy (NJDOT) explained NJDOT is only handling this Concept Development Phase, and that Morris County will take over for design and construction, and it would only be condemned if an agreement cannot be negotiated. Chris added that the County works with property owners, and condemnation is a last resort.

Mike then asked if this is a surface ramp or an elevated ramp. John said there is a wall along the side, but it is a surface ramp.

Chris asked what the next steps are. Anthony Sytko (NJDOT) said there will be a Public Information Center (PIC) soon, and it will be virtual. Ed added after the PIC is done, the Draft Concept Development Report will be revised, and then the project will be turned over to the County in early 2021.

Jim Slate mentioned he liked portions of the old plan, and preferred that the ramp line up with Prescott Road. He asked if there was any chance things could change. Jim Burnet added that the County could take ownership of Campus Drive and use that to create an interchange that will work for eastbound and westbound. Chris said the County will not take over Campus Drive, as there are impacts to wetlands and the detention basin. In addition, it is too close to the Columbia Turnpike EB ramp to Route 24 EB creating a weave conflict. Jim Slate said he'd like to see the hotel taken into consideration as well. Chris said once it becomes a County project, they can discuss funding and then determinations will be made. John Korunow added that using Campus Drive increases the cost of the project and Ed added that NJDOT prohibits access off a ramp.

Jim Slate then suggested the Triboro Road ramp, and asked if that was a possible option. Chris said that is a separate project, and it will never be built.

Steve Williams (Chatham) asked if the info center will be this year. Anthony said it will be in October or November. Steve then asked what the next steps are, and the timeline. Chris said assuming the Draft CD Report is sent to the County in early 2021, Preliminary Engineering could then begin late 2021 or early 2022 if funding for the project is provided by NJTPA. He said construction is still 7 years away.

The meeting adjourned at 10:45 AM.

If the writer does not receive any comments on the minutes by (October 16, 2020), it will be understood that the content of this memo is acceptable to all attendees.

Wednesday, August 23, 2017 – Rt. 24 EB ramp to CR 510 (Columbia Turnpike) meeting, Municipal Building, Florham Park

Name	Organization	Phone #	Email address
Anthony Sytko	NJDOT – Gov’t & Comm. Relations	609-530-2110	Anthony.sytko@dot.nj.gov
Steve Williams	Chatham – Administrator	973-701-6807	swilliams@chathamborough.org
Michael Sgaramella	Florham Park – Engineer	973-410-5473	msgaramella@fpboro.net
Dave Leo	Hanover – Engineering	973-428-2489	dleo@hanovertownship.com
Joseph Orlando	Florham Park PD	973-410-5440	545@fppd.net
Mark Taylor	Florham Park – Mayor	973-410-5302	mtaylor@fpboro.net
Aliaa Majeed	NJDOT – Project Mgt.		Aliaa.majeed@dot.nj.gov
Ed D’Arcy	NJDOT – Project Mgt.	609-530-3631	Edward.darcy@dot.nj.gov
Jesse Kaar	Morris Twp. FD	973-326-7462	jkaar@morristwp.com
Joe Cortright	Whippany FD	973-703-0285	jcortright@whippanyfire.com
Christopher Vitz	Morris Co. – Engineer	973-285-6758	cvitz@co.morris.nj.us
Danielle Ferland	Morris Co. – Asst. Bridge Engineer	973-829-8622	dferland@co.morris.nj.us
Robert Vogel	Madison – Engineer	973-593-3060	vogelr@rosenet.org
Chief Robert Treiber	Florham Park PD	973-377-2200	532@fppd.net
Bryan Pilipie	Hanover PD	973-428-2512	bpilipie@hanoverpolice.com
Lt. Ed Conrads	Morris Twp. PD	973-326-7454	econrads@mtpd1422.com
Mark Osterhoudt	Morris Twp. PD	973-326-7436	mosterhoudt@mtpd1422.com
John Korunow	IH Engineers	609-734-8400	jkorunow@ihengineers.com
Brian Stankus	IH Engineers	609-734-8400	bstankus@ihengineers.com
Peter Mancuso	Morris Twp. Committee	973-704-1937	mancuso@att.net
Jim Slate	Morris Twp.	973-326-7443	jslate@morristwp.com

After introductions, Ed D’Arcy (NJDOT) explained that although this is a county project, NJDOT has agreed to do the concept development phase, at the county’s request, due to the proximity to a state ramp. The project will be turned over to the county once we finish the CD phase.

John Korunow (IH Engineers) then presented the first alternative. He said that initially they considered ramps off Park Ave. but that didn’t work because if there was a backup, it would bring cars onto the interchange. Instead, vehicles will come off Rt. 24 to a new intersection, and that will take the volume off Columbia & Park. Part of this will remove the ramp from Rt. 24 SB to Columbia. This alternative requires a lot of ROW acquisition, and will cost approximately \$21 million in total.

Brian Stankus (IH Engineers) provided the traffic engineering breakdown. He said that approximately 90% of the traffic during the AM rush hour is making the left from Columbia onto Park – roughly 1,600 vehicles per hour. The backup meters traffic coming off the ramp as well. All that traffic would be diverted to the new signal intersection, and would still leave approximately 600 vehicles/hr making the left. In addition, the traffic in the evening rush hour making the right from Park to Columbia is also massive, and the new signal will alleviate much of that traffic as well.

There was a discussion about the Honeywell facility, and whether that anticipated traffic was factored into the projections, which it was. John noted they also did not want to put the ramp directly over gas transmission lines. Brian concluded that this alternative was not an overall fail, but did include some F movements. Mayor Taylor (Florham Park) said that safety for drivers is the top priority.

John then presented Alternative 2, which includes roundabouts. This eliminates the 2A exit, and all traffic would come onto 2B. There are additional walls needed for the ramps, and more basins will be needed because of the increase impervious surface. This project will total approximately \$15 million.

Brian explained this alternative is one of the two better ones for the Columbia/Park interchange. It still takes traffic off the intersection, but it does create a weaving section on Rt. 24 EB. He noted that most roundabouts work with low volume, but this is higher volume, and that could create an issue with traffic backing up onto the ramp during the AM peak. Representatives from the Florham Park Police Department expressed concerns about those potential backups causing accidents.

There was a discussion about accidents, and where cars would go in the event of a lane closure due to the circle. John explained that the lanes were of sufficient width that, should one lane be closed, cars would still be able to move. In addition, there would be a wide enough shoulder for most vehicles to get around.

John then presented Alternative 3. This is less expensive and requires less ROW acquisition than the first two; it would cost approximately \$12.5 million total. The barrier would prevent movement from the ramp to the left turn lane, and new signage would direct drivers to Morristown. However, the ramp from Columbia onto Rt. 24 EB would be eliminated. Mayor Taylor asked if this would help the projected 2020 traffic numbers; Brian said this creates similar numbers to Alternative 2. Brian also noted this causes a 600 foot weaving section on Rt. 24 EB, which would be an issue. Lt. Ed Conrads (Morris Twp. Police Department) said this would force more drivers further down to take Exit 1A at Whippany Rd.

Joe Cortright (Whippany Fire Department) asked if the exit by the hotel would be acquired, because he was concerned about safety access to the Honeywell property. He suggested creating a fire hydrant on the Florham Park side (northeast corner) of the new intersection, because the only hydrant currently there is across the road, and in the event of a fire there, the department would have to close down all of Park Ave. to bring the hose across the road. John said that would be factored in once Concept Development was finished and they moved into Final Design.

Finally, Alternative 4 was presented. This proposes to move the traffic down to Campus Drive. It addresses the safety issues, but does not eliminate traffic out of the Columbia/Park intersection, and does nothing to remove traffic during the evening peak. In addition, this proposal creates multiple driveways on the ramp, which is not allowed under the guidelines. This would require eliminating the trailways that were just put in. Lastly, it creates an F weaving pattern as well.

There was a discussion about the jurisdictional issues. Representatives from Morris County inquired why county funds were being used to pay for a project that would benefit the state ramps. Ed explained that although there is a political aspect to it, it's a county intersection that happens to be near a state ramp, and thus it's ultimately a county project.

There was a discussion about expanding the scope to look at regional issues on Rt. 24, but Ed said this project was limited in scope – this was just about the Columbia/Park intersection and not all of Rt. 24. Robert Vogel (Madison) said a list of pros and cons was needed, and in his opinion the best recommendation is Alternative 1. John said that project costs the most and doesn't create much improvement. Ed recommends Alternative 3, since it improves the safety and is the cheapest, which makes it the most efficient.

Bryan Pilipie (Hanover Police Department) inquired about traffic coming from Morristown that wants to go onto Rt. 24 EB with Alternative 3. Brian answered that they would move through the Columbia/Park intersection and make the left at the new signal. Jesse Kaar (Morris Township Fire Department) responded that would move backups to the new intersection instead. John said it would alleviate most of the issues – there would still be F movements, but there would be fewer of them.

Ed said that he hoped to advance and finalize concept development by the end of the year and present to Morris County in early 2018 to choose the PPA.

Bryan asked if the new signal would impact the timing of signals further down Park Ave. Ed said they would have to coordinate the timing, since ordinarily signals are not placed that closely together. Brian added that there would not be a lot of movement eastbound at the new signal, but it would be sufficient to warrant its own phase.

Steve Williams (Chatham) asked if there was a discussion or examination of looking at Rt. 24 near Rt. 287. Drivers get off early and create problems in that area. Ed mentioned there could be a problem statement submitted about that area. Steve then asked about other issues on Rt. 24 in Chatham. Ed responded that ITS was looking to optimize the signals and signage on Rt. 124, including at its intersection with Rt. 24, but that the purpose of this meeting was to discuss Columbia/Park.

Ed Conrads inquired if there could be a generator switch installed at Columbia/Park to allow the police department to hook up a generator in the event of a power outage, which would save time and money in police manpower at the intersection. Ed D'Arcy responded that it would be passed along to Traffic Engineering, since it's a NJDOT light. Anthony Sytko (NJDOT) added that he would get Lt. Conrads a contact person to investigate that.

MEETING ADJOURNED

John Korunow

To: John Korunow
Subject: FW: Route 24 and Columbia Turnpike Interchange and Intersection Alternatives.
Attachments: 510-623 count summary.xls

From: Brian M. Stankus [mailto:bstankus@ihengineers.com]
Sent: Tuesday, September 12, 2017 6:05 PM
To: 'Vitz, Chris'; 'John Korunow'; 'Edward D'Arcy'
Cc: 'Dellagiacoma, Debra'; 'Majeed, Aliaa'
Subject: RE: Route 24 and Columbia Turnpike Interchange and Intersection Alternatives.

Chris –

Attached is a copy of the peak hour intersection counts IH conducted in April 2016 at Columbia Turnpike and Park Avenue.

You noted: *“Under the “Advantages” paragraph bullet “3.” Notes a third receiving lane would be constructed south of Columbia Turnpike on Park Avenue. That is not reflected on the graphic.”* We propose to revise the text to eliminate the reference to the third southbound lane (so it matches the graphic). Since no more than two lanes at a time enter southbound Park Avenue at the signal there is not really a need for a third southbound lane here – the third lane could potentially increase the available storage between the two signals, but the lane drop beyond the proposed new signal could add to delays especially during the weekday morning peak hour.

I will send the sketches showing the redistributed Year 2022 peak hour volumes for Alternatives 1 and 3 in a separate email. At this point these diagrams are the rough working pencil sketches but they will show you what we analyzed.

Thanks and please contact me with any further questions.

Brian M. Stankus, P.E., PTOE
Project Manager



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"First choice of our clients for over 15 years."

From: Vitz, Chris
Sent: Tuesday, September 05, 2017 3:27 PM
To: 'John Korunow' <jkorunow@ihengineers.com>; 'Brian M. Stankus' <bstankus@ihengineers.com>; 'Edward D'Arcy' <edward.darcy@dot.state.nj.us>

Cc: Dellagiacoma, Debra <ddellagiacoma@co.morris.nj.us>; 'Majeed, Aliaa' <Aliaa.Majeed@dot.nj.gov>

Subject: RE: Route 24 and Columbia Turnpike Interchange and Intersection Alternatives.

John,

Thank you. I have to present the alternatives at the Freeholder work session on Sept 13th. So if the additional answers from Brian are sent before Friday, that would be great.

*Christopher J. Vitz, P.E.
Director of Public Works & County Engineer
County of Morris Department of Public Works
PO Box 900
Morristown, NJ 07963-0900
973-285-6758*

From: John Korunow [<mailto:jkorunow@ihengineers.com>]

Sent: Tuesday, September 05, 2017 11:08 AM

To: Vitz, Chris <CVitz@co.morris.nj.us>; 'Brian M. Stankus' <bstankus@ihengineers.com>; 'Edward D'Arcy' <edward.darcy@dot.state.nj.us>

Cc: Dellagiacoma, Debra <ddellagiacoma@co.morris.nj.us>; 'Majeed, Aliaa' <Aliaa.Majeed@dot.nj.gov>

Subject: RE: Route 24 and Columbia Turnpike Interchange and Intersection Alternatives.

See Below

From: Vitz, Chris [<mailto:CVitz@co.morris.nj.us>]

Sent: Friday, September 01, 2017 4:12 PM

To: 'jkorunow@ihengineers.com'; 'Brian M. Stankus'; Edward D'Arcy

Cc: Dellagiacoma, Debra

Subject: Route 24 and Columbia Turnpike Interchange and Intersection Alternatives.

John, Brian, Ed,

I want to thank you again for the presentation and work performed on the Route 24 / Columbia Turnpike / Park Avenue interchange and intersection.

I have had some time to digest the materials provided and have a few questions;

- 1) Was any research done on a direct connection from Route 24 EB to Park Avenue Southbound? I know this has been suggested before at the county level, but I am not sure if your group, or NJDOT Value Engineering looked into that alternative. Some type of answer on that would allow me to address that specific issue with the Freeholder Board. Thank you. – NJDOT Value Solutions looked at this alternative (see attached). This alternative dumps the relocated traffic right back into the intersection at Columbia Turnpike. This will require changing the signal timing to give more to Park Avenue. This alternative may help with the weave on Columbia Turnpike but it does nothing for the delays at the intersection. They are still a very bad “F”.
- 2) Alternative 1
 - a. There is no justification given as to why the WB Columbia Turnpike to EB Route 24 Ramp is being realigned and reconstructed. We are not touching this particular ramp. It is remaining as is. However the first paragraph suggests that half the remaining Columbia WB left turns would use this alternative to get to the flyover ramp. Why not just allow those WB vehicles to continue to make the left at Park Avenue? The WB vehicles are allowed to go either way. We are suggesting that when they discover that there is another way that reduces their delay that they may take the flyover ramp as an alternate.

How was the percentage of vehicles proposed to use that approach determined? **There was no formula for the 50%. It is an assumption based on engineering judgement. It could be more or it could be less. There is no way to know until the construction is complete and the realignment is in use.**

I need to defer to Brian Stankus on the rest of these questions. He is out of the office today, back tomorrow. I will also discuss the "bullet 3" issue with him.

- b. Under the "Advantages" paragraph bullet "3." Notes a third receiving lane would be constructed south of Columbia Turnpike on Park Avenue. That is not reflected on the graphic.

3) Alternative 3

- a. Under the "Advantages" paragraph bullet "3." Notes a third receiving lane would be constructed south of Columbia Turnpike on Park Avenue. That is not reflected on the graphic.
- 4) If possible, can the traffic counts be provided for the intersection of Columbia Turnpike and Park Avenue? As well as any other traffic counts taken in the area? It would be helpful for us to have those for any future development applications.
 - 5) If possible, could you provide the proposed traffic volumes on simplified versions of the maps for Alternatives 1 and 3?

I would like to have these answers and documents to better inform the County Freeholder Board. I have been asked to present your findings at an upcoming Freeholder Board Work Session. I have copied in Debra Dellagiacoma, our Morris County Traffic Engineer on this message.

Thank you.

Sincerely,

*Christopher J. Vitz, P.E.
Director of Public Works & County Engineer
County of Morris Department of Public Works
PO Box 900
Morristown, NJ 07963-0900
973-285-6758*