



State of New Jersey

DEPARTMENT OF TRANSPORTATION
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CHRIS CHRISTIE
Governor

JAMIE FOX
Commissioner

KIM GUADAGNO
Lt. Governor

June 10, 2015

IN THE MATTER OF REVIEW OF THE ) MEMORANDUM OF RECORD
RAILROAD TRAFFIC CONTROL DEVICES, ) Diagnostic Team Meeting
SURFACES FEATURES, AND ROADWAYS )
APPROACHES AT THE HIGHWAY-RAIL ) DIVISION AVENUE
AT-GRADE CROSSING OF NEW JERSEY ) (C.R. 605)
TRANSIT'S GLADSTONE BRANCH WITH ) Docket No. DOT 40-2015 CM
DIVISION AVENUE, (USDOT# 267099C), )
IN THE TOWNSHIP OF LONG HILL, )
MORRIS COUNTY. )

The Commissioner of the New Jersey Department of Transportation initiated a review of the subject grade crossing on his own motion in order to determine if revisions to the railroad warning devices, crossing surface, and roadway traffic control devices would better serve the public.

After notice, the Diagnostic Team listed below was assembled on Thursday, May 28th, 2015 at the Division Avenue highway-rail at-grade crossing located in the Township of Long Hill, Morris County.

NEW JERSEY DEPARTMENT OF TRANSPORTATION

Botamina Gemian Diagnostic Team Leader Railroad Engineering & Safety
Todd Hirt Supervising Engineer Railroad Engineering & Safety

NEW JERSEY TRANSIT

Joe Hadad Assistant Planner - Right of Way NJ TRANSIT
Eli Charchar Chief Engineer - Right of Way NJ TRANSIT
Tom Sotramko Safety Supervisor NJ TRANSIT
Jeff Ebeling Sr. Director NJ TRANSIT

**MORRIS COUNTY**

Joseph Russo	Assistant Engineer	Morris County
Jen Molter	Senior Engineer	Morris County

**LONG HILL TOWNSHIP**

Tom Scala	Police Officer	Long Hill Police Dept.
Ahmed Naga	Lieutenant	Long Hill Police Dept.

The Diagnostic Team, consisting of those in attendance, reviewed conditions at the highway-rail at-grade crossing of New Jersey Transit's Gladstone Branch with Division Avenue. The review consisted of examining the existing crossing surface, at-grade crossing warning devices, vehicle usage, roadway traffic control devices, and railway operations.

For purpose of this report, Division Avenue generally runs in a north/south direction. The track generally runs in an east/west direction.

Diagnostic Team Findings:

1. The track is owned, maintained and operated by New Jersey Transit.
2. Division Avenue is crossed at-grade by one track of New Jersey Transit's Gladstone Branch.
3. The area in proximity to the crossing is residential/commercial.
4. Division Avenue is located approximately three hundred-fifty (350') feet away in the east direction from Main Street.
5. New Jersey Transit's Millington Train Station is located adjacent to the westerly line of Division Street, north of the track.
6. Division Avenue is a one lane roadway in each direction, thirty (30') feet wide without a shoulder. Division Avenue is under the jurisdiction of the County of Morris with a posted speed limit of 35 MPH. Division Avenue is also known as (County Route 605).
7. The train traffic at the crossing consists of forty-five (45) passenger train movements per day, 7 days a week. Each train could have up to four (4) rail cars. The maximum speed for the train is 60 MPH.

8. Currently the crossing is controlled by railroad warning devices consisting of a single faced railroad Crossbucks, back-to-back (12") Led flashing lights and a roadway gate to the right of each approach to the at-grade crossing. There are no pedestrian gates. The crossing also has one pedestrian bell. The crossing surface is rubber and considered to be in a poor condition.
9. Division Avenue intersects the track at an acute angle.
10. River Road is situated in the southwest quadrant of the at-grade crossing, where is New Jersey Transit's Millington Train Station's Long Term Parking Lot. River Road is located approximately fifty (50') feet south of the at-grade crossing. River Road "T" intersects and is stop controlled onto Division Avenue. River Road is under the jurisdiction of Long Hill Township.
11. Long Hill Road running parallel to Division Avenue, intersects and stop controlled onto Davison Avenue approximately two hundred (200') feet north of the at-grade crossing.
12. Commerce Street "T" intersects with Division Avenue, located in the northeast quadrant of the at-grade crossing. Commerce Street situated in the middle (in between) of the Commercial Building (Mechanic Shop) and the Commercial Building's parking area in the northeast quadrant, south of the Commercial Building and north of the Parking Area.
13. In the northeast quadrant there is an unused New Jersey Transit's station Platform.
14. A bituminous surface of Grass extends from Division Avenue to Main Street within the railroad right-of-way adjacent to the westerly Line of Division Avenue in the Southwest quadrant. New Jersey Transit is investigating the area for a possible connection from the southeast on Main Street at-grade crossing to the southwest on Division Avenue.
15. To the right of each approach to the at-grade crossing there is a line of utility poles. There is normal street lighting near the crossing.
16. A sidewalk is located along the westerly line of Division Avenue in proximity to the at-grade crossing. This is considered to be the shortest route from the station for the prudent pedestrian to utilize safely across to access New Jersey Transit's Train Station Parking Lot.
17. The team observed heavy volume of truck traffic, school vehicles and passenger vehicles crossing the track. No ADT was provided. The number of pedestrians that use the crossing was unknown, but there are pedestrian movements across the track.

18. Sight distance between a vehicle and the railroad warning devices on approach to the crossing on the southbound approach is limited by short distance from the turn onto Division Avenue and vegetation. The northbound approach is clear.
19. Sight distance between a train on approach and a vehicle and pedestrian to the crossing on the southbound approach is limited by the Train Station to the right, a commercial building to the left, vegetation and horizontal angle of the track. And in the northbound approach is clear.
20. Sight distance between a vehicle stopped at the crossing and a train on approach to the crossing in the southbound approach is limited by vegetation. The approach northbound is clear.
21. The Railroad Pavement Markings and Railroad Stop bars are in place on Division Avenue.
22. The Railroad Advance Warning Sign is missing on the southbound approach of the at-grade crossing, however it is present on the northbound approach.
23. The prudent motorist may be better served with revisions to the railroad warning devices, highway traffic control devices and railroad circuitry at the subject crossing.
24. Roadway surface projects require a total roadway closure. Closure could be up to 5 days.

**Discussion:**

Several discussions took place with regards to formulating the most effective means to safely transport pedestrians across the track at-grade on Division Avenue from the northwest to the southwest quadrant through the sidewalk along the westerly line of Division Avenue and to prevent pedestrians from fouling the track after the crossing the at-grade crossing. The Team desired to:

1. Design a pedestrian walkway in the southwest quadrant, for pedestrian to walk from the at-grade crossing to New Jersey Transit's Station Parking Area safely. New Jersey Transit is investigating the area for a possible connection from the southeast quadrant on Main Street to the southwest quadrant on Division Avenue.
2. Install a fence along the westerly line of the railroad right-of-way, after the recommendation of the closure of Main Street.

The Team always reserves the right to reconvene if the propose recommendations are not adequate.

**Recommendations of the Diagnostic Team are:**

A. New Jersey Transit should :

1. Install post mounted back-to-back retro-reflective railroad Crossbuck crossing signs located in the northwest and southeast quadrants of the at-grade crossing.
2. Maintain the post mounted back-to-back twelve (12) inch light emitting diode (LED) automatic railroad flashing light signals located in the northwest and southeast quadrants of the at-grade crossing.
3. Install a pedestrian bell located on the mast in the northwest quadrant and retain the bell in the southeast quadrant of the at-grade crossing.
4. Maintain automatic roadway gates located in the northwest and southeast quadrant of the grade crossing. Extend the pedestrian gate in the southeast quadrant.
5. Install a pedestrian gate in the southwest quadrant of the at-grade crossing to accommodate the sidewalk configuration.
6. Construct a new crossing surface. The crossing surface shall extend a minimum of five feet (5') beyond the outer edge of the existing sidewalk along the westerly line of Division Avenue. The design of the crossing should conform to railroad standards, and provide as uniform as practical vertical profile through the crossing area to minimize any discontinuity between the crossing surface and the roadway approach pavements toward the crossing confines and track structure.
7. Install a fence along the westerly line of the railroad right-of-way starts from Main Street at-grade crossing, 18" from the center of the railroad track and ties to the Pedestrian Gate located in the southwest quadrant of Division Avenue at-grade crossing. The length of the fence will be determined by the railroad to discourage pedestrians to crossing the track illegally. **(This item will not reimbursable by the State of New Jersey's Department of Transportation)**
8. Install "NO TRESPASSING" signs along the fence in the westerly line of the railroad right-of-way.

9. Install “DO NOT STOP ON TRACK” signs located on the mast in the northeast and southwest quadrants of the grade crossing.
10. Notify NJDOT Bureau of Railroad Engineering Services when work will begin and has been completed so that inspections may be conducted and final approval issued.
11. Install a nameplate or tag identifying railroad’s name, street crossing name, USDOT# and emergency telephone# on the masts within the visual confines of the motorists.

B. New Jersey Department of Transportation (Through the detour contractor ) should:

1. Install the railroad advance pavement markings and stop bars on each approach of Division Avenue to the at-grade crossing in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, when the surface is replaced.
2. Install railroad advance warning sign (W10-1) on the southbound approach of Division Avenue to the at-grade crossing in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, when the surface is replaced.

C. County of Morris should:

1. Maintain the railroad pavement markings and stop bars on each approach to the grade crossing on Division Avenue in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
2. Maintain the railroad advance warning signs (W10-1) on Division Avenue in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

D. Inclusive:

1. Appropriate traffic controls should be established before work begins for trains and vehicles affected by this work at the crossing.

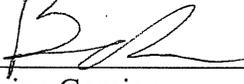
2. All devices controlling roadway vehicles shall be installed in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
3. Upon approval of the appropriate documents and associated funding, the State of New Jersey shall reimburse New Jersey Transit for all costs incurred to implement Railroad's recommendations.
4. All work associated with this matter shall be subject to final acceptance by the NJDOT Railroad Engineering Services Unit.
5. The work herein should be completed within two (2) years upon issuance of an ORDER signed by the Commissioner. This completion date will be included in the pending ORDER that will be issued by NJDOT.

This Memorandum of Record will be distributed to those invited in the Initiation of Proceedings and the attendees. The public will be noticed in local newspapers or publications. Unless a meritorious objection to the recommendations is advanced by any of the interested parties or by members of the general public, the matter will be submitted to the Commissioner of the New Jersey Department of Transportation for his final determination. Anyone NOT in accord with these provisions MUST reply in writing within (30) days from the receipt of this Memorandum of Record. **Failure to respond will be taken as acceptance.**

Objections received will be submitted to the Department's Exception Review Committee to determine further action.

Questions and/or objections concerning this matter should be directed to:

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New Jersey Department of Transportation  
P.O. Box 600  
Trenton, New Jersey 08625  
Telephone: (609) 530-2120

  
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Botamina Gemian  
Diagnostic Team Leader