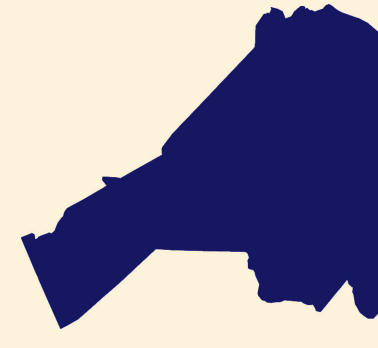


Preliminary Draft

Monmouth County Road Plan



Prepared by the Division of Planning
Department of Public Works and Engineering
Adopted by the Monmouth County Planning Board
2012

THE MONMOUTH COUNTY ROAD PLAN

Purpose and Legal Status

The County Road Plan is an element of the Monmouth County master plan that informs the public of the location, design and right-of-way widths of the county road system. It is a long range plan that provides the framework for coordinating our regional road system with the growth and development of the county. The County Road Plan is officially adopted by the Monmouth County Planning Board as an element of the county master plan (New Jersey Statutes Annotated 40:27-2) and provides the legal basis for obtaining right-of-way widths for county roads during the County Planning Board's development review process (New Jersey Statutes Annotated 40:27-6.2 and 6.6).

The County Road System

The county road system is a network of existing and potential county roads that act as a continuous regional thoroughfare for carrying traffic to and from major traffic generators such as shopping centers, hospitals, employment centers and transportation centers in a quick and efficient manner. In most cases the system provides a link between municipal collector roads and state and/or federal roads. The county road system is comprised of the following:

Existing County Roads

County Roads: Existing county roads that continue to serve a regional function.
Minor County Roads: Existing county roads that no longer serve a regional function.

Potential County Roads

Municipal Roads: Existing municipal roads that now serve a regional function and are included in the County Road Plan.
New Construction: New roads that will serve a regional function.

Creation of Potential County Roads

The segments listed in the plan as "potential county roads" may be acquired by the county in two ways. The primary approach to this process is that a municipality may ask the county to take over an existing municipal road which the town believes is serving a regional function. The request is reviewed by the Monmouth County Planning Board for consistency with the County Road Plan and by the County Engineer for engineering and technical review. Their recommendations are forwarded to the Board of Chosen Freeholders for review and action. If the change from a municipal road to a county road is accepted, the county will begin negotiations with the municipality. During negotiations, the county may request that the municipality to assume jurisdiction for a comparable number of miles of minor county roads or the maintenance of a bridge less than 20 feet in length which is located within the municipality in exchange for the proposed new county road. In addition, the county may ask the municipality to bring the municipal road up to county standards with respect to design and maintenance. The county may also design and build a new county road when the county determines the new road is needed to carry regional traffic.

Design and Right-Of-Way Widths

The county road right-of-way is a strip of land owned by the county which contains the design components of a county road. The design of a county road right-of-way varies according to its location, its function and adjacent land use but with minimum standards established by the American Association of State Highway and Transportation Officials (AASHTO) and the New Jersey Department of Transportation (NJDOT). The standard county road right-of-way width is

80 feet which is needed to accommodate the various design components of the right-of-way and to carry present and future traffic safely and quickly. However, in some locations, such as in older, built-up communities, where an 80-foot right-of-way is impractical or not feasible, a 60-foot right-of-way has been designated. In other locations, where major projects have a significant impact on a county road or bridge, the county may require a right-of-way in excess of the 80-foot standard. Certain county roads have been identified as having a proposed right-of-way width of 100' due to increased development in the county and a corresponding increase in traffic volumes. This wider standard is necessary to safely accommodate multiple lanes with medians or center turn lanes. The right-of-way widths are reviewed and discussed during the County Planning Board's development review process. The "Multi-Purpose Easement" as depicted in the Desired Typical Sections shall be an easement in favor of the County for purposes including, but not limited to, drainage and drainage facilities, sidewalks, bicycle paths, utilities, grading and slope stabilization, landscaping/street tree removal and/or additions. Street trees are shown for illustrative purposes only and are subject to maintenance requirements and other guidelines as established in the Monmouth County Development Regulations. Desired typical sections are shown below.

Acquisition of Right-of-Way

The county acquires right-of-way by two methods. When county right-of-way is needed as a result of a new development or redevelopment, the County Planning Board will require the applicant to dedicate the land and make the necessary road improvement to meet the standards established by AASHTO and NJDOT. Where improvements to county roads are needed but are not caused by new development or redevelopment, the county acquires the additional right-of-way through voluntary negotiations with the involved property owners or, in rare cases, by eminent domain.

Monmouth County Complete Streets Policy

On July 22, 2010 the Monmouth County Board of Chosen Freeholders adopted a Complete Streets Policy with the goal of creating a comprehensive and integrated multi-modal network by facilitating connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers. The policy is designed to implement a comprehensive approach to ensure that all modes of transportation are considered as road improvements are designed. Transportation facilities constructed for long-term use will always anticipate prospective demand for all modes in an attempt to minimize future congestion issues.

Monmouth County is devoting special attention to issues impacting pedestrians and bicyclists and efforts are being undertaken to include adequate facilities on county roads, bridges, sidewalks, and multi-use paths. All designs of intersections and interchanges shall consider all modes of transportation in order to ensure that bicyclists and pedestrians are able to safely and conveniently cross corridors. In addition, the county will utilize the Complete Streets Policy to support Safe Routes to School, Safe Routes to Transit and the creation of Transit Villages.

Monmouth County Scenic Roadway Plan

The Monmouth County Scenic Roadway Plan (adopted 2001) was prepared for the purpose of retaining scenic qualities and features possessed by many of our county roads. The Scenic Roadway Plan has three main goals: (1) to identify those county roads, or sections of county roads, that possess such a high degree of visual quality that driving, bicycling, or walking along those roads is a pleasurable experience; (2) to establish a set of alternative design guidelines for scenic county roads for use by Monmouth County in its development review process and capital improvement program; and (3) to present other means of preserving scenic roads that may be implemented by the county, by municipalities, and by other agencies and organizations. For a complete inventory of current scenic roads refer to the Monmouth County Scenic Roadway Plan.

Existing County Roads

Table with columns: ROAD #, ROAD NAME, MUNICIPALITY, DELINEATION, LENGTH (miles), ROW (feet). Lists various roads like Perthville Rd, Oxford Hwy, Main St, etc.

Existing County Roads

Table with columns: ROAD #, ROAD NAME, MUNICIPALITY, DELINEATION, LENGTH (miles), ROW (feet). Lists various roads like First Ave, Atlantic Highlands, Bingham Ave, etc.

Existing County Roads

Table with columns: ROAD #, ROAD NAME, MUNICIPALITY, DELINEATION, LENGTH (miles), ROW (feet). Lists various roads like Main St, Ashbury Park, West St, etc.

Existing County Roads

Table with columns: ROAD #, ROAD NAME, MUNICIPALITY, DELINEATION, LENGTH (miles), ROW (feet). Lists various roads like Jackson Mills Rd, Cedar Ave, Holmes Hill Rd, etc.

Principal County Road
Minor County Road

Principal County Road
Minor County Road

Principal County Road
Minor County Road

Principal County Road
Minor County Road

Existing County Roads

Table with columns: ROAD #, ROAD NAME, MUNICIPALITY, DELINEATION, LENGTH (miles), ROW (feet). Lists various roads like Wyckoff Rd, Havelock Rd, Florence Ave, etc.

Existing County Roads

Table with columns: ROAD #, ROAD NAME, MUNICIPALITY, DELINEATION, LENGTH (miles), ROW (feet). Lists various roads like Georgia Rd, Perthville Rd, Halls Mill Rd, etc.

Existing County Roads

Table with columns: ROAD #, ROAD NAME, MUNICIPALITY, DELINEATION, LENGTH (miles), ROW (feet). Lists various roads like Yorkville Rd, Main St, N. Main St, etc.

Existing County Roads

Table with columns: ROAD #, ROAD NAME, MUNICIPALITY, DELINEATION, LENGTH (miles), ROW (feet). Lists various roads like Monmouth Rd, Upper Freehold, Monmouth Rd, etc.

Principal County Road
Minor County Road

Principal County Road
Minor County Road

Principal County Road
Minor County Road

Principal County Road
Minor County Road

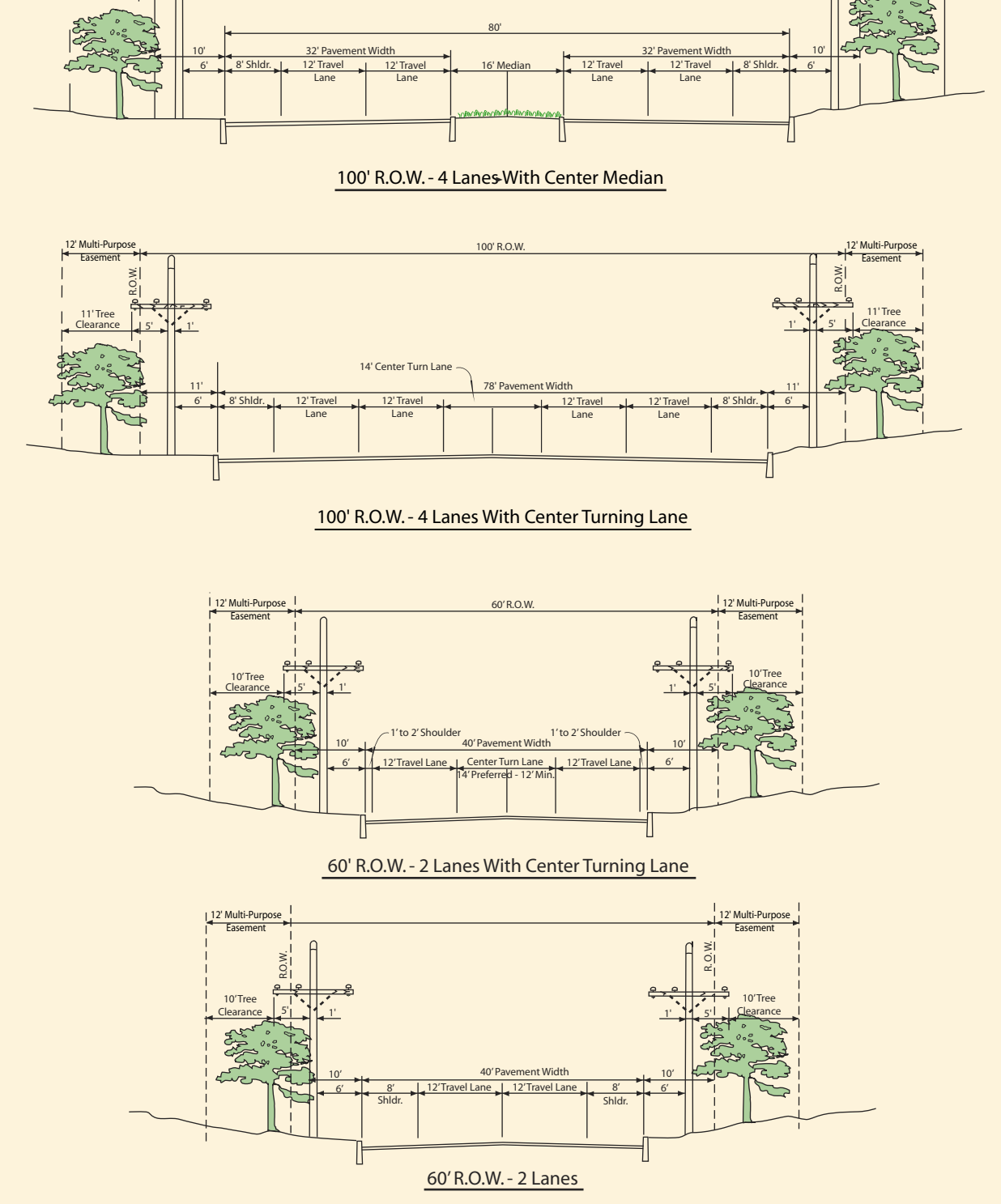
Municipal Roads, Potential County Roads

Table with columns: PROPOSED ROAD #, ROAD NAME, MUNICIPALITY, DELINEATION, LENGTH (miles), ROW (feet). Lists proposed roads like Morristown Rd, Union Ave, Middle Rd, etc.

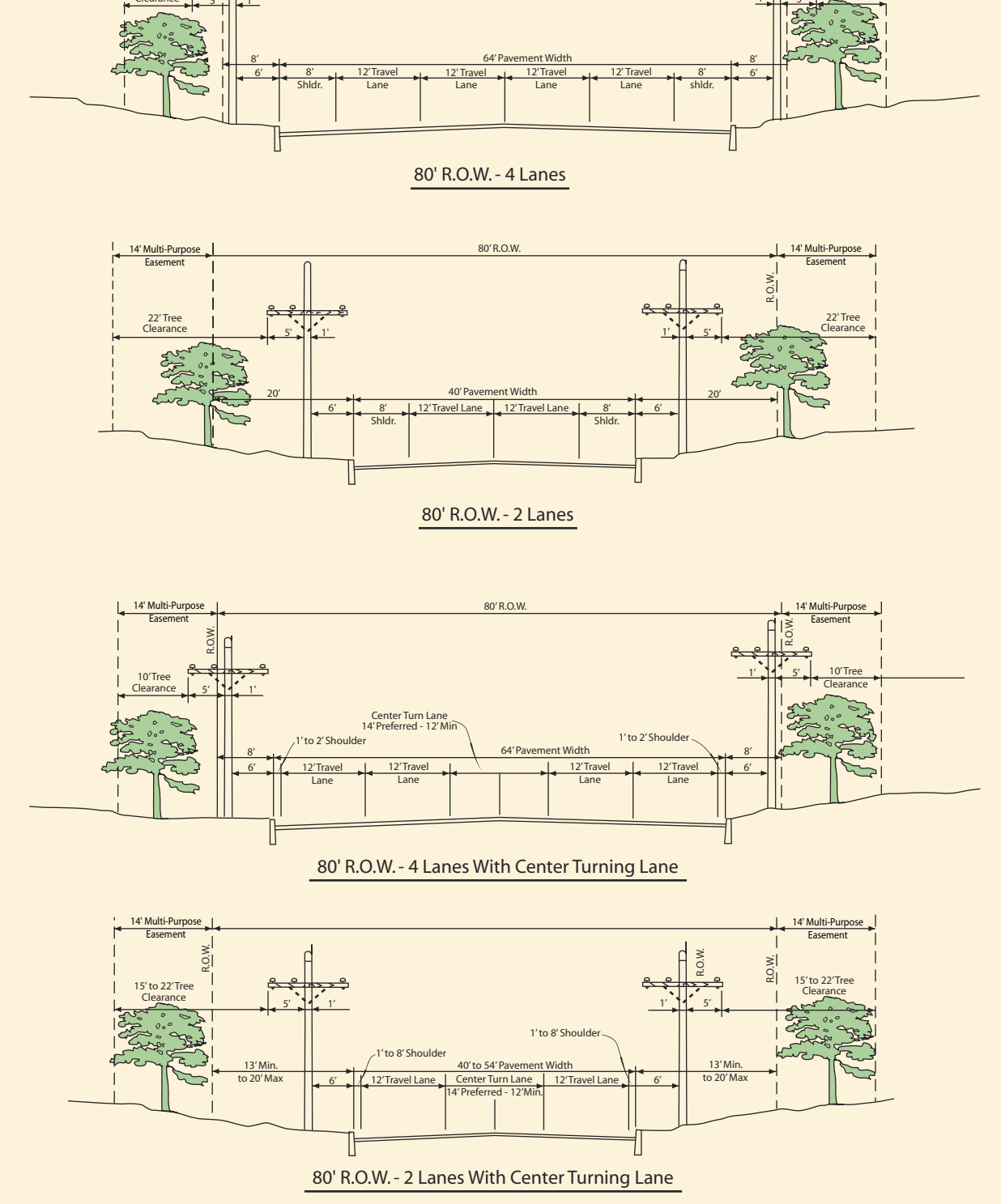
Sample Future Construction, Potential County Roads

Table with columns: PROPOSED ROAD #, ROAD NAME, MUNICIPALITY, DELINEATION, LENGTH (miles), ROW (feet). Lists proposed roads like 35 Overpass, 35 Overpass, 35 Overpass, etc.

DESIRED TYPICAL SECTIONS



DESIRED TYPICAL SECTIONS



Total Potential County Road Miles: 29.99

Total Principal County Road Miles: 319.80
Total Minor County Road Miles: 65.00
Total County Road Miles: 384.80