



PROJECT FACT SHEET

Monmouth County is currently advancing a Concept Development (CD) Study for improvements to South Laurel Avenue from Commons Way to AT&T Drive in the Townships of Holmdel and Middletown, Monmouth County. (See Figure 1) The intent of the study is to address operational safety, underclearance, congestion, the existing hourglass configuration, and lack of sidewalk/bikeways. The purpose of the CD Study is to identify the Purpose and Need for the proposed improvements and then develop conceptual alternatives that can be compared in order to determine one which may be recommended to advance as a Preliminary Preferred Alternative (PPA). Alternatives will be developed to improve the vertical clearance under the NJ Transit Bridge; alleviate the existing hourglass configuration, improve pedestrian and bikeway accessibility along South Laurel Avenue; address the condition of and impacts to existing Bridges H-9, H-35, H-35A and H-43 which carry S. Laurel Avenue over four unnamed tributaries of the Mahoras Brook; and minimize potential NJ Transit service interruptions during construction. The improvements will strive to minimize environmental, quality of life, access, right of way and utility impacts in the study area. The existing stream crossing structures will be evaluated for either replacement or culvert extensions.

South Laurel Avenue (CR 52) is a primary north-south route between the Garden State Parkway at Exit 114 to the south and Route 35 to the north. It is classified as an urban Minor Arterial with a posted speed of 45 mph and is on a primarily tangent alignment through the project corridor. While the roadway formerly traversed through farmland, development within the area began in the 1990's and South Laurel Avenue currently provides access to large residential developments (Beau Ridge Condominiums, Cedar Village at Holmdel, and Laurel Greene Condominiums), retail (Commons at Holmdel), and commercial developments (AT&T Labs). In order to accommodate this development South Laurel Avenue was widened to provide two through lanes in each direction from Holland Road to Tall Timber Road and from the vicinity of Avon Place to Route 35; additional turning lanes are also provided at most of the intersections within the project limits. Between Tall Timber Road and Avon Place, the roadway width is reduced to a single lane in each direction under the NJ Transit railroad bridge. The railroad bridge, with a vertical underclearance posted for 12'-5" (See Photo 1), carries two electrified tracks of the North Jersey Coastline. The constrained vertical and horizontal clearance at the railroad bridge compromises safety and reduces capacity. The bridge opening barely provides sufficient width for a single lane in each direction and has no sidewalks or additional width to safely accommodate pedestrians and bicycles.

The railroad bridge regularly sustains damage from vehicle impacts resulting in severe traffic impacts. The bridge was hit by over-height trucks 10 times within the traffic study period of 2017 to 2019, and numerous times since. In March 2022, the south fascia girder sustained major damage requiring the closure of the southbound track of the North Jersey Coast Line and replacement of the superstructure that carries the southbound track by NJ Transit (See Photo 2). These improvements increased the vertical clearance of the southbound half of the bridge by one (1) foot; which will improve the existing deficiency; however, it is still substandard. NJ Transit has indicated that they plan to replace the remaining portion of the bridge in the future; however, no plans are currently underway.



Photo 2 - NJ Transit Railroad Bridge (looking south)



Photo 2 - 2022 Emergency Superstructure Repair (looking north)

Four (4) additional roadway structures (H-9, H-35, H-35A and H-43) carry South Laurel Avenue over unnamed tributaries of the Mahoras Brook. The four stream crossings are all culvert type structures embedded in and surrounded by soil with varying roadway embankment heights above that allow the stream to flow beneath the



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roadway. Three of the four roadway stream crossings are located within the narrowed roadway section between Tall Timber Road and Avon Drive.

Environmental constraints (Figure 2) include freshwater wetlands and riparian zones associated with the four unnamed tributaries to Mahoras Brook, Threatened & Endangered Species, and the New York & Long Branch Railroad Historic District.

Concept Development/Project Funding

When seeking infrastructure improvements using Federal funds, the Capital Delivery Process must be followed. There are four phases: (1) Concept Development, (2) Preliminary Engineering, (3) Final Design and (4) Construction. During the first and current Concept Development phase, a Purpose and Need Statement is developed, focusing on the need to address the project's deficiencies. It also involves data collection; coordination with the New Jersey Department of Transportation (NJDOT), NJ Transit, Federal Highway Administration (FHWA) and permitting agencies (NJDEP); meetings with local officials, community stakeholders and the general public; the development of a reasonable number of sensible and practical conceptual alternatives; and the recommendation of a Preliminary Preferred Alternative. Other considerations during this phase include environmental screening, identification of potential property impacts, access, utilities, community involvement, constructability, and cost estimating.

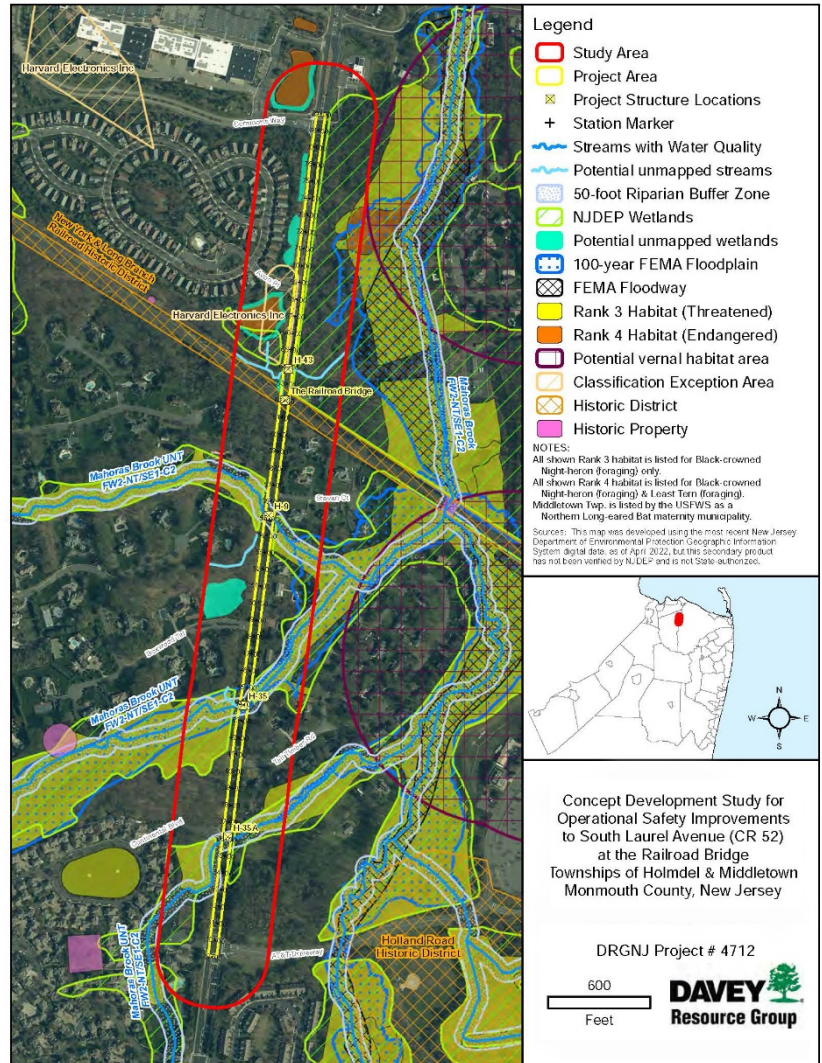


Figure 2 – Environmental Screening Map

Concept Development Schedule:

- Complete Purpose & Need – Summer 2023
Develop Conceptual Alternatives – Fall 2023
Local Official/Stakeholder Alternatives Coordination –Fall/Winter 2023/2024
Public Information Center Alternatives Coordination –Winter 2023/2024
Select Preliminary Preferred Alternative/Obtain Resolution of Support – Spring 2024
Submit Draft Concept Development Report – Summer 2024
Complete Concept Development – Summer 2024

Future Project Design Contracts:

- Preliminary Engineering – (Refine Preliminary Preferred Alternative) - 18-month duration - TBD
Final Design (Acquire ROW & Env. Permits/Prepare Final Contract Documents) – 2-year duration – TBD

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GPI

MONMOUTH COUNTY S. LAUREL AVENUE CONCEPT DEVELOPMENT

LEGEND

- Parcel
- NJ TRANSIT
- North Jersey Coastline
- Structures
- Electric Cantenary Wires
- Project Limits
- Traffic Signals

FIGURE 1