



Township of Montclair 219 N. Fullerton Avenue Montclair, NJ 07042 tel: 973-509-4926 fax: 973-783-8826

Joseph M. Hartnett  
Township Manager  
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TO: Associate Administrator for Safety, Federal Railroad Administration; Randall Dickinson, F. R. A.; Geoff Hubbs, N. J. T.; Todd Hirt, N.J. Department of Transportation; Kimberli Craft, Township of Montclair; Linda Wanat, Township of Montclair; Dr. Frank Alvarez, Superintendent of Schools David Sabagh, Township of Montclair; Kevin Allen, Township of Montclair; Sanjeev Varghese, County of Essex; Board of Chosen Freeholders, County of Essex; Joseph DiVincenzo, County of Essex; Christopher Durkin, County of Essex; Glenn Sullivan, N. J. Transit; Steven Klejst, N.J. Transit; H.L. Stanback, Norfolk Southern Railroad

FROM: Joseph Hartnett, Township of Montclair

DATE: June 8, 2009

SUBJECT: Notice of Detailed Plan: Montclair, NJ Quiet Zone

In accordance with the Amended Detailed Plan for Montclair, NJ Quiet Zone, enclosed are the Memoranda of Record for each of the crossings included in the proposed plan. The official Notice of Detailed Plan and Memoranda of Record shall be published on June 10, 2009 and June 17, 2009 in conformance with the requirements of N. J. Department of Transportation (NJDOT), who shall render a decision regarding the Township of Montclair, NJ Quiet Zone application, per Federal Railroad Administration (FRA), 49 CFR Parts 222 and 229, "Use of Locomotive Horns at Highway-Rail Grade Crossings; Final Rule" (August 17, 2006).

In accordance with §222.41(c) "Pre-Rule Quiet Zones and Pre-Rule Partial Quiet Zones that will not be established by automatic approval", the Township of Montclair, New Jersey (the Public Authority) has submitted a Detailed Plan to describe the planned installation of supplemental safety measures to establish the Pre-Rule Quiet Zone by June 24, 2010.

The following highway-rail at-grade crossings will be included in the quiet zone:

<b>USDOT</b>		
<b>Crossing</b>		<b>Roadway</b>
<b>Inventory No.</b>	<b>At-Grade Road Name</b>	<b>Jurisdiction</b>
266890Y	Normal Avenue	Essex County
266889E	Mount Hebron Road	Montclair Township
266882G	Laurel Place	Montclair Township
266886J	Jerome Place	Montclair Township
266883N	Lorraine Avenue	Montclair Township
266880T	Bellevue Avenue	Montclair Township
263232R	North Fullerton Avenue	Montclair Township
263229H	Walnut Street	Montclair Township
263228B	Grove Street	Essex County

*Montclair is an affirmative action/equal opportunity employer.*

263227U	Claremont Avenue	Montclair Township
263242W	Pine Street	Montclair Township
916234L	Glenridge Avenue	Montclair Township

Proposed quiet zone restrictions will be in effect 24 hours. Based on the FRA's on-line quiet zone calculator, it has been determined that by installing supplemental safety measures at five crossings, the Pre-Rule Quiet Zone meets the quiet zone risk index standard to establish the 24 hour quiet zone. Additional modifications are proposed for one crossing, but not included in the FRA quiet zone calculator. No modifications are proposed for the other six crossings. All costs for implementation of the proposed Quiet Zone shall be paid by the Township of Montclair. The plan, designated "Plan 9A (Amended)" is described as follows:

Docket No.	At-Grade Road Name	Recommended Action(s)	Est. Cost
W05-2007P	Normal Avenue	Install 100 ft. median on west side and 60-90 ft. median on east side with changes to train station parking lot access	\$205,000
W05-2008P	Mount Hebron Road	Install 100 ft. median on both sides	40,000
W06-2008P	Laurel Place	One way (westbound)	90,000
W07-2008P	Jerome Place	No alterations	0
W08-2008P	Lorraine Avenue	No alterations	0
W02-2007P	Bellevue Avenue	4-quadrant gates	316,000
W09-2008P	North Fullerton Avenue	No alterations	0
W06-2007P	Walnut Street	No alterations	0
W03-2007P	Grove Street	4-quadrant gates	316,000
W03-2007P	Claremont Avenue	No alterations	0
WI0-2008P	Pine Street	No alterations	0
W04-2007P	Glenridge Avenue	Install medians on both sides: 85 ft. on east side, 40 ft. on west side	65,000

A copy of the detailed plan may be reviewed at the following locations:

Township Manager	Township Clerk	Montclair Public Library
Township of Montclair	Township of Montclair	50 S. Fullerton Avenue
205 Claremont Avenue	205 Claremont Avenue	Montclair, NJ 07042
Montclair, NJ 07042	Montclair, NJ 07042	973-744-0500
973-509-4926	973-509-4926	

Written comments on the detailed plan will be accepted until July 10, 2009. Comments must be addressed to:

Joseph M. Hartnett  
 Township Manager  
 Township of Montclair  
 205 Claremont Avenue  
 Montclair, NJ 07042

# **Quiet Zone Detailed Plan: Memoranda of Record**

*Township of Montclair, New Jersey*



*Submitted for publication:*

*June 9, 2009*

**TOWNSHIP OF MONTCLAIR, NJ QUIET ZONE**

**MEMORANDA OF RECORD**

<b>Docket No.</b>	<b>USDOT Crossing Inventory No.</b>	<b>At-Grade Road Name</b>	<b>Roadway Jurisdiction</b>
W05-2007P	266890Y	Normal Avenue	Essex County
W05-2008P	266889E	Mount Hebron Road	Montclair Township
W06-2008P	266882G	Laurel Place	Montclair Township
W07-2008P	266886J	Jerome Place	Montclair Township
W08-2008P	266883N	Lorraine Avenue	Montclair Township
W-02-2007P	266880T	Bellevue Avenue	Montclair Township
W09-2008P	263232R	North Fullerton Avenue	Montclair Township
W06-2007P	263229H	Walnut Street	Montclair Township
W03-2007P	263228B	Grove Street	Essex County
W03-2007P	263227U	Claremont Avenue	Montclair Township
W10-2008P	263242W	Pine Street	Montclair Township
W04-2007P	916234L	Glenridge Avenue	Montclair Township



Township of Montclair  
 205 Claremont Avenue  
 Montclair, NJ 07042

IN THE MATTER OF REVIEW OF THE )  
 TRAFFIC CONTROL DEVICES, SURFACE )  
 FEATURES, AND ROADWAY )  
 APPROACHES AT THE HIGHWAY-RAIL )  
 AT-GRADE CROSSING OF NEW JERSEY )  
 TRANSIT'S BOONTON LINE WITH )  
 NORMAL AVE, TOWNSHIP OF )  
 MONTCLAIR, COUNTY OF ESSEX, )  
 USDOT # 266890Y )

**MEMORANDUM OF RECORD**

**DIAGNOSTIC TEAM MEETING**

**Docket No.**

**DOT W05-2007P Normal Avenue  
 Montclair, NJ**

**QUIET ZONE**

The Commissioner of the New Jersey Department of Transportation initiated a review of the captioned matter on his own motion in order to assess the plans put forth by the Township of Montclair to designate a Quiet Zone for the following grade crossings:

Normal Avenue	USDOT Inv. No. 266890Y
Mount Hebron Rd	USDOT Inv. No. 266889E
Laurel Place	USDOT Inv. No. 266886J
Jerome Place	USDOT Inv. No. 266882G
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Bellevue Ave	USDOT Inv. No. 266880T
North Fullerton Ave	USDOT Inv. No. 263232R
Walnut Street	USDOT Inv. No. 263229H
Grove Street	USDOT Inv. No. 263228B
Claremont Ave	USDOT Inv. No. 263227U
Pine Street	USDOT Inv. No. 263242W
Glenridge Ave	USDOT Inv. No. 916234L

After notice, a Diagnostic Team Meeting was held on Wednesday, May, 14, 2008; beginning at the Normal Avenue highway-rail at-grade crossing of the Boonton Line in the Township of Montclair, Essex County. The purpose of the meeting was to review the railroad warning devices, surface conditions and roadway traffic control devices at each of the crossings listed in connection with the captioned matter. The Diagnostic Team Meeting was attended by the following:

**NEW JERSEY DEPARTMENT OF TRANSPORTATION**

Todd R. Hirt                                      Diagnostic Team Leader                                      Railroad Engineering & Safety  
 Charlie Filipowicz

**FEDERAL RAILROAD ADMINISTRATION, USDOT**

Randy Dickenson                                      Project Manager                                      Highway Crossing Safety

April 8, 2009

NEW JERSEY TRANSIT

Geoff Hubbs	Chief Engineer	Signal
Jeff Kovacs	Director Safety Compliance/Training	Rail Operations
John Kwatkoski	Director – Signal Maintenance	Rail Infrastructure Engineering
Thomas Lang	Director, Rail Infrastructure Constr.	Rail Infrastructure Engineering

TOWNSHIP OF MONTCLAIR

Donald Gonzalez	Deputy Fire Chief
Kimberli Craft	Township Engineer
Joe Borak	Public Transportation Advisory Committee
Donald Zief	Public Transportation Advisory Committee
Rick Lane	SRF Consulting Group Inc.
Andy Mielke	SRF Consulting Group Inc.

The Diagnostic Team, consisting of those in attendance, reviewed conditions at the highway-rail at-grade crossing of New Jersey Transit's Boonton Line at Normal Avenue. The review consisted of examining the existing crossing surface condition, surface width, crossing warning devices and their locations, vehicle and pedestrian usage, adjacent roadway traffic control devices (when present), and potential Supplementary Safety Measures (SSMs) and/or Alternative Safety Measures (ASMs) that could be implemented to allow Montclair Township to establish a 24-hour Quiet Zone.

In this report, the direction of the railroad is east-west and the road crossing direction is north-south.

Diagnostic Team Findings regarding the Normal Avenue crossing:

1. Normal Avenue is a County road at this rail-highway crossing and is under the jurisdiction of the County of Essex.
2. Normal Avenue is currently crossed at-grade by two tracks. The tracks are on the New Jersey Transit Boonton Line. The roadway crossing surface is asphalt.
3. The volume of trains on the existing New Jersey Transit tracks is 74 trains per day at varying speeds of 1 to 60 mph.
4. The crossing has train activated warning devices; consisting of 5 mast-mounted flashing lights, 2 bells and 2-quadrant crossing gates.
5. Normal Avenue is a two-lane, 30 ft. wide roadway with parking permitted on both sides. The posted speed limit is 25 mph. The road is straight on both sides of the tracks, crossing at a 78 degree angle.
6. There are single family residences in both of the southern crossing quadrants. The northwest quadrant is wooded NJ Transit property. Adjacent to that is Carlisle Road, which is a main exit for Montclair State University. In the northeast quadrant is a commuter parking lot with an access driveway approximately 20 ft. from the rail.

7. Vehicular warning devices are present; consisting of crossbucks (R15-1), advanced warnings signs (W10-1), stop bars and "RR X-ing" pavement markings in both directions.

**Recommendations of the Diagnostic Team for Normal Avenue Crossing are:**

1. **Install a non-traversable median on both approaches. West side median of 100'. East side median will be short of 100', but intersecting with a municipal street (Carlisle Road).**
2. **Close the transit parking lot driveway closest to rail.**
3. **Construct improvements to parking lot to maintain circulation/access.**
4. **Install signal circuitry to establish a constant warning time of the railroad warning devices.**
5. **Install power out indicators.**
6. **Review and update railroad advance pavement markings and railroad stop bars in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
7. **Install/maintain railroad advance warning sign (W10-1) in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
8. **Install sign (W10-9) "NO TRAIN HORN" below all the railroad advance warning sign in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on all approaches to the crossing.**
9. **Notify the NJDOT Railroad Engineering and Safety Unit when work will begin and has been completed so that inspections may be conducted and final acceptance/approval(s) issued.**
10. **ALL devices controlling roadway vehicles and pedestrians shall be installed in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.**
11. **Appropriate maintenance of traffic and traffic controls for trains, vehicles and pedestrians affected by this work at the crossing are to be established before work begins.**
12. **Provide the NJDOT Railroad Engineering & Safety Unit with a copy of the final plan for the at-grade crossing work.**
13. **All work associated with this matter SHALL be subject to final acceptance/approval(s) by the NJDOT Railroad Engineering & Safety Unit. During inspections if the Railroad Engineering & Safety Unit observes any condition that would compromise the safety and/or credibility of the railroad warning and traffic control devices pertaining to the rail crossing, those conditions must be addressed before any approval is issued.**



Township of Montclair  
 205 Claremont Avenue  
 Montclair, NJ 07042

IN THE MATTER OF REVIEW OF THE )  
 TRAFFIC CONTROL DEVICES, SURFACE )  
 FEATURES, AND ROADWAY )  
 APPROACHES AT THE HIGHWAY-RAIL )  
 AT-GRADE CROSSING OF NEW JERSEY )  
 TRANSIT'S BOONTON LINE WITH )  
 MOUNT HEBRON RD, TOWNSHIP OF )  
 MONTCLAIR, COUNTY OF ESSEX, )  
 USDOT # 266889E )

**MEMORANDUM OF RECORD**

**DIAGNOSTIC TEAM MEETING**

**Docket No.**

**DOT W05-2008P Mount Hebron Road  
 Montclair, NJ**

**QUIET ZONE**

The Commissioner of the New Jersey Department of Transportation initiated a review of the captioned matter on his own motion in order to assess the plans put forth by the Township of Montclair to designate a Quiet Zone for the following grade crossings:

Normal Avenue	USDOT Inv. No. 266890Y
Mount Hebron Rd	USDOT Inv. No. 266889E
Laurel Place	USDOT Inv. No. 266886J
Jerome Place	USDOT Inv. No. 266882G
Lorraine Ave	USDOT Inv. No. 266883N
Bellevue Ave	USDOT Inv. No. 266880T
North Fullerton Ave	USDOT Inv. No. 263232R
Walnut Street	USDOT Inv. No. 263229H
Grove Street	USDOT Inv. No. 263228B
Claremont Ave	USDOT Inv. No. 263227U
Pine Street	USDOT Inv. No. 263242W
Glenridge Ave	USDOT Inv. No. 916234L

After notice, a Diagnostic Team Meeting was held on Wednesday, May, 14, 2008; beginning at the Normal Avenue highway-rail at-grade crossing of the Boonton Line in the Township of Montclair, Essex County. The purpose of the meeting was to review the railroad warning devices, surface conditions and roadway traffic control devices in connection with the captioned matter. The Diagnostic Team Meeting was attended by the following:

NEW JERSEY DEPARTMENT OF TRANSPORTATION

Todd R. Hirt                                      Diagnostic Team Leader                                      Railroad Engineering & Safety  
 Charlie Filipowicz

FEDERAL RAILROAD ADMINISTRATION, USDOT

Randy Dickenson                                      Project Manager                                      Highway Crossing Safety

NEW JERSEY TRANSIT

Geoff Hubbs	Chief Engineer	Signal
Jeff Kovacs	Director Safety Compliance/Training	Rail Operations
John Kwatkoski	Director – Signal Maintenance	Rail Infrastructure Engineering
Thomas Lang	Director, Rail Infrastructure Constr.	Rail Infrastructure Engineering

TOWNSHIP OF MONTCLAIR

Donald Gonzalez	Deputy Fire Chief
Kimberli Craft	Township Engineer
Joe Borak	Public Transportation Advisory Committee
Donald Zief	Public Transportation Advisory Committee
Rick Lane	SRF Consulting Group Inc.
Andy Mielke	SRF Consulting Group Inc.

The Diagnostic Team, consisting of those in attendance, reviewed conditions at the highway-rail at-grade crossing of New Jersey Transit's Boonton Line at Mount Hebron Road. The review consisted of examining the existing crossing surface condition, surface width, crossing warning devices and their locations, vehicle and pedestrian usage, adjacent roadway traffic control devices (when present), and potential Supplementary Safety Measures (SSMs) and/or Alternative Safety Measures (ASMs) that could be implemented to allow Montclair Township to establish a 24-hour Quiet Zone.

In this report, the direction of the railroad is east-west and the road crossing direction is north-south.

Diagnostic Team Findings regarding the Mount Hebron Road crossing:

1. Mount Hebron Road is a municipal street at this rail-highway crossing and is under the jurisdiction of the Township of Montclair.
2. Mount Hebron Road is currently crossed at-grade by two tracks. The tracks are on the New Jersey Transit Boonton Line. The roadway crossing surface is asphalt.
3. The volume of trains on the existing New Jersey Transit tracks is 74 trains per day at varying speeds of 1 to 60 mph.
4. Mount Hebron Road has train activated warning devices; consisting of 4 mast-mounted flashing lights, 2 bells and 2-quadrant crossing gates.
5. Mount Hebron Road is a two-lane, 35 ft. wide roadway with parking permitted on both sides. The posted speed limit is 25 mph. The road is straight on both sides of the tracks, crossing at a 72 degree angle.
6. There are single family residences in three of the four crossing quadrants. In the northwest quadrant is a municipal street, Carlisle Road, followed by single family residences. Bradford Elementary School is also in this quadrant, approximately 250 ft. from the crossing.

7. Vehicular warning devices are present; consisting of crossbucks (R15-1), advanced warnings signs (W10-1), stop bars and "RR X-ing" pavement markings in both directions.

**Recommendations of the Diagnostic Team for Mount Hebron Road Crossing are:**

1. **Install a non-traversable median, unless roadway is too narrow to accommodate. If the road is too narrow, then delineators should be used.**
2. **On-street parking for school should be addressed when improvements to crossing profile/pavement are designed.**
3. **School bus route along Mount Hebron Road should be considered.**
4. **Extend street curb line past the existing gate foundation to protect gate in northwest quadrant.**
5. **Mill and resurface pavement to improve road profile at crossing.**
6. **Install signal circuitry to establish a constant warning time of the railroad warning devices.**
7. **Install power out indicators.**
8. **Review and update railroad advance pavement markings and railroad stop bars in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
9. **Install/maintain railroad advance warning sign (W10-1) in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
10. **Install sign (W10-9) "NO TRAIN HORN" below all the railroad advance warning sign in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on all approaches to the crossing.**
11. **Notify the NJDOT Railroad Engineering and Safety Unit when work will begin and has been completed so that inspections may be conducted and final acceptance/approval(s) issued.**
12. **ALL devices controlling roadway vehicles and pedestrians shall be installed in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.**
13. **Appropriate maintenance of traffic and traffic controls for trains, vehicles and pedestrians affected by this work at the crossing are to be established before work begins.**
14. **Provide the NJDOT Railroad Engineering & Safety Unit with a copy of the final plan for the at-grade crossing work.**
15. **All work associated with this matter SHALL be subject to final acceptance/approval(s) by the NJDOT Railroad Engineering & Safety Unit. During inspections if the Railroad Engineering & Safety Unit observes any condition that would compromise the safety and/or**

**Page 4**

**Docket No. DOT W05-2008P**

**Mount Hebron Road**

**Montclair, NJ**

**credibility of the railroad warning and traffic control devices pertaining to the rail crossing, those conditions must be addressed before any approval is issued.**

May 20, 2009



Township of Montclair  
205 Claremont Avenue  
Montclair, NJ 07042

IN THE MATTER OF REVIEW OF THE )  
TRAFFIC CONTROL DEVICES, SURFACE )  
FEATURES, AND ROADWAY )  
APPROACHES AT THE HIGHWAY-RAIL )  
AT-GRADE CROSSING OF NEW JERSEY )  
TRANSIT'S BOONTON LINE WITH )  
LAUREL PL, TOWNSHIP OF )  
MONTCLAIR, COUNTY OF ESSEX, )  
USDOT # 266886J )

**MEMORANDUM OF RECORD**

**DIAGNOSTIC TEAM MEETING**

**Docket No.**

**DOT W06-2008P Laurel Place  
Montclair, NJ**

**QUIET ZONE**

The Commissioner of the New Jersey Department of Transportation initiated a review of the captioned matter on his own motion in order to assess the plans put forth by the Township of Montclair to designate a Quiet Zone for the following grade crossings:

Normal Avenue	USDOT Inv. No. 266890Y
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Pine Street	USDOT Inv. No. 263242W
Glenridge Ave	USDOT Inv. No. 916234L

After notice, a Diagnostic Team Meeting was held on Wednesday, May, 14, 2008; beginning at the Normal Avenue highway-rail at-grade crossing of the Boonton Line in the Township of Montclair, Essex County. The purpose of the meeting was to review the railroad warning devices, surface conditions and roadway traffic control devices in connection with the captioned matter. The Diagnostic Team Meeting was attended by the following:

**NEW JERSEY DEPARTMENT OF TRANSPORTATION**

Todd R. Hirt	Diagnostic Team Leader	Railroad Engineering & Safety
Charlie Filipowicz		

**FEDERAL RAILROAD ADMINISTRATION, USDOT**

Randy Dickenson	Project Manager	Highway Crossing Safety
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May 20, 2009

NEW JERSEY TRANSIT

Geoff Hubbs	Chief Engineer	Signal
Jeff Kovacs	Director Safety Compliance/Training	Rail Operations
John Kwatkoski	Director – Signal Maintenance	Rail Infrastructure Engineering
Thomas Lang	Director, Rail Infrastructure Constr.	Rail Infrastructure Engineering

TOWNSHIP OF MONTCLAIR

Donald Gonzalez	Deputy Fire Chief
Kimberli Craft	Township Engineer
Joe Borak	Public Transportation Advisory Committee
Donald Zief	Public Transportation Advisory Committee
Rick Lane	SRF Consulting Group Inc.
Andy Mielke	SRF Consulting Group Inc.

The Diagnostic Team, consisting of those in attendance, reviewed conditions at the highway-rail at-grade crossing of New Jersey Transit's Boonton Line at Laurel Place. The review consisted of examining the existing crossing surface condition, surface width, crossing warning devices and their locations, vehicle and pedestrian usage, adjacent roadway traffic control devices (when present), and potential Supplementary Safety Measures (SSMs) and/or Alternative Safety Measures (ASMs) that could be implemented to allow Montclair Township to establish a 24-hour Quiet Zone.

In this report, the direction of the railroad is east-west and the road crossing direction is north-south.

Diagnostic Team Findings regarding the Laurel Place crossing:

1. Laurel Place is a municipal street at this rail-highway crossing and is under the jurisdiction of the Township of Montclair.
2. Laurel Place is currently crossed at-grade by two tracks. The tracks are on the New Jersey Transit Boonton Line. The roadway crossing surface is asphalt.
3. The volume of trains on the existing New Jersey Transit tracks is 74 trains per day at varying speeds of 1 to 60 mph.
4. Laurel Place has train activated warning devices; consisting of 6 mast-mounted flashing lights, 1 bell and 2-quadrant crossing gates.
5. Laurel Place is a two-lane, 24 ft. wide roadway with parking permitted on both sides. The posted speed limit is 25 mph. The road is straight on both sides of the tracks, crossing at an 88 degree angle. The road approach on the northern side of railroad is one-way southbound (cardinal westbound). On the southern side of the railroad, Laurel Place intersects with Upper Mountain Avenue approximately 60 ft. from the nearest rail. This road section is two-way.

6. Closure is the Diagnostic Team's preferred treatment, but may not be possible because of fire response needs. NJ Transit is agreeable to closing to vehicular traffic and leaving a pedestrian crossing for station accessibility.
7. There is a railroad station building in the southeast quadrant, sandwiched between the rails and Upper Mountain Avenue. In the southwest quadrant is a small wooded area. In the northeast quadrant is a commuter parking lot, served by a one-way public street (Laurel Place Plaza) and the northwest quadrant has single-family residences.
8. Vehicular warning devices are present; consisting of crossbucks (R-15-1), advanced warnings signs (W10-1), stop bars and "RR X-ing" pavement markings in both directions.

**Recommendations of the Diagnostic Team for Laurel Place Crossing are:**

1. **Make the crossing one-way westbound.**
2. **Construct new curb and pedestrian sidewalk and re-stripe roadway to accommodate one-way traffic pattern.**
3. **Parking to be removed on northbound Upper Mountain Avenue on both sides of the intersection with Laurel Place by constructing "bump-outs". This will provide more vehicle storage to address NJDOT's concern about stacking distance for Upper Mountain intersection.**
4. **Township should evaluate emergency vehicle response time for possible closure.**
5. **Install an additional gate in the southeast quadrant to effectuate total closure.**
6. **Install signal circuitry to establish a constant warning time of the railroad warning devices.**
7. **Install power out indicators.**
8. **Review and update railroad advance pavement markings and railroad stop bars in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
9. **Install/maintain "DO NOT ENTER" and "NO TURN" signage for one-way operation.**
10. **Install/maintain railroad advance warning sign (W10-1) in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
11. **Install sign (W10-9) "NO TRAIN HORN" below all the railroad advance warning sign in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on all approaches to the crossing.**
12. **Notify the NJDOT Railroad Engineering and Safety Unit when work will begin and has been completed so that inspections may be conducted and final acceptance/approval(s) issued.**
13. **ALL devices controlling roadway vehicles and pedestrians shall be installed in accordance**

**with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.**

- 14. Appropriate maintenance of traffic and traffic controls for trains, vehicles and pedestrians affected by this work at the crossing are to be established before work begins.**
- 15. Provide the NJDOT Railroad Engineering & Safety Unit with a copy of the final plan for the at-grade crossing work.**
- 16. All work associated with this matter SHALL be subject to final acceptance/approval(s) by the NJDOT Railroad Engineering & Safety Unit. During inspections if the Railroad Engineering & Safety Unit observes any condition that would compromise the safety and/or credibility of the railroad warning and traffic control devices pertaining to the rail crossing, those conditions must be addressed before any approval is issued.**



NEW JERSEY TRANSIT

Geoff Hubbs	Chief Engineer	Signal
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Rick Lane	SRF Consulting Group Inc.
Andy Mielke	SRF Consulting Group Inc.

The Diagnostic Team, consisting of those in attendance, reviewed conditions at the highway-rail at-grade crossing of New Jersey Transit's Boonton Line at Jerome Place. The review consisted of examining the existing crossing surface condition, surface width, crossing warning devices and their locations, vehicle and pedestrian usage, adjacent roadway traffic control devices (when present), and potential Supplementary Safety Measures (SSMs) and/or Alternative Safety Measures (ASMs) that could be implemented to allow Montclair Township to establish a 24-hour Quiet Zone.

In this report, the direction of the railroad is east-west and the road crossing direction is north-south.

Diagnostic Team Findings regarding the Jerome Place crossing:

1. Jerome Place is a municipal street at this rail-highway crossing and is under the jurisdiction of the Township of Montclair.
2. Jerome Place is currently crossed at-grade by two tracks. The tracks are on the New Jersey Transit Boonton Line. The roadway crossing surface is asphalt.
3. The volume of trains on the existing New Jersey Transit tracks is 74 trains per day at varying speeds of 1 to 40 mph.
4. Jerome Place has train activated warning devices; consisting of 4 mast-mounted flashing lights, 1 bells and 2-quadrant crossing gates.
5. Jerome Place is a two-lane, 26 ft. wide roadway with parking permitted on both sides. The posted speed limit is 25 mph. The road is straight on both sides of the tracks, crossing at a 90 degree angle.
6. There are single family residences in three of the four crossing quadrants. In the northeast quadrant is the driveway for a condominium association with eight units.
7. Vehicular warning devices are present; consisting of crossbucks (R15-1), advanced warnings signs (W10-1), stop bars and "RR X-ing" pavement markings in both directions.

**Recommendations of the Diagnostic Team for Jerome Place Crossing are:**

- 1. Medians are not possible because of the driveway for 6 Jerome Association duplexes.**
- 2. Closure is not a preferred option due to emergency services.**
- 3. No SSMs recommended at this time.**
- 4. Install signal circuitry to establish a constant warning time of the railroad warning devices.**
- 5. Install power out indicators.**
- 6. Review and update railroad advance pavement markings and railroad stop bars in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
- 7. Install/maintain railroad advance warning sign (W10-1) in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
- 8. Install sign (W10-9) "NO TRAIN HORN" below all the railroad advance warning sign in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on all approaches to the crossing.**
- 9. Notify the NJDOT Railroad Engineering and Safety Unit when work will begin and has been completed so that inspections may be conducted and final acceptance/approval(s) issued.**
- 10. ALL devices controlling roadway vehicles and pedestrians shall be installed in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.**
- 11. Appropriate maintenance of traffic and traffic controls for trains, vehicles and pedestrians affected by this work at the crossing are to be established before work begins.**
- 12. Provide the NJDOT Railroad Engineering & Safety Unit with a copy of the final plan for the at-grade crossing work.**
- 13. All work associated with this matter SHALL be subject to final acceptance/approval(s) by the NJDOT Railroad Engineering & Safety Unit. During inspections if the Railroad Engineering & Safety Unit observes any condition that would compromise the safety and/or credibility of the railroad warning and traffic control devices pertaining to the rail crossing, those conditions must be addressed before any approval is issued.**



Township of Montclair  
205 Claremont Avenue  
Montclair, NJ 07042

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AT-GRADE CROSSING OF NEW JERSEY )  
TRANSIT'S BOONTON LINE WITH )  
LORRAINE AVE, TOWNSHIP OF )  
MONTCLAIR, COUNTY OF ESSEX, )  
USDOT # 266883N )

**MEMORANDUM OF RECORD**

**DIAGNOSTIC TEAM MEETING**

**Docket No.**

**DOT W08-2008P Lorraine Avenue  
Montclair, NJ**

**QUIET ZONE**

The Commissioner of the New Jersey Department of Transportation initiated a review of the captioned matter on his own motion in order to assess the plans put forth by the Township of Montclair to designate a Quiet Zone for the following grade crossings:

Normal Avenue	USDOT Inv. No. 266890Y
Mount Hebron Rd	USDOT Inv. No. 266889E
Laurel Place	USDOT Inv. No. 266886J
Jerome Place	USDOT Inv. No. 266882G
Lorraine Ave	USDOT Inv. No. 266883N
Bellevue Ave	USDOT Inv. No. 266880T
North Fullerton Ave	USDOT Inv. No. 263232R
Walnut Street	USDOT Inv. No. 263229H
Grove Street	USDOT Inv. No. 263228B
Claremont Ave	USDOT Inv. No. 263227U
Pine Street	USDOT Inv. No. 263242W
Glenridge Ave	USDOT Inv. No. 916234L

After notice, a Diagnostic Team Meeting was held on Wednesday, May, 14, 2008; beginning at the Normal Avenue highway-rail at-grade crossing of the Boonton Line in the Township of Montclair, Essex County. The purpose of the meeting was to review the railroad warning devices, surface conditions and roadway traffic control devices in connection with the captioned matter. The Diagnostic Team Meeting was attended by the following:

**NEW JERSEY DEPARTMENT OF TRANSPORTATION**

Todd R. Hirt	Diagnostic Team Leader	Railroad Engineering & Safety
Charlie Filipowicz		

**FEDERAL RAILROAD ADMINISTRATION, USDOT**

Randy Dickenson	Project Manager	Highway Crossing Safety
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April 8, 2009

NEW JERSEY TRANSIT

Geoff Hubbs	Chief Engineer	Signal
Jeff Kovacs	Director Safety Compliance/Training	Rail Operations
John Kwatkoski	Director – Signal Maintenance	Rail Infrastructure Engineering
Thomas Lang	Director, Rail Infrastructure Constr.	Rail Infrastructure Engineering

TOWNSHIP OF MONTCLAIR

Donald Gonzalez	Deputy Fire Chief
Kimberli Craft	Township Engineer
Joe Borak	Public Transportation Advisory Committee
Donald Zief	Public Transportation Advisory Committee
Rick Lane	SRF Consulting Group Inc.
Andy Mielke	SRF Consulting Group Inc.

The Diagnostic Team, consisting of those in attendance, reviewed conditions at the highway-rail at-grade crossing of New Jersey Transit's Boonton Line at Lorraine Avenue. The review consisted of examining the existing crossing surface condition, surface width, crossing warning devices and their locations, vehicle and pedestrian usage, adjacent roadway traffic control devices (when present), and potential Supplementary Safety Measures (SSMs) and/or Alternative Safety Measures (ASMs) that could be implemented to allow Montclair Township to establish a 24-hour Quiet Zone.

In this report, the direction of the railroad is east-west and the road crossing direction is north-south.

Diagnostic Team Findings regarding the Lorraine Avenue crossing:

1. Lorraine Avenue is a municipal street at this rail-highway crossing and is under the jurisdiction of the Township of Montclair.
2. Lorraine Avenue is currently crossed at-grade by two tracks. The tracks are on the New Jersey Transit Boonton Line. The roadway crossing surface is asphalt.
3. The volume of trains on the existing New Jersey Transit tracks is 74 trains per day at varying speeds of 1 to 40 mph.
4. Lorraine Avenue has train activated warning devices; consisting of 4 mast-mounted flashing lights, 2 bells and 2-quadrant crossing gates.
5. Lorraine Avenue is a two-lane, 32 ft. wide roadway with parking permitted on both sides. The posted speed limit is 25 mph. The road is straight on the north (east) side approach to the tracks. On the south (west) side, Lorraine Avenue ends less than 100 ft. away at the intersection/end of North Mountain Avenue. The tracks are curving slightly and the road crossing angle is approximately 90 degrees.
6. In the northwest quadrant, there is a commercial building with a driveway leading to a large parking lot in the rear. The driveway is next to the railroad property. In the northeast quadrant is a municipal parking lot, used primarily as metered parking for nearby retail businesses. The

southeast quadrant is owned by the Township of Montclair and houses a small water treatment facility. In the southwest quadrant is Braemore Road, which is adjacent to the railroad with single-family homes on the opposite side.

7. Vehicular warning devices are present; consisting of crossbucks (R15-1), advanced warnings signs (W10-1), stop bars and "RR X-ing" pavement markings in both directions.

**Recommendations of the Diagnostic Team for Lorraine Avenue Crossing are:**

1. No action is recommended at this time.
2. The diagnostic team recommended closure of this crossing to vehicular traffic because of numerous driveway/access issues; close proximity of this crossing to Bellevue Avenue; and low vehicular traffic volume. The pedestrian crossing can be maintained for station access.
3. If Montclair should move forward with closure at a later date, pedestrian gates will remain on east (south) side of road with all pedestrian movement on this side. Other items to address for closure of this crossing include:
  - Existing vehicle gate can be utilized for pedestrians.
  - NJDOT requests use of concrete barriers with "Road Closed" and "No Outlet" signs.
  - School bus route along Lorraine Avenue must be addressed.
  - NJ Transit to remove crossing surface and asphalt within right-of-way.
  - NJ Transit to remove pedestrian gate in SW quadrant and all vehicular gates.
  - NJ Transit to transfer NW pedestrian gate to SW quadrant.
  - Pedestrian crossing to have bells, 12-inch flashers, crossbucks, pedestrian gates, and fencing on both sides of railroad tracks.
4. Install signal circuitry to establish a constant warning time of the railroad warning devices.
5. Install power out indicators.
6. Review and update railroad advance pavement markings and railroad stop bars in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.
7. Install/maintain railroad advance warning sign (W10-1) in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.
8. Install sign (W10-9) "NO TRAIN HORN" below all the railroad advance warning sign in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on all approaches to the crossing.

- 9. Notify the NJDOT Railroad Engineering and Safety Unit when work will begin and has been completed so that inspections may be conducted and final acceptance/approval(s) issued.**
- 10. ALL devices controlling roadway vehicles and pedestrians shall be installed in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.**
- 11. Appropriate maintenance of traffic and traffic controls for trains, vehicles and pedestrians affected by this work at the crossing are to be established before work begins.**
- 12. Provide the NJDOT Railroad Engineering & Safety Unit with a copy of the final plan for the at-grade crossing work.**
- 13. All work associated with this matter SHALL be subject to final acceptance/approval(s) by the NJDOT Railroad Engineering & Safety Unit. During inspections if the Railroad Engineering & Safety Unit observes any condition that would compromise the safety and/or credibility of the railroad warning and traffic control devices pertaining to the rail crossing, those conditions must be addressed before any approval is issued.**

IN THE MATTER OF REVIEW OF THE )  
TRAFFIC CONTROL DEVICES, )  
SURFACE FEATURES, AND ROADWAY )  
APPROACHES AT THE HIGHWAY-RAIL )  
AT-GRADE CROSSING OF NEW JERSEY )  
TRANSIT'S BOONTON LINE WITH )  
BELLEVUE AVENUE, TOWNSHIP OF )  
MONTCLAIR, COUNTY OF ESSEX, )  
USDOT # 266880T )

**MEMORANDUM OF RECORD**

**DIAGNOSTIC TEAM MEETING**

**Docket No.**

**DOT W02-2007P Bellevue Avenue  
Montclair, NJ**

**QUIET ZONE**

The Commissioner of the New Jersey Department of Transportation initiated a review of the captioned matter on his own motion in order to assess the plans put forth by the Township of Montclair to designate a Quiet Zone for the following grade crossings:

Normal Avenue	USDOT Inv. No. 266890Y
Mount Hebron Rd	USDOT Inv. No. 266889E
Laurel Place	USDOT Inv. No. 266886J
Jerome Place	USDOT Inv. No. 266882G
Lorraine Ave	USDOT Inv. No. 266883N
Bellevue Ave	USDOT Inv. No. 266880T
North Fullerton Ave	USDOT Inv. No. 263232R
Walnut Street	USDOT Inv. No. 263229H
Grove Street	USDOT Inv. No. 263228B
Claremont Ave	USDOT Inv. No. 263227U
Pine Street	USDOT Inv. No. 263242W
Glenridge Ave	USDOT Inv. No. 916234L

After notice, a Diagnostic Team Meeting was held on Wednesday, May, 14, 2008; beginning at the Normal Avenue highway-rail at-grade crossing of the Boonton Line in the Township of Montclair, Essex County. The purpose of the meeting was to review the railroad warning devices, surface conditions and roadway traffic control devices in connection with the captioned matter. The Diagnostic Team Meeting was attended by the following:

**NEW JERSEY DEPARTMENT OF TRANSPORTATION**

Todd R. Hirt	Diagnostic Team Leader	Railroad Engineering & Safety
Charlie Filipowicz		

**FEDERAL RAILROAD ADMINISTRATION, USDOT**

Randy Dickenson	Project Manager	Highway Crossing Safety
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May 20, 2009

NEW JERSEY TRANSIT

Geoff Hubbs	Chief Engineer	Signal
Jeff Kovacs	Director Safety Compliance/Training	Rail Operations
John Kwatkoski	Director – Signal Maintenance	Rail Infrastructure Engineering
Thomas Lang	Director, Rail Infrastructure Constr.	Rail Infrastructure Engineering

TOWNSHIP OF MONTCLAIR

Donald Gonzalez	Deputy Fire Chief
Kimberli Craft	Township Engineer
Joe Borak	Public Transportation Advisory Committee
Donald Zief	Public Transportation Advisory Committee
Rick Lane	SRF Consulting Group Inc.
Andy Mielke	SRF Consulting Group Inc.

The Diagnostic Team, consisting of those in attendance, reviewed conditions at the highway-rail at-grade crossing of New Jersey Transit's Boonton Line at Bellevue Avenue. The review consisted of examining the existing crossing surface condition, surface width, crossing warning devices and their locations, vehicle and pedestrian usage, adjacent roadway traffic control devices (when present), and potential Supplementary Safety Measures (SSMs) and/or Alternative Safety Measures (ASMs) that could be implemented to allow Montclair Township to establish a 24-hour Quiet Zone.

In this report, the direction of the railroad is east-west and the road crossing direction is north-south.

Diagnostic Team Findings regarding the Bellevue Avenue crossing:

1. Bellevue Avenue is a municipal street at this rail-highway crossing and is under the jurisdiction of the Township of Montclair.
2. Bellevue Avenue is currently crossed at-grade by two tracks. The tracks are on the New Jersey Transit Boonton Line. The roadway crossing surface is asphalt.
3. The volume of trains on the existing New Jersey Transit tracks is 74 trains per day at varying speeds of 1 to 60 mph.
4. Bellevue Avenue has train activated warning devices; consisting of 4 mast-mounted flashing lights and 2-quadrant crossing gates.
5. Bellevue Avenue is a two-lane, 40 ft. wide roadway with parking permitted on both sides. The posted speed limit is 25 mph. The road is straight on both sides of the tracks, crossing at approximately 90 degrees.
6. In the northeast quadrant, there is a commercial building (Weichert Realtors) with a driveway leading to a parking lot in the rear. The driveway is next to the railroad property. In the northwest quadrant is a municipal parking lot, used primarily as metered parking for nearby retail businesses. The southeast quadrant is Anderson Park, owned by Essex County. In the southwest quadrant is a commuter parking lot.

7. Vehicular warning devices are present; consisting of crossbucks (R15-1), advanced warnings signs (W10-1), stop bars and "RR X-ing" pavement markings in both directions.

**Recommendations of the Diagnostic Team for Bellevue Avenue Crossing are:**

1. Weichert Realty driveway prevents median from being an option. Install four quadrant gates for motorists and pedestrians.
2. Need to install/extend curb line on SE Quad for exit gate. Also in NW Quad for exit gate.
3. Continue negotiations with New Jersey Transit regarding the potential installation of four-quadrant gates.
4. Install signal circuitry to establish a constant warning time of the railroad warning devices.
5. Install power out indicators.
6. Review and update railroad advance pavement markings and railroad stop bars in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.
7. Install/maintain railroad advance warning sign (W10-1) in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.
8. Install sign (W10-9) "NO TRAIN HORN" below all the railroad advance warning sign in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on all approaches to the crossing.
9. Notify the NJDOT Railroad Engineering and Safety Unit when work will begin and has been completed so that inspections may be conducted and final acceptance/approval(s) issued.
10. ALL devices controlling roadway vehicles and pedestrians shall be installed in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
11. Appropriate maintenance of traffic and traffic controls for trains, vehicles and pedestrians affected by this work at the crossing are to be established before work begins.
12. Provide the NJDOT Railroad Engineering & Safety Unit with a copy of the final plan for the at-grade crossing work.
13. All work associated with this matter SHALL be subject to final acceptance/approval(s) by the NJDOT Railroad Engineering & Safety Unit. During inspections if the Railroad Engineering & Safety Unit observes any condition that would compromise the safety and/or credibility of the railroad warning and traffic control devices pertaining to the rail crossing, those conditions must be addressed before any approval is issued.



Township of Montclair  
 205 Claremont Avenue  
 Montclair, NJ 07042

IN THE MATTER OF REVIEW OF THE )  
 TRAFFIC CONTROL DEVICES, SURFACE )  
 FEATURES, AND ROADWAY )  
 APPROACHES AT THE HIGHWAY-RAIL )  
 AT-GRADE CROSSING OF NEW JERSEY )  
 TRANSIT'S BOONTON LINE WITH )  
 NORTH FULLERTON AVE, TOWNSHIP )  
 OF MONTCLAIR, COUNTY OF ESSEX, )  
 USDOT # 263232R )

**MEMORANDUM OF RECORD**

**DIAGNOSTIC TEAM MEETING**

**Docket No.**

**DOT W09-2008P North Fullerton Avenue  
 Montclair, NJ**

**QUIET ZONE**

The Commissioner of the New Jersey Department of Transportation initiated a review of the captioned matter on his own motion in order to assess the plans put forth by the Township of Montclair to designate a Quiet Zone for the following grade crossings:

Normal Avenue	USDOT Inv. No. 266890Y
Mount Hebron Rd	USDOT Inv. No. 266889E
Laurel Place	USDOT Inv. No. 266886J
Jerome Place	USDOT Inv. No. 266882G
Lorraine Ave	USDOT Inv. No. 266883N
Bellevue Ave	USDOT Inv. No. 266880T
North Fullerton Ave	USDOT Inv. No. 263232R
Walnut Street	USDOT Inv. No. 263229H
Grove Street	USDOT Inv. No. 263228B
Claremont Ave	USDOT Inv. No. 263227U
Pine Street	USDOT Inv. No. 263242W
Glenridge Ave	USDOT Inv. No. 916234L

After notice, a Diagnostic Team Meeting was held on Wednesday, May, 14, 2008; beginning at the Normal Avenue highway-rail at-grade crossing of the Boonton Line in the Township of Montclair, Essex County. The purpose of the meeting was to review the railroad warning devices, surface conditions and roadway traffic control devices in connection with the captioned matter. The Diagnostic Team Meeting was attended by the following:

NEW JERSEY DEPARTMENT OF TRANSPORTATION

Todd R. Hirt	Diagnostic Team Leader	Railroad Engineering & Safety
Charlie Filipowicz		

FEDERAL RAILROAD ADMINISTRATION, USDOT

Randy Dickenson	Project Manager	Highway Crossing Safety
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April 8, 2009

NEW JERSEY TRANSIT

Geoff Hubbs	Chief Engineer	Signal
Jeff Kovacs	Director Safety Compliance/Training	Rail Operations
John Kwatkoski	Director – Signal Maintenance	Rail Infrastructure Engineering
Thomas Lang	Director, Rail Infrastructure Constr.	Rail Infrastructure Engineering

TOWNSHIP OF MONTCLAIR

Donald Gonzalez	Deputy Fire Chief
Kimberli Craft	Township Engineer
Joe Borak	Public Transportation Advisory Committee
Donald Zief	Public Transportation Advisory Committee
Rick Lane	SRF Consulting Group Inc.
Andy Mielke	SRF Consulting Group Inc.

The Diagnostic Team, consisting of those in attendance, reviewed conditions at the highway-rail at-grade crossing of New Jersey Transit's Boonton Line at North Fullerton Avenue. The review consisted of examining the existing crossing surface condition, surface width, crossing warning devices and their locations, vehicle and pedestrian usage, adjacent roadway traffic control devices (when present), and potential Supplementary Safety Measures (SSMs) and/or Alternative Safety Measures (ASMs) that could be implemented to allow Montclair Township to establish a 24-hour Quiet Zone.

In this report, the direction of the railroad is east-west and the road crossing direction is north-south.

Diagnostic Team Findings regarding the North Fullerton Avenue crossing:

1. North Fullerton Avenue is a municipal street at this rail-highway crossing and is under the jurisdiction of the Township of Montclair.
2. North Fullerton Avenue is currently crossed at-grade by two tracks. The tracks are on the New Jersey Transit Boonton Line. The roadway crossing surface is asphalt.
3. The volume of trains on the existing New Jersey Transit tracks is 74 trains per day at varying speeds of 1 to 60 mph.
4. North Fullerton Avenue has train activated warning devices; consisting of 4 mast-mounted flashing lights, 2 bells and 2-quadrant crossing gates.
5. North Fullerton Avenue is a two-lane, 32 ft. wide roadway with parking permitted on both sides. The posted speed limit is 25 mph. The intersecting tracks are centered on an "s" curved road section that crosses the tracks at an angle of approximately 90 degrees.
6. There is a single family residence in the northwest quadrant. In the northeast quadrant is a municipal street, Champlain Terrace, which has single family residences on the opposite side. In the southwest quadrant is the rear yard of a home facing Park Street. In the southeast quadrant is an undeveloped lot owned by the Township of Montclair.

7. Vehicular warning devices are present; consisting of crossbucks, advanced warnings signs, stop bars and "RR X-ing" pavement markings in both directions.

**Recommendations of the Diagnostic Team for North Fullerton Avenue Crossing are:**

1. **The short term recommendation is to do nothing at this crossing because of access issues with Champlain Terrace.**
2. **Install signal circuitry to establish a constant warning time of the railroad warning devices.**
3. **Install power out indicators.**
4. **Review and update railroad advance pavement markings and railroad stop bars in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
5. **Install/maintain railroad advance warning sign (W10-1) in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
6. **Install sign (W10-9) "NO TRAIN HORN" below all the railroad advance warning sign in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on all approaches to the crossing.**
7. **Notify the NJDOT Railroad Engineering and Safety Unit when work will begin and has been completed so that inspections may be conducted and final acceptance/approval(s) issued.**
8. **ALL devices controlling roadway vehicles and pedestrians shall be installed in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.**
9. **Appropriate maintenance of traffic and traffic controls for trains, vehicles and pedestrians affected by this work at the crossing are to be established before work begins.**
10. **Provide the NJDOT Railroad Engineering & Safety Unit with a copy of the final plan for the at-grade crossing work.**
11. **All work associated with this matter SHALL be subject to final acceptance/approval(s) by the NJDOT Railroad Engineering & Safety Unit. During inspections if the Railroad Engineering & Safety Unit observes any condition that would compromise the safety and/or credibility of the railroad warning and traffic control devices pertaining to the rail crossing, those conditions must be addressed before any approval is issued.**
12. **The long term recommendation is to convert Champlain Terrace to a cul de sac by closing the North Fullerton Avenue end and then construct median barriers on both sides of the crossing**



Township of Montclair  
205 Claremont Avenue  
Montclair, NJ 07042

IN THE MATTER OF REVIEW OF THE )  
TRAFFIC CONTROL DEVICES, SURFACE )  
FEATURES, AND ROADWAY )  
APPROACHES AT THE HIGHWAY-RAIL )  
AT-GRADE CROSSING OF NEW JERSEY )  
TRANSIT'S BOONTON LINE WITH )  
WALNUT ST, TOWNSHIP OF )  
MONTCLAIR, COUNTY OF ESSEX, )  
USDOT # 263229H )

**MEMORANDUM OF RECORD**

**DIAGNOSTIC TEAM MEETING**

**Docket No.**

**DOT W06-2007P Walnut Street  
Montclair, NJ**

**QUIET ZONE**

The Commissioner of the New Jersey Department of Transportation initiated a review of the captioned matter on his own motion in order to assess the plans put forth by the Township of Montclair to designate a Quiet Zone for the following grade crossings:

Normal Avenue	USDOT Inv. No. 266890Y
Mount Hebron Rd	USDOT Inv. No. 266889E
Laurel Place	USDOT Inv. No. 266886J
Jerome Place	USDOT Inv. No. 266882G
Lorraine Ave	USDOT Inv. No. 266883N
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Walnut Street	USDOT Inv. No. 263229H
Grove Street	USDOT Inv. No. 263228B
Claremont Ave	USDOT Inv. No. 263227U
Pine Street	USDOT Inv. No. 263242W
Glenridge Ave	USDOT Inv. No. 916234L

After notice, a Diagnostic Team Meeting was held on Wednesday, May, 14, 2008; beginning at the Normal Avenue highway-rail at-grade crossing of the Boonton Line in the Township of Montclair, Essex County. The purpose of the meeting was to review the railroad warning devices, surface conditions and roadway traffic control devices in connection with the captioned matter. The Diagnostic Team Meeting was attended by the following:

**NEW JERSEY DEPARTMENT OF TRANSPORTATION**

Todd R. Hirt	Diagnostic Team Leader	Railroad Engineering & Safety
Charlie Filipowicz		

**FEDERAL RAILROAD ADMINISTRATION, USDOT**

Randy Dickenson	Project Manager	Highway Crossing Safety
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April 8, 2009

NEW JERSEY TRANSIT

Geoff Hubbs	Chief Engineer	Signal
Jeff Kovacs	Director Safety Compliance/Training	Rail Operations
John Kwatkoski	Director – Signal Maintenance	Rail Infrastructure Engineering
Thomas Lang	Director, Rail Infrastructure Constr.	Rail Infrastructure Engineering

TOWNSHIP OF MONTCLAIR

Donald Gonzalez	Deputy Fire Chief
Kimberli Craft	Township Engineer
Joe Borak	Public Transportation Advisory Committee
Donald Zief	Public Transportation Advisory Committee
Rick Lane	SRF Consulting Group Inc.
Andy Mielke	SRF Consulting Group Inc.

The Diagnostic Team, consisting of those in attendance, reviewed conditions at the highway-rail at-grade crossing of New Jersey Transit's Boonton Line at Walnut Street. The review consisted of examining the existing crossing surface condition, surface width, crossing warning devices and their locations, vehicle and pedestrian usage, adjacent roadway traffic control devices (when present), and potential Supplementary Safety Measures (SSMs) and/or Alternative Safety Measures (ASMs) that could be implemented to allow Montclair Township to establish a 24-hour Quiet Zone.

In this report, the direction of the railroad is east-west and the road crossing direction is north-south.

Diagnostic Team Findings:

1. Walnut Street is a municipal street at this rail-highway crossing and is under the jurisdiction of the Township of Montclair.
2. Walnut Street is currently crossed at-grade by two tracks. The tracks are on the New Jersey Transit Boonton Line. The roadway crossing surface is asphalt.
3. The volume of trains on the existing New Jersey Transit tracks is 74 trains per day at varying speeds of 1 to 35 mph.
4. Walnut Street has train activated warning devices; consisting of 2 mast-mounted flashing lights and 2-quadrant crossing gates.
5. Walnut Street is a two-lane, 40 ft. wide roadway with parking permitted on both sides and a posted speed limit of 25 mph. The road is straight on both sides of the tracks; however, the tracks are on a curve with superelevation across the roadway. The smallest crossing angle is approximately 45 degrees.
6. There is commuter parking in both the northwest and southwest quadrants. The eastern quadrants are commercial properties, with parking lots adjacent to the tracks.

7. Vehicular warning devices are present; consisting of crossbucks (R15-1), advanced warnings signs (W10-1), stop bars and "RR X-ing" pavement markings in both directions.

**Recommendations of the Diagnostic Team for Walnut Street Crossing are:**

1. **Short-term recommendation is to do nothing**
2. **Long term recommendation is medians or 4-quadrant gates with medians because of skewed intersection angle**
3. **NJ Transit supports the (long-term) placement of medians only as preferable to 4-quadrant gates with medians.**
4. **Install signal circuitry to establish a constant warning time of the railroad warning devices.**
5. **Install power out indicators.**
6. **Review and update railroad advance pavement markings and railroad stop bars in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
7. **Install/maintain railroad advance warning sign (W10-1) in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
8. **Install sign (W10-9) "NO TRAIN HORN" below all the railroad advance warning sign in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on all approaches to the crossing.**
9. **Notify the NJDOT Railroad Engineering and Safety Unit when work will begin and has been completed so that inspections may be conducted and final acceptance/approval(s) issued.**
10. **ALL devices controlling roadway vehicles and pedestrians shall be installed in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.**
11. **Appropriate maintenance of traffic and traffic controls for trains, vehicles and pedestrians affected by this work at the crossing are to be established before work begins.**
12. **Provide the NJDOT Railroad Engineering & Safety Unit with a copy of the final plan for the at-grade crossing work.**
13. **All work associated with this matter SHALL be subject to final acceptance/approval(s) by the NJDOT Railroad Engineering & Safety Unit. During inspections if the Railroad Engineering & Safety Unit observes any condition that would compromise the safety and/or credibility of the railroad warning and traffic control devices pertaining to the rail crossing, those conditions must be addressed before any approval is issued.**



**NEW JERSEY TRANSIT**

Geoff Hubbs	Chief Engineer	Signal
Jeff Kovacs	Director Safety Compliance/Training	Rail Operations
John Kwatkoski	Director – Signal Maintenance	Rail Infrastructure Engineering
Thomas Lang	Director, Rail Infrastructure Constr.	Rail Infrastructure Engineering

**TOWNSHIP OF MONTCLAIR**

Donald Gonzalez	Deputy Fire Chief
Kimberli Craft	Township Engineer
Joe Borak	Public Transportation Advisory Committee
Donald Zief	Public Transportation Advisory Committee
Rick Lane	SRF Consulting Group Inc.
Andy Mielke	SRF Consulting Group Inc.

The Diagnostic Team, consisting of those in attendance, reviewed conditions at the highway-rail at-grade crossing of New Jersey Transit's Boonton Line at Grove Street. The review consisted of examining the existing crossing surface condition, surface width, crossing warning devices and their locations, vehicle and pedestrian usage, adjacent roadway traffic control devices (when present), and potential Supplementary Safety Measures (SSMs) and/or Alternative Safety Measures (ASMs) that could be implemented to allow Montclair Township to establish a 24-hour Quiet Zone.

In this report, the direction of the railroad is east-west and the road crossing direction is north-south.

Diagnostic Team Findings regarding the Grove Street crossing:

1. Grove Street is a County road at this rail-highway crossing and is under the jurisdiction of the County of Essex.
2. Grove Street is currently crossed at-grade by two tracks. The tracks are on the New Jersey Transit Boonton Line. The roadway crossing surface is asphalt.
3. The volume of trains on the existing New Jersey Transit tracks is 74 trains per day at varying speeds of 1 to 60 mph.
4. Grove Street has train activated warning devices; consisting of 3 mast-mounted flashing lights and 2-quadrant crossing gates.
5. Grove Street is a two-lane, 40 ft. wide roadway with parking permitted on both sides. The posted speed limit is 35 mph. The road is straight on both sides of the tracks, crossing at a minimum angle of approximately 70 degrees.
6. The DeCamp Bus lines storage yard and driveway occupy the southwest quadrant, with buses parking very close to the railroad right-of-way. The northwest quadrant is occupied by a commercial building. In the southeast quadrant is another small commercial building and in the northeast quadrant is an active driveway accessing industrial uses.

7. Vehicular warning devices are present; consisting of crossbucks (R15-1), advanced warnings signs (W10-1), stop bars and "RR X-ing" pavement markings in both directions.

**Recommendations of the Diagnostic Team for Grove Street Crossing are:**

1. Install four quadrant gates.
2. Railroad gates to be parallel to railroad, not perpendicular to road.
3. Install guardrail/concrete wall to protect all gate supports from turning vehicles.
4. Interconnect the traffic signal at Walnut Street. Crossing just exceeds 200 ft. requirement, but still recommended because of peak traffic volumes.
5. Install and connect the pre-emption interconnecting cable provided from the traffic signal controller to the railroad signal system. Sufficient length of interface cable shall be provided for the railroad to complete the connection to the railroad signal cabinet.
6. Install a new railroad signal cabinet to handle the preemption.
7. Circuitry for railroad preemption shall provide for appropriate traffic signal timing sequences and uniform train approach warning times to clear the tracks of any vehicle that may be stopped in the fouling area of the crossing.
8. Traffic study needed to evaluate Walnut Street signal pre-emption.
9. Continue negotiations with New Jersey Transit regarding the potential installation of four-quadrant gates.
10. Install signal circuitry to establish a constant warning time of the railroad warning devices.
11. Install power out indicators.
12. Review and update railroad advance pavement markings and railroad stop bars in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.
13. Provide NJ Transit with two "DO NOT STOP ON TRACKS" signs for installation on their railroad signal masts.
14. Install/maintain railroad advance warning sign (W10-1) in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.
15. Install sign (W10-9) "NO TRAIN HORN" below all the railroad advance warning sign in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on all approaches to the crossing.
16. Notify the NJDOT Railroad Engineering and Safety Unit when work will begin and has been completed so that inspections may be conducted and final acceptance/approval(s) issued.

17. **ALL devices controlling roadway vehicles and pedestrians shall be installed in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.**
18. **Appropriate maintenance of traffic and traffic controls for trains, vehicles and pedestrians affected by this work at the crossing are to be established before work begins.**
19. **Provide the NJDOT Railroad Engineering & Safety Unit with a copy of the final plan for the at-grade crossing work.**
20. **All work associated with this matter SHALL be subject to final acceptance/approval(s) by the NJDOT Railroad Engineering & Safety Unit. During inspections if the Railroad Engineering & Safety Unit observes any condition that would compromise the safety and/or credibility of the railroad warning and traffic control devices pertaining to the rail crossing, those conditions must be addressed before any approval is issued.**



Township of Montclair  
 205 Claremont Avenue  
 Montclair, NJ 07042

IN THE MATTER OF REVIEW OF THE )  
 TRAFFIC CONTROL DEVICES, SURFACE )  
 FEATURES, AND ROADWAY )  
 APPROACHES AT THE HIGHWAY-RAIL )  
 AT-GRADE CROSSING OF NEW JERSEY )  
 TRANSIT'S BOONTON LINE WITH )  
 CLAREMONT AVE, TOWNSHIP OF )  
 MONTCLAIR, COUNTY OF ESSEX, )  
 USDOT # 263227U )

**MEMORANDUM OF RECORD**

**DIAGNOSTIC TEAM MEETING**

**Docket No.**

**DOT W03-2007P Claremont Avenue  
 Montclair, NJ**

**QUIET ZONE**

The Commissioner of the New Jersey Department of Transportation initiated a review of the captioned matter on his own motion in order to assess the plans put forth by the Township of Montclair to designate a Quiet Zone for the following grade crossings:

Normal Avenue	USDOT Inv. No. 266890Y
Mount Hebron Rd	USDOT Inv. No. 266889E
Laurel Place	USDOT Inv. No. 266886J
Jerome Place	USDOT Inv. No. 266882G
Lorraine Ave	USDOT Inv. No. 266883N
Bellevue Ave	USDOT Inv. No. 266880T
North Fullerton Ave	USDOT Inv. No. 263232R
Walnut Street	USDOT Inv. No. 263229H
Grove Street	USDOT Inv. No. 263228B
Claremont Ave	USDOT Inv. No. 263227U
Pine Street	USDOT Inv. No. 263242W
Glenridge Ave	USDOT Inv. No. 916234L

After notice, a Diagnostic Team Meeting was held on Wednesday, May, 14, 2008; beginning at the Normal Avenue highway-rail at-grade crossing of the Boonton Line in the Township of Montclair, Essex County. The purpose of the meeting was to review the railroad warning devices, surface conditions and roadway traffic control devices in connection with the captioned matter. The Diagnostic Team Meeting was attended by the following:

**NEW JERSEY DEPARTMENT OF TRANSPORTATION**

Todd R. Hirt	Diagnostic Team Leader	Railroad Engineering & Safety
Charlie Filipowicz		

**FEDERAL RAILROAD ADMINISTRATION, USDOT**

Randy Dickenson	Project Manager	Highway Crossing Safety
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April 8, 2009

NEW JERSEY TRANSIT

Geoff Hubbs	Chief Engineer	Signal
Jeff Kovacs	Director Safety Compliance/Training	Rail Operations
John Kwatkoski	Director – Signal Maintenance	Rail Infrastructure Engineering
Thomas Lang	Director, Rail Infrastructure Constr.	Rail Infrastructure Engineering

TOWNSHIP OF MONTCLAIR

Donald Gonzalez	Deputy Fire Chief
Kimberli Craft	Township Engineer
Joe Borak	Public Transportation Advisory Committee
Donald Zief	Public Transportation Advisory Committee
Rick Lane	SRF Consulting Group Inc.
Andy Mielke	SRF Consulting Group Inc.

The Diagnostic Team, consisting of those in attendance, reviewed conditions at the highway-rail at-grade crossing of New Jersey Transit's Boonton Line at Claremont Avenue. The review consisted of examining the existing crossing surface condition, surface width, crossing warning devices and their locations, vehicle and pedestrian usage, adjacent roadway traffic control devices (when present), and potential Supplementary Safety Measures (SSMs) and/or Alternative Safety Measures (ASMs) that could be implemented to allow Montclair Township to establish a 24-hour Quiet Zone.

In this report, the direction of the railroad is east-west and the road crossing direction is north-south.

Diagnostic Team Findings regarding the Claremont Avenue crossing:

1. Claremont Avenue is a municipal street at this rail-highway crossing and is under the jurisdiction of the Township of Montclair.
2. Claremont Avenue is currently crossed at-grade by two tracks. The tracks are on the New Jersey Transit Boonton Line. The roadway crossing surface is asphalt.
3. The volume of trains on the existing New Jersey Transit tracks is 74 trains per day at varying speeds of 1 to 60 mph.
4. Claremont Avenue has train activated warning devices; consisting of 2 mast-mounted flashing lights and 2-quadrant crossing gates.
5. Claremont Avenue is a two-lane, 32 ft. wide roadway with parking permitted on one side. The posted speed limit is 25 mph. The intersecting tracks are centered on an "s" curved road section that crosses the tracks at a minimum angle of approximately 40 degrees.
6. There are single family residences in both southern quadrants, with Cloverhill Place (a municipal street) intersecting Claremont Avenue less than 60 ft. from the tracks. In the northwest quadrant are a parking lot and several retail stores. In the northeast quadrant is a gas station that also operates a moving truck rental business.

7. Vehicular warning devices are present; consisting of crossbucks (R15-1), stop bars and “RR X-ing” pavement markings in both directions.

**Recommendations of the Diagnostic Team for Claremont Avenue Crossing are:**

1. **“Do nothing” is the short-term preferred option**
2. **Consider 4-Quadrant gates for long term if NJ Transit is open to that idea**
3. **Consider full-length medians if residents agree to convert Cloverhill Place to cul de sac. Otherwise, shortened medians could be constructed.**
4. **FRA recommended 4-Quadrant gates as preferred option.**
5. **Install signal circuitry to establish a constant warning time of the railroad warning devices.**
6. **Install power out indicators.**
7. **Review and update railroad advance pavement markings and railroad stop bars in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
8. **Install/maintain railroad advance warning sign (W10-1) in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
9. **Install sign (W10-9) “NO TRAIN HORN” below all the railroad advance warning sign in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on all approaches to the crossing.**
10. **Notify the NJDOT Railroad Engineering and Safety Unit when work will begin and has been completed so that inspections may be conducted and final acceptance/approval(s) issued.**
11. **ALL devices controlling roadway vehicles and pedestrians shall be installed in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.**
12. **Appropriate maintenance of traffic and traffic controls for trains, vehicles and pedestrians affected by this work at the crossing are to be established before work begins.**
13. **Provide the NJDOT Railroad Engineering & Safety Unit with a copy of the final plan for the at-grade crossing work.**
14. **All work associated with this matter SHALL be subject to final acceptance/approval(s) by the NJDOT Railroad Engineering & Safety Unit. During inspections if the Railroad Engineering & Safety Unit observes any condition that would compromise the safety and/or credibility of the railroad warning and traffic control devices pertaining to the rail crossing, those conditions must be addressed before any approval is issued.**



Township of Montclair  
 205 Claremont Avenue  
 Montclair, NJ 07042

IN THE MATTER OF REVIEW OF THE )  
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 FEATURES, AND ROADWAY )  
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 TRANSIT'S BOONTON LINE WITH PINE )  
 ST, TOWNSHIP OF MONTCLAIR, )  
 COUNTY OF ESSEX, USDOT # 263242W )

**MEMORANDUM OF RECORD**

**DIAGNOSTIC TEAM MEETING**

**Docket No.**

**DOT W10-2008P Pine Street  
 Montclair, NJ**

**QUIET ZONE**

The Commissioner of the New Jersey Department of Transportation initiated a review of the captioned matter on his own motion in order to assess the plans put forth by the Township of Montclair to designate a Quiet Zone for the following grade crossings:

Normal Avenue	USDOT Inv. No. 266890Y
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Grove Street	USDOT Inv. No. 263228B
Claremont Ave	USDOT Inv. No. 263227U
Pine Street	USDOT Inv. No. 263242W
Glenridge Ave	USDOT Inv. No. 916234L

After notice, a Diagnostic Team Meeting was held on Wednesday, May, 14, 2008; beginning at the Normal Avenue highway-rail at-grade crossing of the Boonton Line in the Township of Montclair, Essex County. The purpose of the meeting was to review the railroad warning devices, surface conditions and roadway traffic control devices in connection with the captioned matter. The Diagnostic Team Meeting was attended by the following:

NEW JERSEY DEPARTMENT OF TRANSPORTATION

Todd R. Hirt	Diagnostic Team Leader	Railroad Engineering & Safety
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FEDERAL RAILROAD ADMINISTRATION, USDOT

Randy Dickenson	Project Manager	Highway Crossing Safety
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Kimberli Craft	Township Engineer
Joe Borak	Public Transportation Advisory Committee
Donald Zief	Public Transportation Advisory Committee
Rick Lane	SRF Consulting Group Inc.
Andy Mielke	SRF Consulting Group Inc.

The Diagnostic Team, consisting of those in attendance, reviewed conditions at the highway-rail at-grade crossing of New Jersey Transit's Boonton Line at Pine Street. The review consisted of examining the existing crossing surface condition, surface width, crossing warning devices and their locations, vehicle and pedestrian usage, adjacent roadway traffic control devices (when present), and potential Supplementary Safety Measures (SSMs) and/or Alternative Safety Measures (ASMs) that could be implemented to allow Montclair Township to establish a 24-hour Quiet Zone.

In this report, the direction of the railroad is east-west and the road crossing direction is north-south.

Diagnostic Team Findings regarding the Pine Street crossing:

1. Pine Street is a municipal street at this rail-highway crossing and is under the jurisdiction of the Township of Montclair.
2. Pine Street is currently crossed at-grade by three tracks. The tracks are on the New Jersey Transit Boonton Line. The roadway crossing surface is asphalt.
3. The volume of trains on the existing New Jersey Transit tracks is 74 trains per day at varying speeds of 1 to 60 mph.
4. Pine Street has train activated warning devices; consisting of 2 mast-mounted flashing lights and 2-quadrant crossing gates.
5. Pine Street is a two-lane, 33 ft. wide roadway with parking permitted on both sides. The posted speed limit is 25 mph. The road is straight on both sides of the tracks, crossing at a minimum angle of approximately 65 degrees.
6. All quadrants of this crossing have intensive parking uses and driveways adjacent to the railroad right-of-way.
7. Vehicular warning devices are present; consisting of crossbucks, stop bars and "RR X-ing" pavement markings in both directions.

**Recommendations of the Diagnostic Team for Pine Street Crossing are:**

- 1. Do nothing is the preferred option**
- 2. Access issues make installing a median difficult**
- 3. Pedestrian incidents years ago; last vehicular crash unknown.**
- 4. 3rd railroad track still active.**
- 5. Install signal circuitry to establish a constant warning time of the railroad warning devices.**
- 6. Install power out indicators.**
- 7. Review and update railroad advance pavement markings and railroad stop bars in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
- 8. Install/maintain railroad advance warning sign (W10-1) in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
- 9. Install sign (W10-9) "NO TRAIN HORN" below all the railroad advance warning sign in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on all approaches to the crossing.**
- 10. Notify the NJDOT Railroad Engineering and Safety Unit when work will begin and has been completed so that inspections may be conducted and final acceptance/approval(s) issued.**
- 11. ALL devices controlling roadway vehicles and pedestrians shall be installed in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.**
- 12. Appropriate maintenance of traffic and traffic controls for trains, vehicles and pedestrians affected by this work at the crossing are to be established before work begins.**
- 13. Provide the NJDOT Railroad Engineering & Safety Unit with a copy of the final plan for the at-grade crossing work.**
- 14. All work associated with this matter SHALL be subject to final acceptance/approval(s) by the NJDOT Railroad Engineering & Safety Unit. During inspections if the Railroad Engineering & Safety Unit observes any condition that would compromise the safety and/or credibility of the railroad warning and traffic control devices pertaining to the rail crossing, those conditions must be addressed before any approval is issued.**



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 MONTCLAIR, COUNTY OF ESSEX, )  
 USDOT # 916234L )

**MEMORANDUM OF RECORD**

**DIAGNOSTIC TEAM MEETING**

**Docket No.**

**DOT W04-2007P Glenridge Avenue  
 Montclair, NJ**

**QUIET ZONE**

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FEDERAL RAILROAD ADMINISTRATION, USDOT

Randy Dickenson                                      Project Manager                                      Highway Crossing Safety

April 8, 2009

NEW JERSEY TRANSIT

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Rick Lane	SRF Consulting Group Inc.
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The Diagnostic Team, consisting of those in attendance, reviewed conditions at the highway-rail at-grade crossing of New Jersey Transit's Boonton Line at Glenridge Avenue. The review consisted of examining the existing crossing surface condition, surface width, crossing warning devices and their locations, vehicle and pedestrian usage, adjacent roadway traffic control devices (when present), and potential Supplementary Safety Measures (SSMs) and/or Alternative Safety Measures (ASMs) that could be implemented to allow Montclair Township to establish a 24-hour Quiet Zone.

In this report, the direction of the railroad is east-west and the road crossing direction is north-south.

Diagnostic Team Findings regarding the Glenridge Avenue crossing:

1. Glenridge Avenue is a municipal street at this rail-highway crossing and is under the jurisdiction of the Township of Montclair.
2. Glenridge Avenue is currently crossed at-grade by three tracks. The tracks are on the New Jersey Transit Boonton Line. The roadway crossing surface is asphalt.
3. The volume of trains on the existing New Jersey Transit tracks is 74 trains per day at varying speeds of 1 to 60 mph.
4. Glenridge Avenue has train activated warning devices; consisting of 3 mast-mounted flashing lights and 2-quadrant crossing gates.
5. Glenridge Avenue is a two-lane, 33 ft. wide roadway with parking permitted on one side. The posted speed limit is 25 mph. The road is straight on the south (west) side of the tracks and curving just north (east) of the track intersection. The road intersection angle is approximately 90 degrees.
6. Three quadrants of this crossing have residential uses. The northwest and southwest quadrants are apartment buildings with no on-site parking. In the southeast quadrant, there is a parking lot for a four-story senior housing facility. In the northeast quadrant there is a municipal parking lot with an access driveway off Glenridge Avenue.

7. Vehicular warning devices are present; consisting of crossbucks (R15-1), stop bars and “RR X-ing” pavement markings in both directions.

**Recommendations of the Diagnostic Team for Glenridge Avenue crossing are:**

1. **Install medians as the preferred improvement. North (East) side median length would be limited to 50 ft. because of the Senior Housing driveway. On the South (West) side, full length median of 100’ recommended. NOTE: this improvement WOULD NOT count in Quiet Zone Calculator; therefore it is not an ASM.**
2. **Potentially “Do nothing” is the preferred option if non-ASM improvement is unacceptable to FRA.**
3. **4 Quadrant gates may eventually be an option.**
4. **Must relocate municipal parking lot driveway on northwest quadrangle. Should be made even with Bay Street.**
5. **Diagnostic team was not comfortable with 3 crossings in row with “do nothing” as preferred action. All recommended some treatment at this crossing.**
6. **Install signal circuitry to establish a constant warning time of the railroad warning devices.**
7. **Install power out indicators.**
8. **Review and update railroad advance pavement markings and railroad stop bars in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
9. **Install/maintain railroad advance warning sign (W10-1) in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES on both approaches to the crossing.**
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11. **Notify the NJDOT Railroad Engineering and Safety Unit when work will begin and has been completed so that inspections may be conducted and final acceptance/approval(s) issued.**
12. **ALL devices controlling roadway vehicles and pedestrians shall be installed in accordance with the MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.**
13. **Appropriate maintenance of traffic and traffic controls for trains, vehicles and pedestrians affected by this work at the crossing are to be established before work begins.**
14. **Provide the NJDOT Railroad Engineering & Safety Unit with a copy of the final plan for the at-grade crossing work.**

- 15. All work associated with this matter SHALL be subject to final acceptance/approval(s) by the NJDOT Railroad Engineering & Safety Unit. During inspections if the Railroad Engineering & Safety Unit observes any condition that would compromise the safety and/or credibility of the railroad warning and traffic control devices pertaining to the rail crossing, those conditions must be addressed before any approval is issued.**