



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. The intent of the study is to address operational safety and lack of sidewalk/bikeway within the project limits, in addition to the substandard under clearance, and the existing hourglass configuration at the NJ Transit RR bridge. The purpose of the CD Study is to identify the Purpose and Need for the proposed improvements and then develop conceptual alternatives to determine a selected Preliminary Preferred Alternative (PPA). Alternatives have been 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 under clearance 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 plans to replace the remaining portion of the bridge (Design is complete & Construction to begin in 2026).



Photo 2 - NJ Transit Railroad Bridge (looking south)



Photo 2 - 2022 Emergency Superstructure Repair (looking north)



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

Environmental constraints 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.

Monmouth County has currently selected a Preferred Alternative, which has received support from NJTransit, Middletown and Holmdel Townships. This will be presented during the second Public Information Center for the public to provide comments.

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.

Concept Development Schedule:

- Purpose & Need Completed – Summer 2023
- Develop Conceptual Alternatives – Summer 2023 through Spring 2025
- Local Official/Stakeholder Alternatives Coordination – Spring 2025
- Public Information Center Alternatives Coordination – Summer 2025
- Select Preliminary Preferred Alternative/Obtain Resolution of Support – Summer 2025
- Submit Draft Concept Development Report – Summer 2025
- Complete Concept Development – Summer 2025

Future Project Design Contracts:

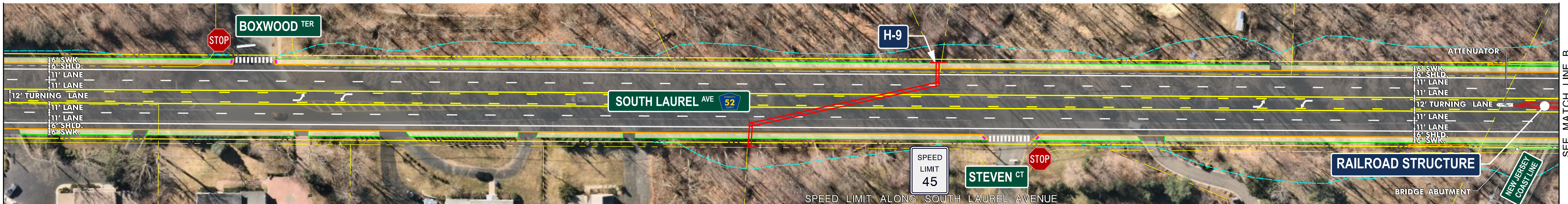
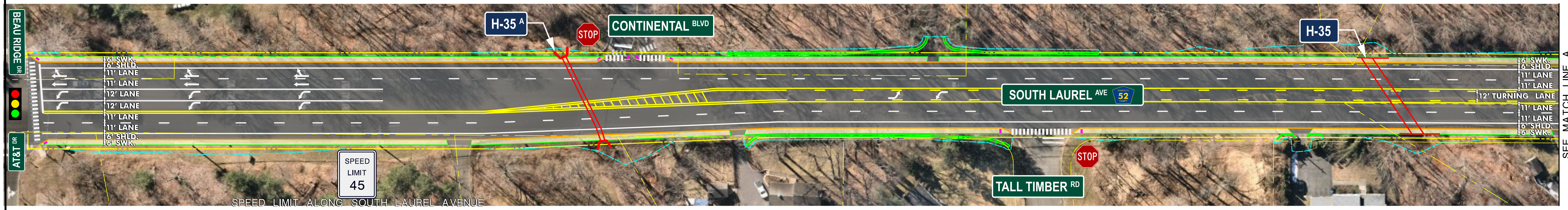
- Preliminary Engineering – (Refine Preliminary Preferred Alternative) - 18-month duration – 2026 through 2028
- Final Design (Acquire ROW & Env. Permits/Prepare Final Contract Documents) – 2-year duration – 2028 through 2030

Project Contacts:

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PROJECT
LIMIT



SEE MATCH LINE A

SEE MATCH LINE B

SEE MATCH LINE A

SEE MATCH LINE B

PROJECT
LIMIT



GPI

ALTERNATIVE #2B

OPERATIONAL SAFETY IMPROVEMENTS TO SOUTH LAUREL AVENUE (CR 52)

CONCEPT DEVELOPMENT

- LEGEND**
- PROPOSED EDGE OF PAVEMENT
 - PROPOSED SIDEWALK
 - PROPOSED STRIPING
 - EXISTING ROW
 - PROPOSED ROW
 - PROPOSED EASEMENT