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

Public Information Center

April 24, 2012

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Hardesty & Hanover

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

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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

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Local Concept Development Process

Local Concept Development	Local Preliminary Engineering	Final Design/ Right of Way Acquisition	Construction
Purpose and Need Statement	Approved Design Exception Report	Construction Contract Documents and PS&E package	Completed Construction
Date Collection and Environmental Screening Report	Cost Estimates (Final Design, ROW and Construction)	Environmental Reevaluations	As-Built
Selection of Preliminary Preferred Alternative	Approved Environmental Document	Environmental Permits	Update and Finalize Design Communications Report
NEPA Classification	Approved Project Plan	Acquisition on ROW	Close-out Documentation
Concept Development Report	Preliminary Engineering Report	Update Design Communications Report	
Create Design Communications Report	Update Design Communications Report		

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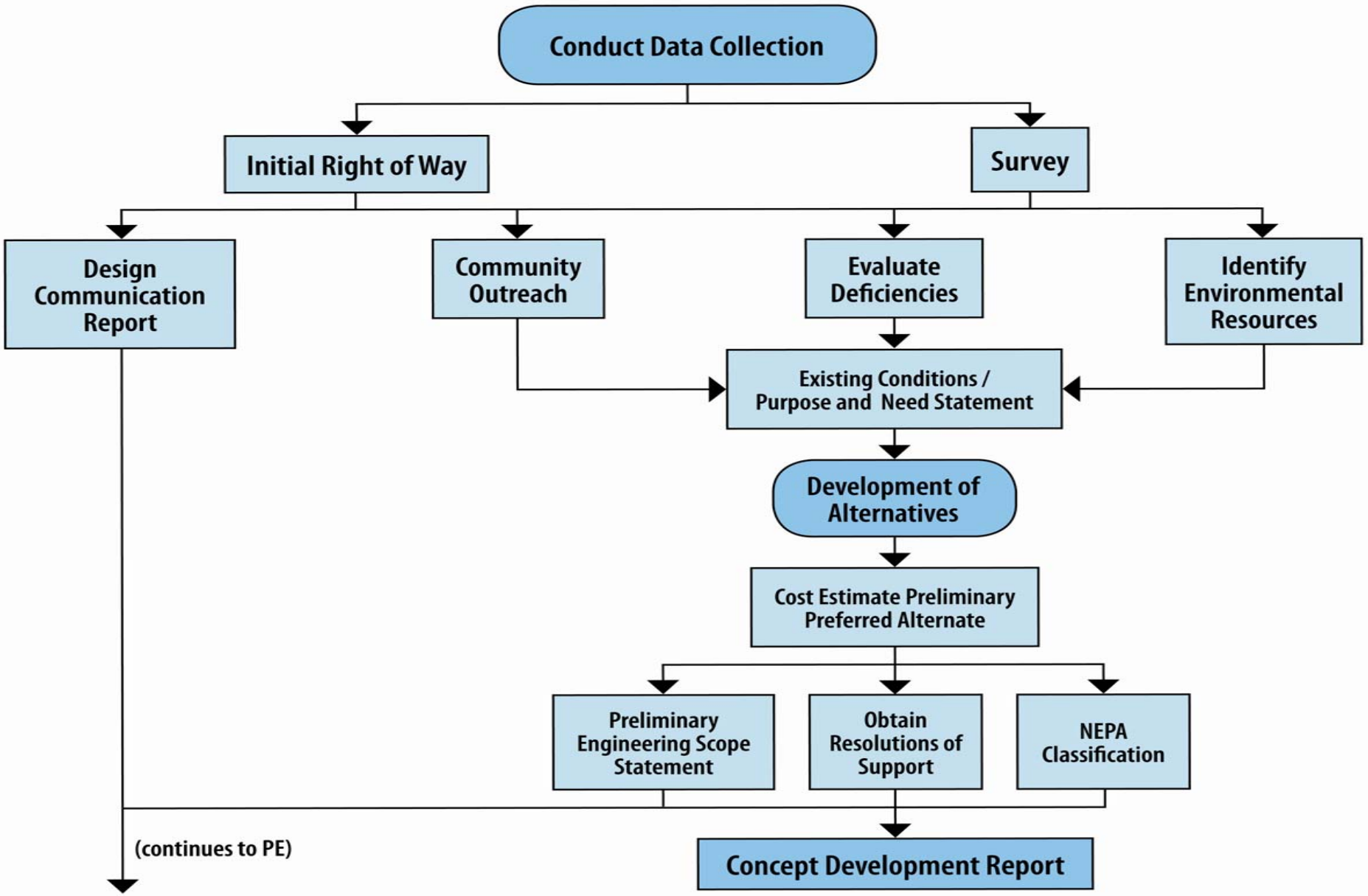
Local Concept Development Process



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

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Route 537 Corridor Existing Conditions

- More than 4,000 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
- There were 761 reported crashes within the limits of the corridor study during the three year period 2009-2011
- 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

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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

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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 of Gravel Hill Road. new sidewalk added, Eastbound side only

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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

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Route 537 Corridor Existing Conditions

Route 537 & Village Center Road/Redwood Lane Intersection, Site of 44 crashes in 2009-2011; majority same direction (rear-end)

Looking East, East of Village Road; Note conflicting turning movements, Access Management, No Bicycle/Pedestrian compatibility Eastbound side

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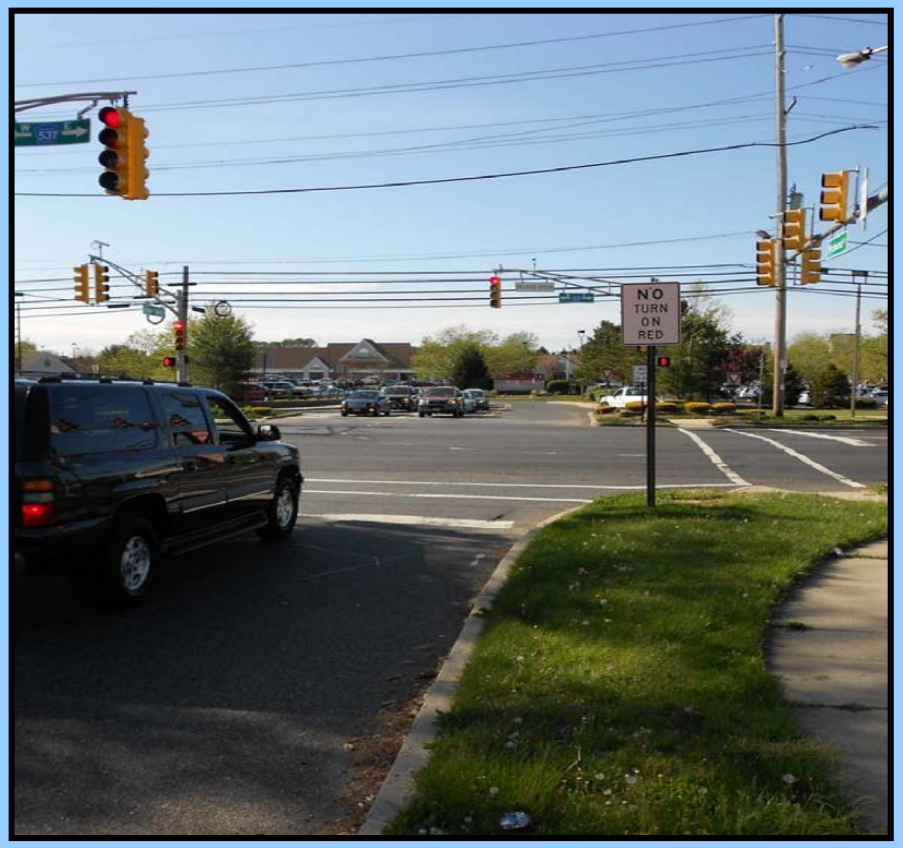
Route 537 Corridor Existing Conditions



Route 537 & Village Center Road/Redwood Lane Intersection
looking North

Rt.537 & Village Center Road/Redwood Lane Intersection
looking West

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Route 537 Corridor Existing Conditions

Rt.537 Eastbound approaching Wemrock Road/Stillwells Corner Road Intersection

Rt.537 & Wemrock Road/Stillwells Corner Road Intersection – Site of lowest level of service of all intersections within the corridor study, 62 crashes from 2009-2011 (majority rear-end)

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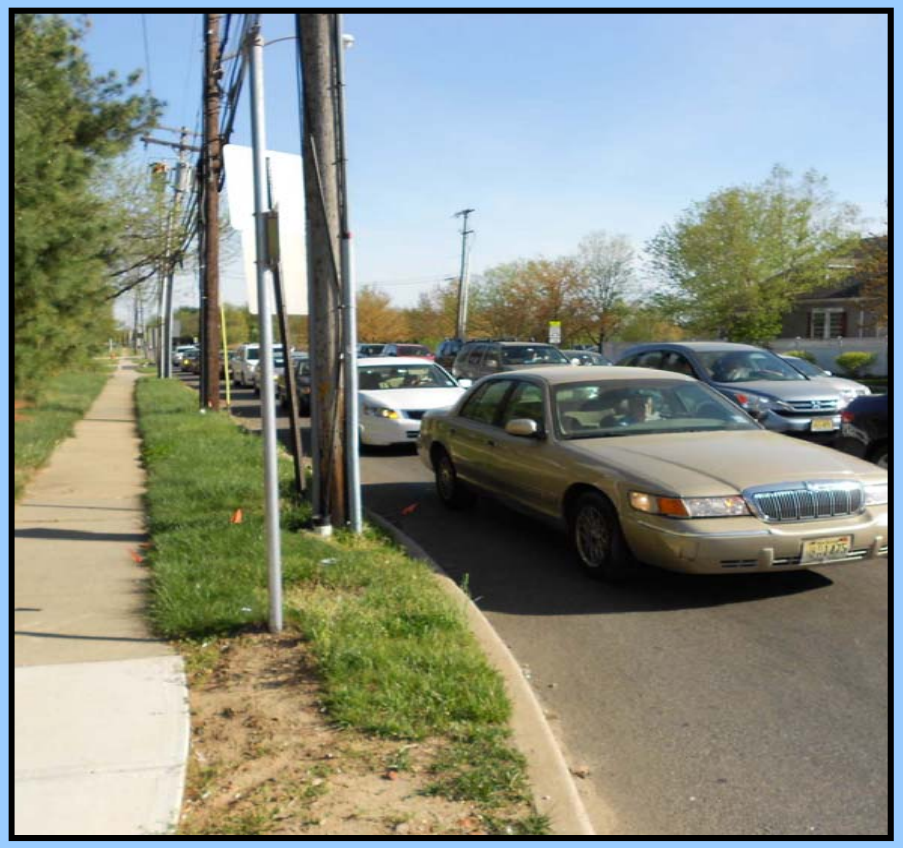
Route 537 Corridor Existing Conditions



Rt.537 Wemrock/Stillwells Corner Road Intersection; looking South along Stillwells Corner Road

Evidence for sidewalk need along Rt.537 Eastbound, east of Wemrock Road/Stillwells Corner Road Intersection

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Route 537 Corridor Existing Conditions

Rt.537 & Wal-Mart Drive Intersection, No Bicycle Compatibility, Gaps in Sidewalk Network, No auxiliary lanes for turning movements

Rt.537 & Gibson Place Un-signalized intersection, 21 crashes in vicinity of intersection 2009-2011, predominantly rear-end

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Route 537 Corridor Existing Conditions

Rt.537 Looking East Approaching Bridge over Route 33 Freeway, substandard acceleration & deceleration lanes, gaps in sidewalk network, no bicycle compatibility, substandard vertical curve

Another example of need for bicycle & pedestrian compatibility

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Route 537 Corridor Existing Conditions

Evidence for sidewalk need along Rt.537 Westbound in vicinity of Route 33 Freeway

Another example of no bicycle compatibility – Rt.537 Westbound in vicinity of Route 33 Freeway

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Route 537 Corridor Existing Conditions

Route 537 Bridge over Route 33 Freeway, No sidewalk along Westbound Side, No Bicycle Compatibility either direction

Eastbound just past bridge over Route 33 Freeway. Note loss of sidewalk continuity along Eastbound side, no sidewalk Westbound side

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Route 537 Corridor Existing Conditions

Eastbound Approaching Trotter's Way Intersection (access to Freehold Raceway Mall), Site of 123 crashes from 2009-2011 (predominantly rear-end and sideswipes)

Route 537 & Trotter's Way Intersection looking west

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Route 537 Corridor Existing Conditions

Evidence for sidewalk need along Route 537 Eastbound between Trotter's Way and Route 9

Route 537 Eastbound Approaching Route 9 Interchange

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Route 537 Corridor Existing Conditions

Route 537 Looking East at Bridge over Route 9 - No dedicated turning lanes, No Bicycle Compatibility, No Sidewalk on Eastbound Side, Site of 95 Crashes 2009-2011(predominantly rear-end and with left turn movements of Route 537 WB onto Route 9)

Route 537 Eastbound Approaching Route 9 Interchange

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Route 537 Corridor Existing Conditions

Route 9 Northbound Access Ramps to Route 537 – Site of 170 Crashes from 2009-2011 (highest rate along corridor study with 95% rear-end and worst movement being right turn/U-turn from ramp moving SB past the Barkalow Avenue junction and onto Route 9 Northbound

Route 537 Eastbound Approaching Route 33 Business Intersection (Park Avenue)

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Route 537 Corridor Existing Conditions

Route 537 & Route 33 Business (Park Avenue) Intersection, Site of 49 crashes at or near intersection during 2009-2011 (predominantly same direction and with left turn movement from Rt. 537 EB onto Park Avenue Westbound)

Route 537 & Route 33 Business Intersection looking West

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Route 537 Corridor Existing Conditions

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

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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

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Project Schedule

- 18 month completion schedule
- Major Milestones
  1. Project Purpose and Need – June 2012
  2. Development of Conceptual Alternatives – September 2012
  3. Select Preliminary Preferred Alternative – December 2012
  4. Submit Draft Concept Development Report – March 2013
  5. Completion of Concept Development Phase – April 2013

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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
- Comments from March 20, 2012 Stakeholders Meeting

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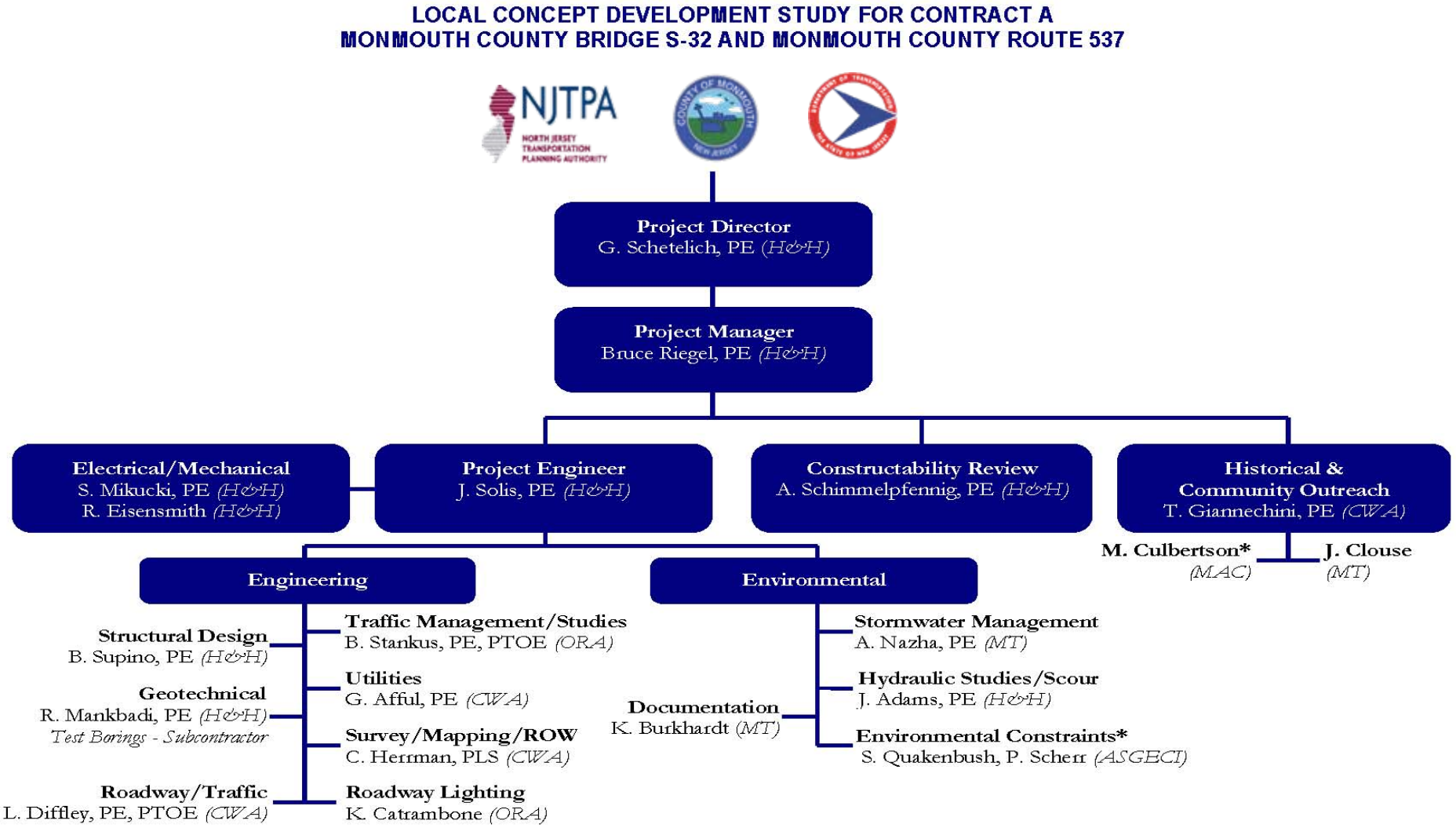
Organization Chart



H&H – HARDESTY & HANOVER, LLP / MT – McCORMICK TAYLOR / CWA – CHERRY WEBER & ASSOC. / ASGECI – AMY S. GREENE Environmental Consultants, Inc. / ORA – ORTH-RODGERS / MAC – M.A. CULBERTSON / DBE/SBE*

HARDESTY & HANOVER, LLP
ENGINEERING

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, May 25 2012.

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Thank you!

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Questions & Comments

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