NJTPA - Local Concept Development Study
Monmouth County Route 537 Corridor
Improvements

Community Stakeholders Meeting
March 20, 2012
Agenda

1. Project Overview and Background
2. Local Concept Development Process
3. Environmental Process
4. Route 537 Corridor Existing Conditions
5. Project Status
6. Project Schedule
7. Community Involvement
8. Organizational Chart
9. Project Contact Information
10. Questions and Comments
Project Overview and Background

- MC Route 537 is a major east-west transportation corridor serving regional travel needs between Burlington, Ocean, and Monmouth Counties.
- Project Study area for Route 537 is 2.8 miles (Milepost 48.65 – 51.65) in Freehold Township & Freehold Borough.
- The corridor has substandard design elements, traffic congestion issues, and traffic movement capacity issues.
- NJTPA/Monmouth County Local Concept Development (LCD) Study undertaken.
- New program and opportunity to advance a project which includes public input.
## Local Concept Development Process

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<th>Local Concept Development</th>
<th>Local Preliminary Engineering</th>
<th>Final Design/ Right of Way Acquisition</th>
<th>Construction</th>
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<td>Purpose and Need Statement</td>
<td>Approved Design Exception Report</td>
<td>Construction Contract Documents and PS&amp;E package</td>
<td>Completed Construction</td>
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<td>Date Collection and Environmental Screening Report</td>
<td>Cost Estimates (Final Design, ROW and Construction)</td>
<td>Environmental Reevaluations</td>
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<td>Selection of Preliminary Preferred Alternative</td>
<td>Approved Environmental Document</td>
<td>Environmental Permits</td>
<td>Update and Finalize Design Communications Report</td>
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<td>NEPA Classification</td>
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<tr>
<td>Concept Development Report</td>
<td>Preliminary Engineering Report</td>
<td>Update Design Communications Report</td>
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<td>Create Design Communications Report</td>
<td>Update Design Communications Report</td>
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**NJTPA**

**North Jersey Transportation Planning Authority**
Local Concept Development Process

Conduct Data Collection

- Initial Right of Way
- Survey

- Design Communication Report
- Community Outreach
- Evaluate Deficiencies
- Identify Environmental Resources

Existing Conditions / Purpose and Need Statement

Development of Alternatives

Cost Estimate Preliminary Preferred Alternate

- Preliminary Engineering Scope Statement
- Obtain Resolutions of Support
- NEPA Classification

(continues to PE)

Concept Development Report
Environmental Process

- Federally funded project requires NEPA (National Environmental Protection Act) documentation
- Identify environmental resources and concerns
- Avoid, minimize and or mitigate impacts with Preferred Alternative
- Coordination with permitting agencies
- Process includes public input and community development
Route 537 Corridor Existing Conditions

- More than 3,000 vehicles per hour at some intersections during highest peak period
- Multiple intersections along corridor operate at or near capacity during peak travel periods which causes traffic congestion and lengthy delays
- Several intersections have crash rates that exceed statewide averages for County roads with clearly identifiable patterns
- Numerous conflicting access points including driveways and roads which create traffic operation issues
- Insufficient or lack of outside shoulders for entire length
- No bicycle compatibility
- Gaps in existing sidewalk network
Route 537 Corridor Existing Conditions

- Few auxiliary lanes, deceleration lanes or shoulders for turning movements at intersections as well as into various business/shopping complexes
- Substandard vertical stopping sight distance at two locations
- Substandard stopping sight distance at Enright Avenue intersection (NB onto CR 537)
- Substandard acceleration and deceleration lane lengths at Route 33 Freeway interchange
- Numerous substandard design elements at Route 537 and Route 9 Interchange
Site Location Map

SITE LOCATION MAP
Concept Development Study
County Route 537 Corridor
Borough of Freehold, Township of Freehold
Monmouth County
Route 537 Corridor Existing Conditions

On-going Improvements at Route 537 & Gravel Hill Road Intersection

Looking East, East of Gravel Hill Road; Note Sidewalk & Right Shoulder drop
Route 537 Corridor Existing Conditions

Looking East, Approaching Iron Bridge Road, Note Access Management, No Bicycle/Pedestrian compatibility at businesses

Looking East, Approaching Redwood Lane/Village Center Road, Note Substandard vertical curve (WB), Sidewalk gaps, No Bicycle Access
Route 537 & Village Center Road/Redwood Lane Intersection, Site of higher than average crash rates

Looking East, East of Village Road, Note conflicting turning movements, Access Management, No Bicycle/Pedestrian compatibility Eastbound side
Route 537 Corridor Existing Conditions

Route 537 & Wemrock Road/Stillwells Corner Road Intersection, Site of higher than average crash rates and failed traffic operations (LOS F) at peak periods

Wal-Mart Drive Intersection, No Bicycle Compatibility, Gaps in sidewalk network, no auxiliary lanes for turning movements
Route 537 Corridor Existing Conditions

Rt.537 & Gibson Place Un-signalized Intersection, Site of higher than average crash rates and failure of traffic operations at peak periods.

Looking East Approaching Bridge over Route 33 Freeway, Site of higher than average crash rates, substandard acceleration & deceleration lanes, gaps in sidewalk network, no bicycle compatibility, substandard vertical curve.
Route 537 Corridor Existing Conditions

- Evidence of need for pedestrian and bicycle compatibility at Route 33 Freeway interchange
- Another Example of Pedestrian access need near Route 33 Freeway interchange
Route 537 Corridor Existing Conditions

Another Example of Pedestrian Access Need near Route 33 Freeway Interchange

Route 537 Bridge over Route 33 Freeway – No sidewalk on Westbound Side, No Bicycle compatibility
Route 537 Corridor Existing Conditions

Eastbound just past bridge over Route 33 Freeway, Note Loss of sidewalk continuity Eastbound Side, No bicycle compatibility, No sidewalk Westbound Side

Eastbound Approaching Trotter’s Way intersection (access to Freehold Raceway Mall), Site of higher than average accident rates
Route 537 Corridor Existing Conditions

Looking Westbound Approaching bridge over Route 9, Interchange Operates in Failed Condition (Level of Service F) resulting in traffic congestion and delays during peak periods, No dedicated turning lanes, No bicycle compatibility, No sidewalk on Eastbound Side

Eastbound Past bridge over Route 9 approaching Route 33 Business intersection, No bicycle compatibility
Route 537 Corridor Existing Conditions

Route 537 & Route 9 Business Intersection, Site of failed traffic operations (LOS-F) during peak periods resulting in congestion and delays

Route 9 Northbound Access Ramps to Route 537, Site of crash rate higher than statewide average, no dedicated ramp movements; must merge with local road (Barkalew Road)
Route 537 Corridor Existing Conditions

Substandard Vertical Under – clearance at Route 537 Bridge over Route 9
Project Status

• Work began November 2011
• Data Collection Nearly Complete
  1. Field Survey
  2. Environmental Screening
  3. Verification of Utilities
  4. Obtain Bridge Inspection Reports, Traffic Data, Accident Data
  5. Identify Existing Substandard Design Elements
  6. Stakeholders and Public Involvement
  7. Project Fact Sheet
  8. Develop Project Purpose and Need
Project Schedule

• 18 month completion schedule

• Major Milestones
  1. Project Purpose and Need – June 2012
  5. Completion of Concept Development Phase – April 2013
Community Involvement

- Community Involvement Schedule
  1. Stakeholders Meeting No.1 – March 20, 2012
  2. Public Information Meeting for Project Purpose & Need – April 24, 2012
  3. Stakeholders Meeting No.2 for Input on Developed Alternatives – August 2012
  4. Local Officials meeting – September 2012
  5. Public Information Center for Input on Developed Alternatives & Selection of Preliminary Preferred Alternatives – November 2012
  6. Local Officials Briefing – April 2013
Organization Chart

LOCAL CONCEPT DEVELOPMENT STUDY FOR CONTRACT A
MONMOUTH COUNTY BRIDGE S-32 AND MONMOUTH COUNTY ROUTE 537

Project Manager
G. Schetelich, PE (H&H)

Deputy Project Manager
Bruce Riegel, PE (H&H)

Electrical/Mechanical
S. Mikucki, PE (H&H)
R. Eisensmith (H&H)

Project Engineer
J. Sohs, PE (H&H)

Constructibility Review
A. Schimmelpfennig, PE (H&H)

Historical & Community Outreach
T. Giannachini, PE (CWA)

M. Culbertson* (MAC)
J. Clouse (MT)

Engineering

Structural Design
B. Supino, PE (H&H)

Geotechnical
R. Mankbadi, PE (H&H)
Test Borings - Subcontractor

Roadway/Traffic
L. Diffley, PE, PTOE (CWA)

Traffic Management/Studies
B. Stankus, PE, PTOE (ORA)

Utilities
G. Afful, PE (CWA)

Survey/Mapping/ROW
C. Herman, PLS (CWA)

Roadway Lighting
K. Cattambone (ORA)

Environmental

Stormwater Management
A. Nazha, PE (MT)

Hydraulic Studies/Scour
J. Adams, PE (H&H)

Environmental Constraints*
S. Quakenbush, P. Scherr (ASGECI)

Environmental Consultants, Inc. / ORA – ORTH-RODGERS / MAC – M.A. CULBERTSON / DBE/SBE*
Project Contact Information

• Daria Jakimowska, Monmouth County Project Manager, (732) 431-7768

• Monmouth County Web site address:
  – visitmonmouth.com
  – Click “Departments”
  – Click “Engineering”
  – Click “Bridge & Road Projects”

• Note: This Power Point Presentation will be posted on the Monmouth County website.

• Written comments towards Project Purpose & Need will be received until Friday, April 27, 2012.
Questions & Comments