

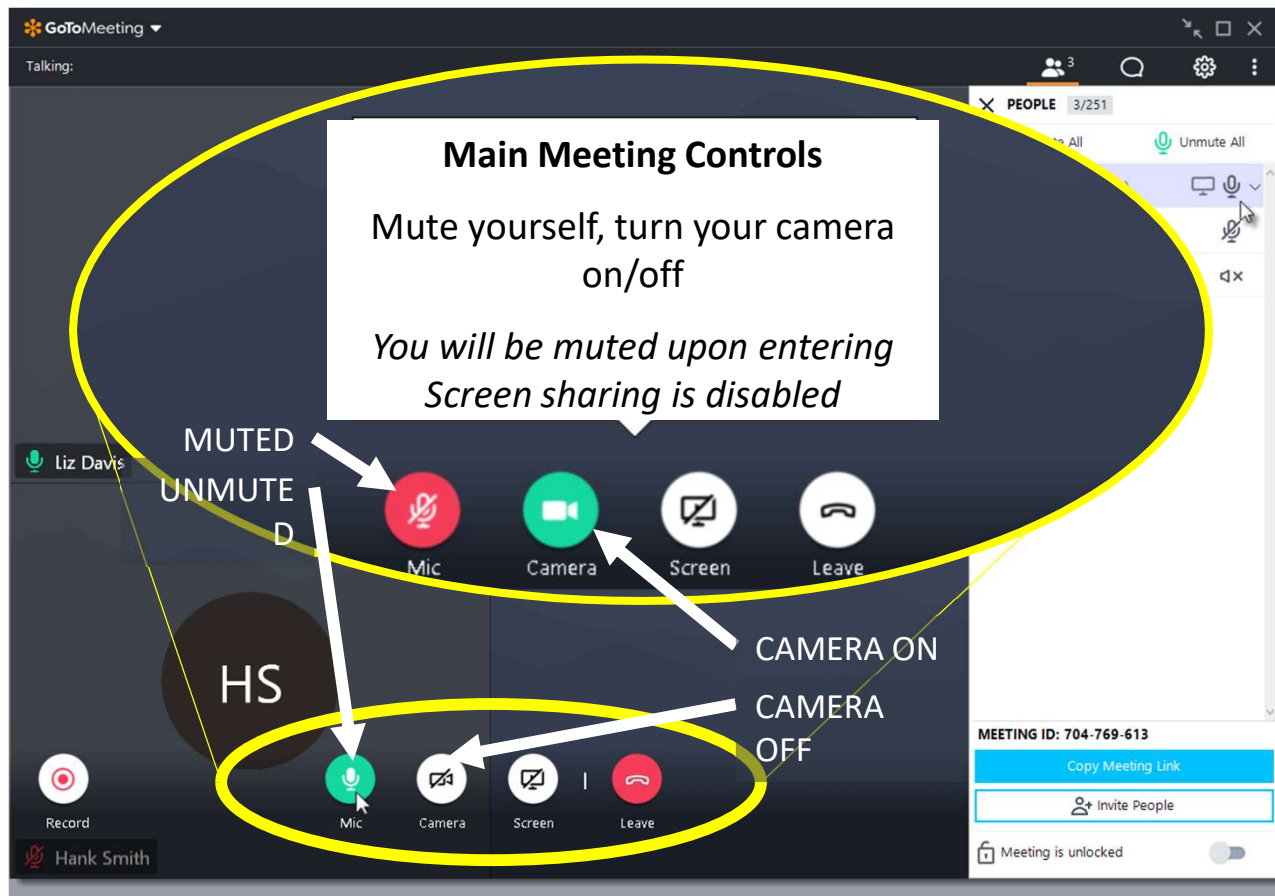
PUBLIC INFORMATION CENTER

Wednesday, February 17, 2021



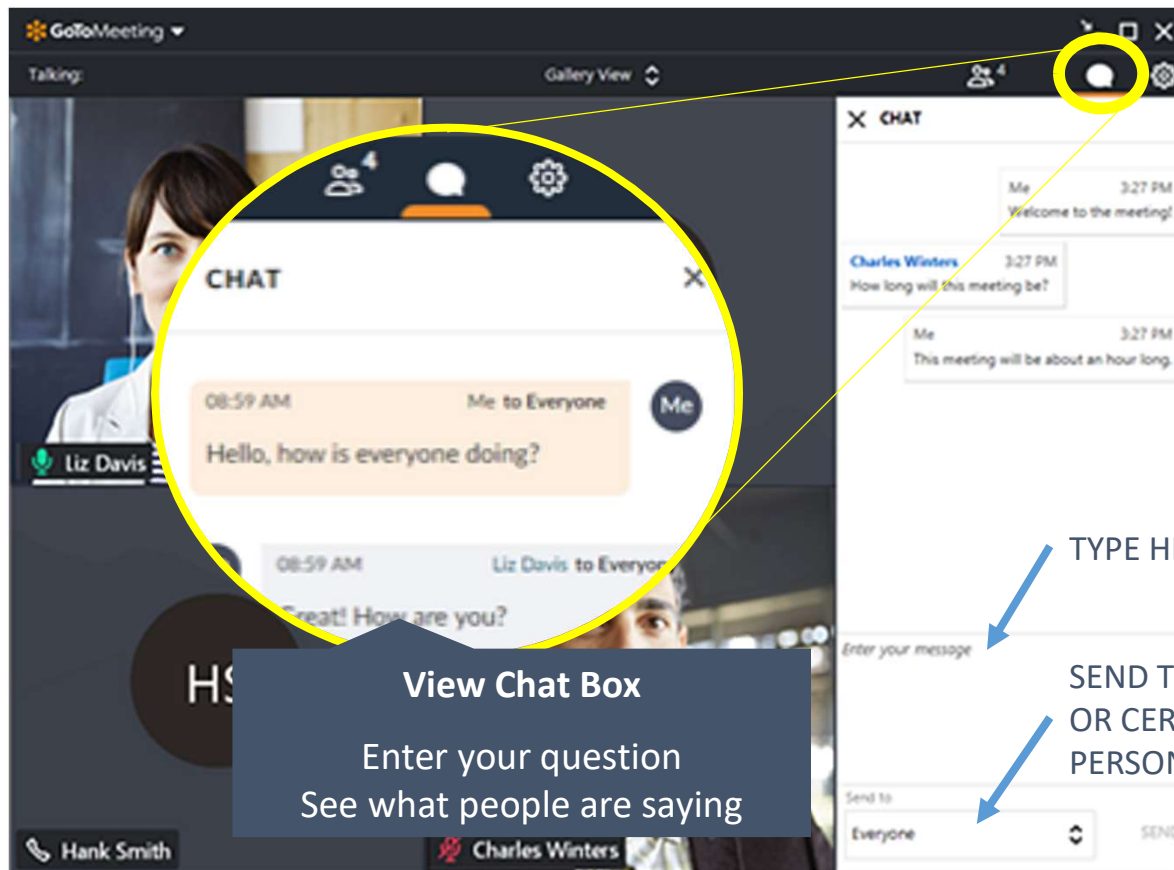
**Main Street (CR 533) Safety Improvements
Between Kennedy Boulevard & Dukes Parkway**





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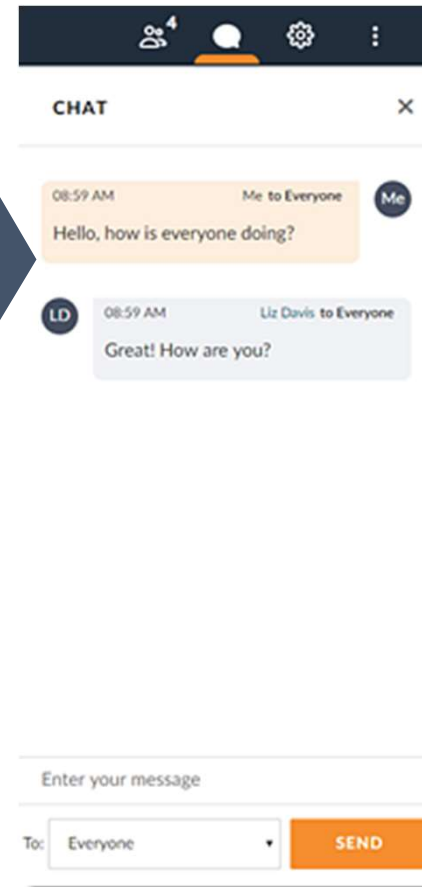


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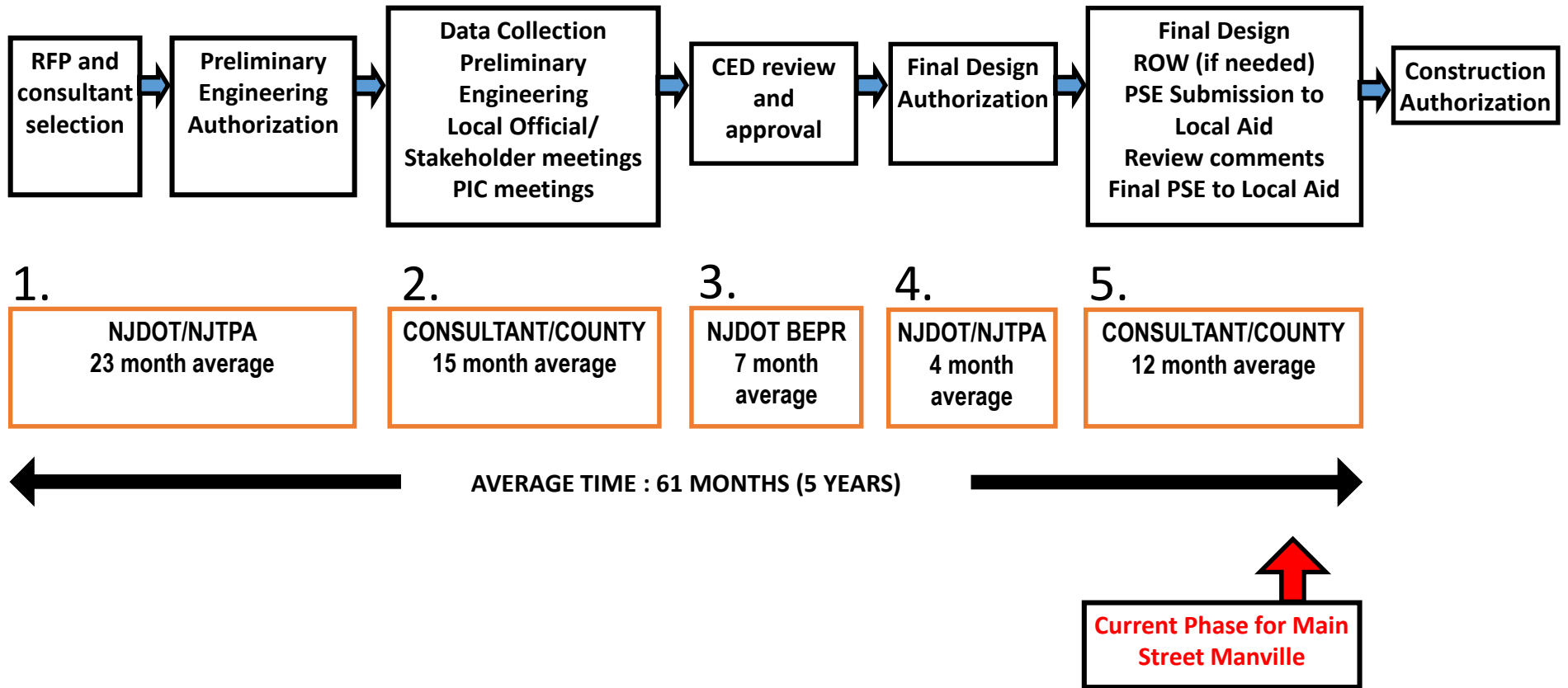


Chat Box Instructions

- Submit your questions as the meeting is going on
- If you would like to ask verbally, please write “Unmute”
- After all written questions are addressed, verbal questions will be taken
- Chat box is for unofficial questions only
- Official comments MUST be made in writing (comment survey form, email, letter, etc.)
- Chat logs are saved



FEDERAL PROCESS AND PROJECT TIMELINE



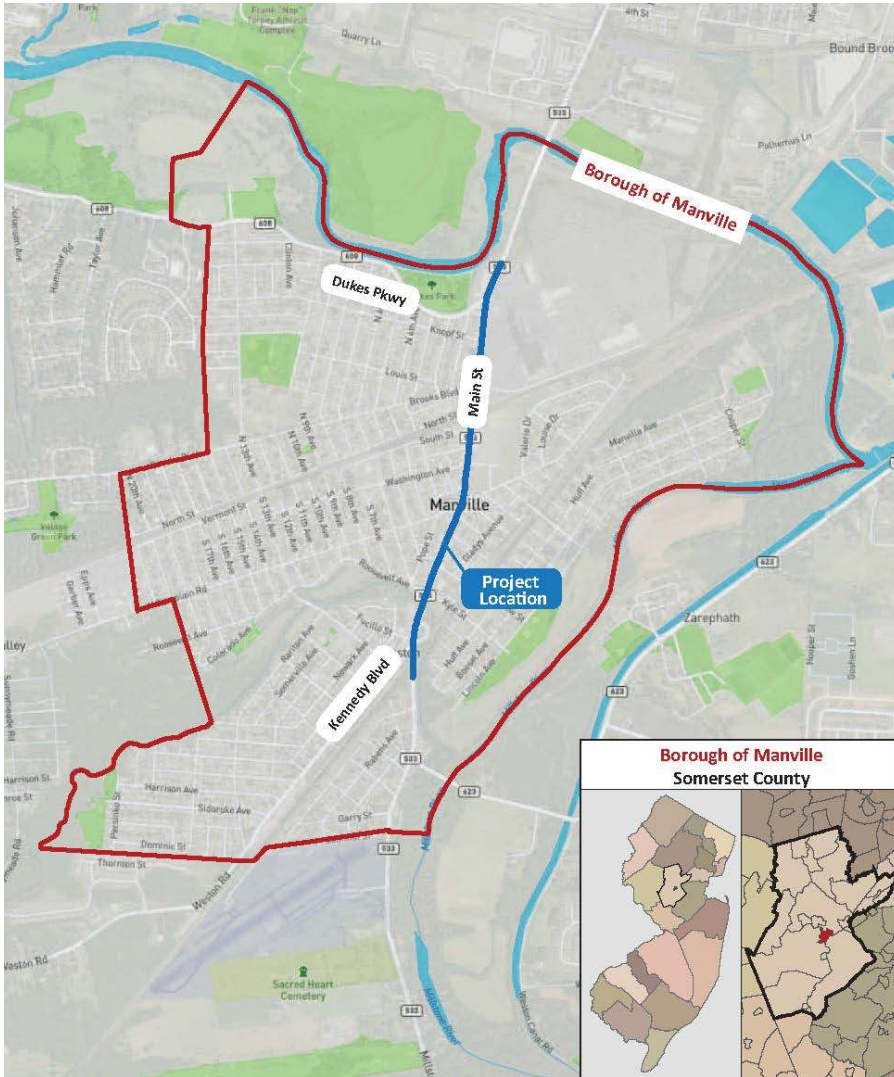
**Main Street (CR 533) Safety Improvements
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AGENDA

- Project Background
- Proposed Improvements
 - Roadway Resurfacing and Restriping
 - Curb Extensions
 - Traffic
 - Lighting
 - Drainage
 - Staging
- Schedule

PROJECT LOCATION



**Main Street (CR 533) Safety Improvements
Between Kennedy Boulevard & Dukes Parkway**



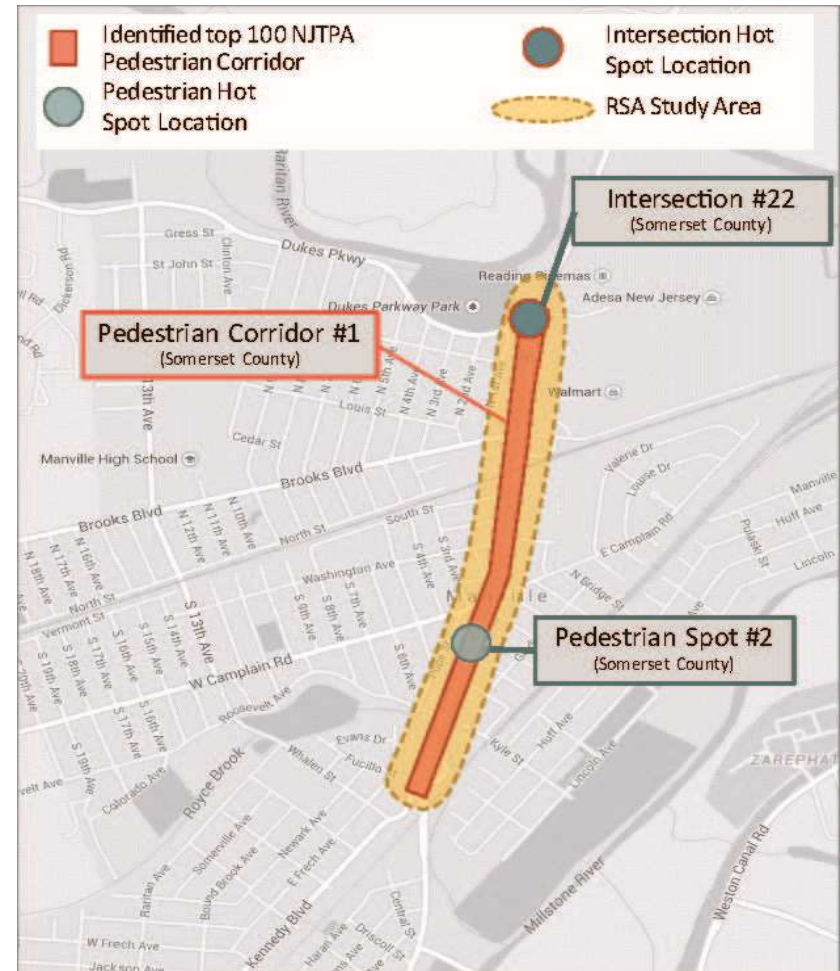
PURPOSE AND NEED

Project Purpose

To provide safety improvements along the 1-mile segment of Main Street between Dukes Parkway and Kennedy Boulevard, with a focus on pedestrian safety.

Project Need

In 2014, this segment of Main Street was ranked as the #1 highest pedestrian crash corridor in Somerset County. A Road Safety Audit conducted in 2015 identified specific problem areas.



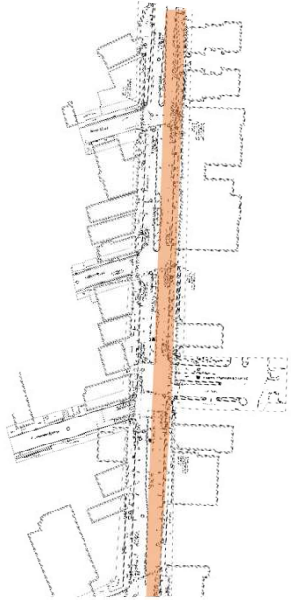
Source: 2015 Road Safety Audit

DESIGN CONSIDERATIONS

- Road Diet*
 - Consistent number of lanes & widths
 - Reduced crossing distances
 - Improved pedestrian accommodations
- Roadway Resurfacing and Restriping
- Median Pedestrian Islands*
- Curb Extensions
- Rectangular Rapid Flashing Beacon (RRFB)
- Stormwater Management/Green Infrastructure
- Traffic Signals & Lighting Improvements

*FHWA Proven Safety Countermeasures

PROPOSED CONSTRUCTION STAGING

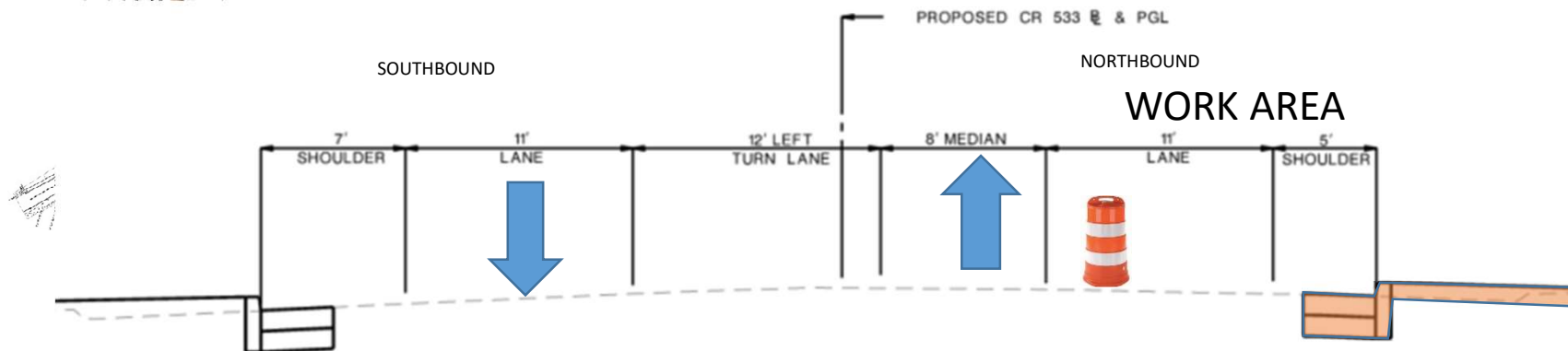


Stage 1A

Curb, Sidewalk, Pavers, Drainage and signal foundations on Northbound Side. Install Drainage cross pipes and trenching for traffic signal conduit. Install temporary traffic markings. Work from Northern end to Southern End.

IMPACTS:

- Temporary Parking Loss (1 side, 1 block max.)
- Lane Shifts
- Flagging Operations at Intersections (off-peak hours)
- Pedestrian Diversions/Detours



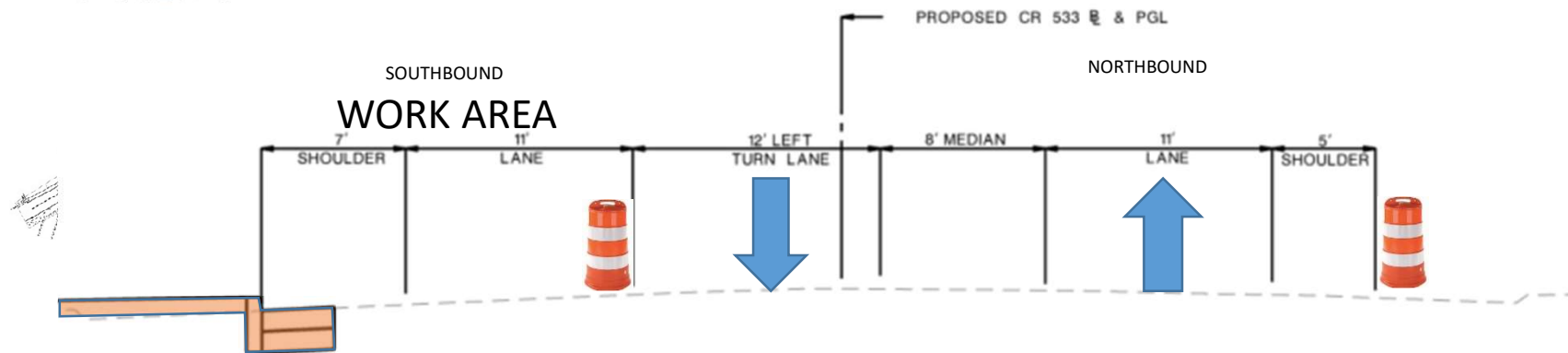
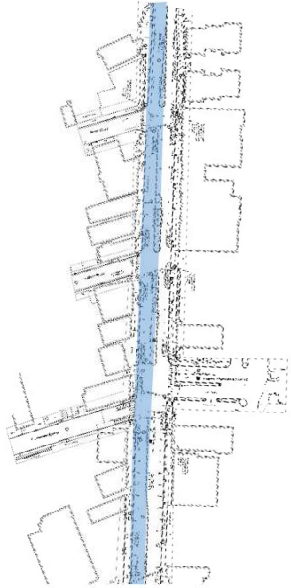
PROPOSED CONSTRUCTION STAGING

Stage 1B

Curb, Sidewalk, Pavers, Drainage and signal foundations on Southbound Side. Work from Northern end to Southern End

IMPACTS:

- Temporary Parking Loss (1 side, 1 block max.)
- Lane Shifts
- Flagging Operations Mid-Block (off-peak hours)
- Flagging Operations at Intersections (off-peak hours)
- Pedestrian Diversions/Detours



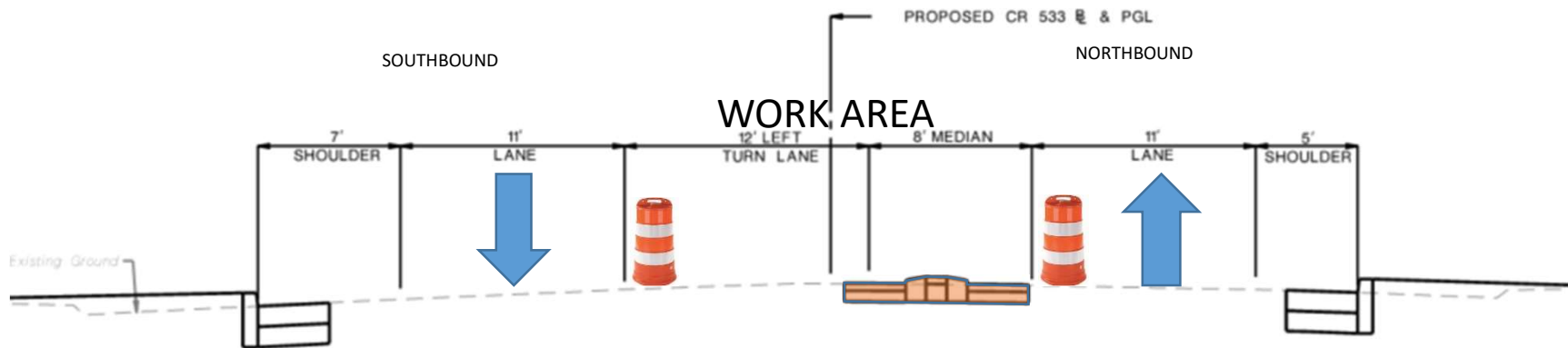
PROPOSED CONSTRUCTION STAGING

Stage 2

Curb, Sidewalk, Pavers, Drainage in median. Work from Northern end to Southern End.

IMPACTS:

- Lane Shifts
- Shoulder Closures



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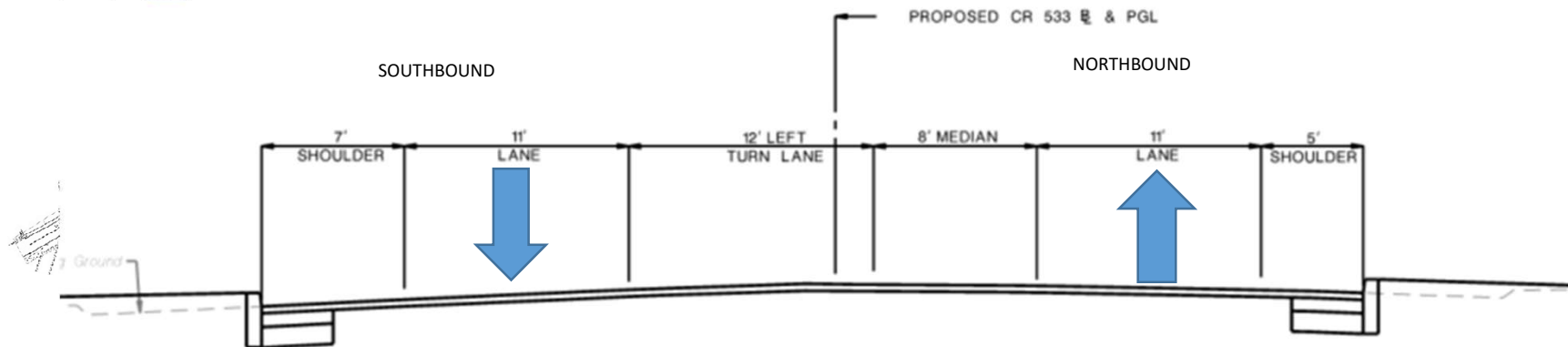
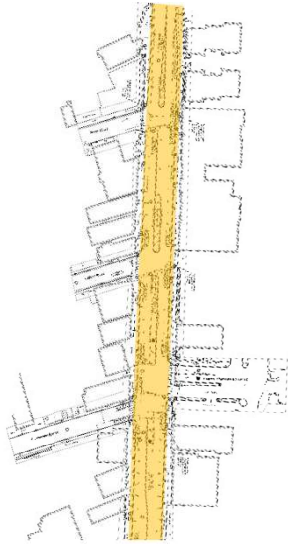
PROPOSED CONSTRUCTION STAGING

Stage 3

Final Paving and Pavement Markings. Activate traffic signals.

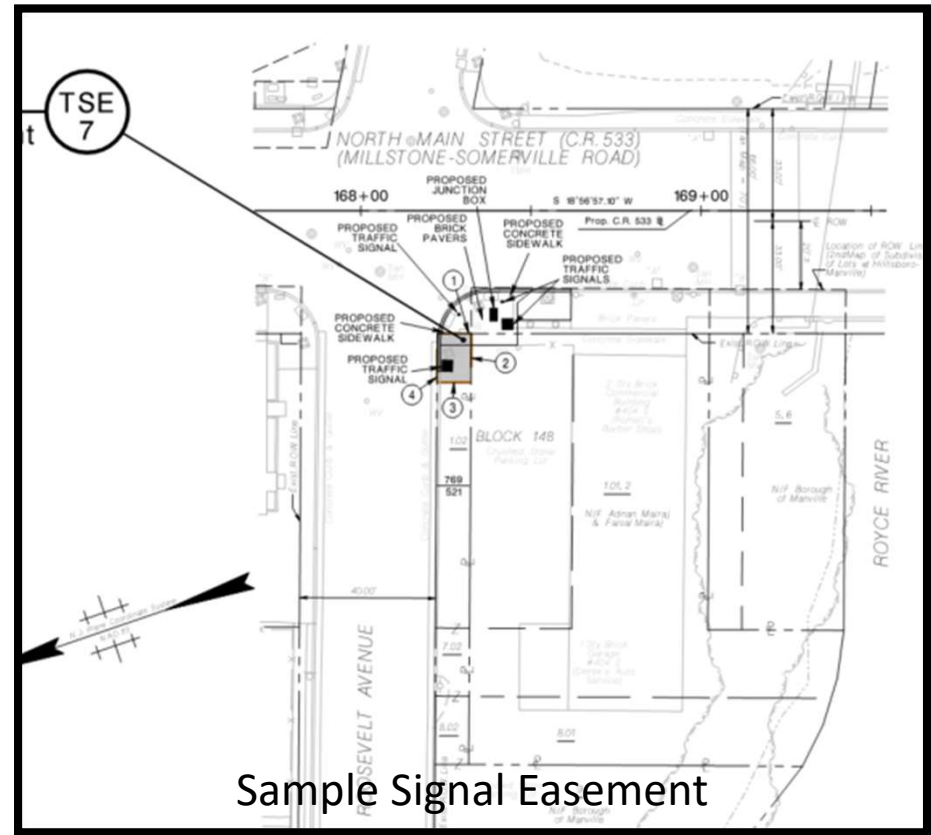
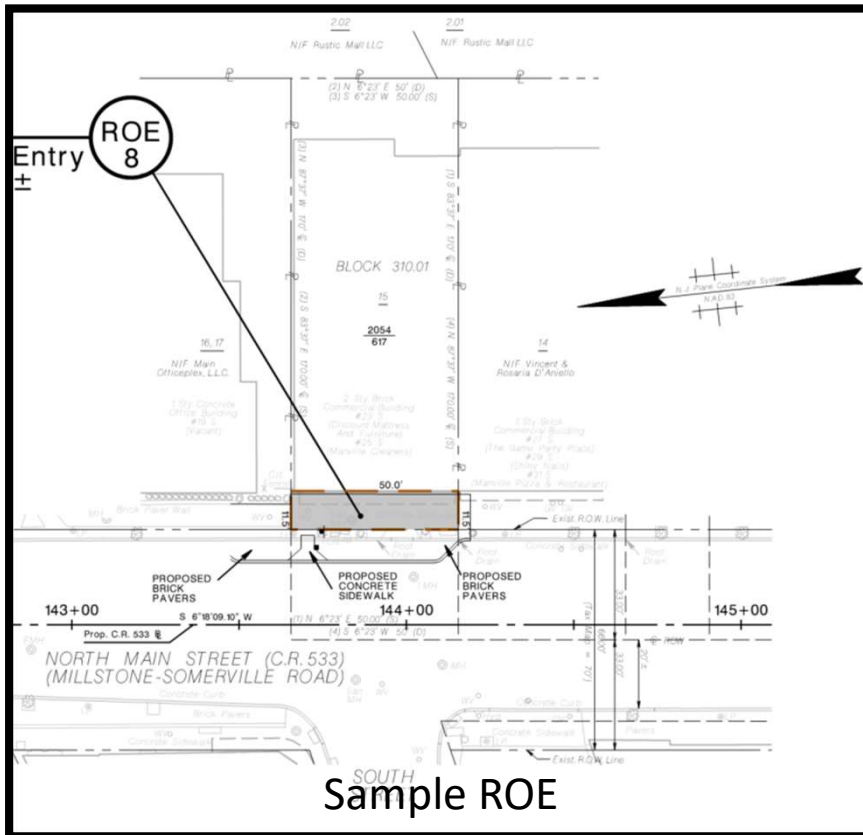
IMPACTS:

- Temporary Parking Loss (1 side, 1 block max.)
- Lane Shifts
- Flagging Operations (Off peak)



RIGHT-OF-WAY

- 34 Right-of-entries (ROE)
- 9 Traffic signal easements (TSE)
- 1 Roadway Easement
- 1 Partial Acquisition



SCHEDULE

- ROW documents submitted to NJDOT ROW for review (Ongoing)
- Ongoing Tasks (Present – Dec 2021)
 - Preliminary Plans, Specifications & Estimate (PS&E) to NJDOT Local Aid
 - County ROW Acquisition Process
 - Final PS&E Submission to Local Aid
 - Construction Authorization (December 2021)
- Construction (Spring 2022, 9-12 months)

ROAD DIET

- Conversion of a Four (4) Lane Road to a Two (2) Lane Road with Shoulders and Median Island



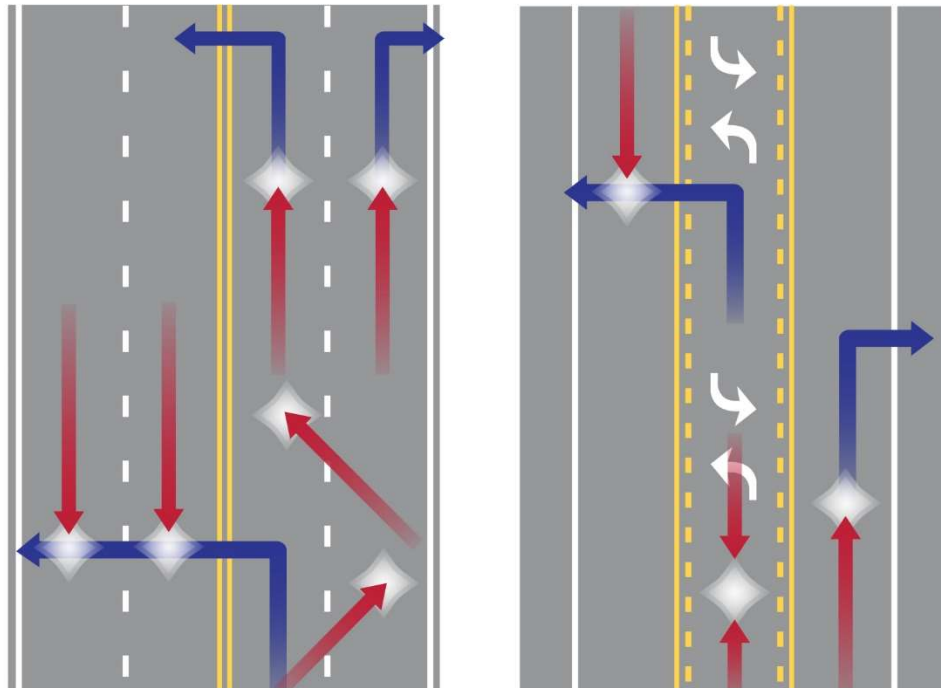
FHWA Proven Safety Countermeasure

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ABOUT ROAD DIETS

Road diets reduce conflict points that contribute to **rear-end, left-turn, and sideswipe crashes**



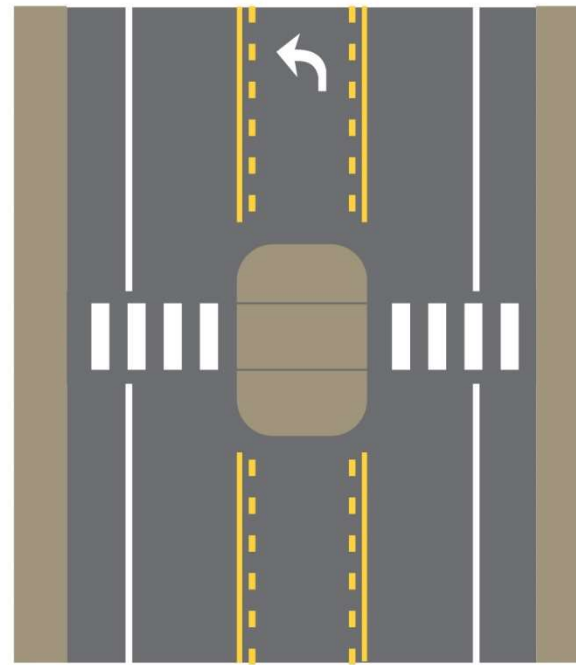
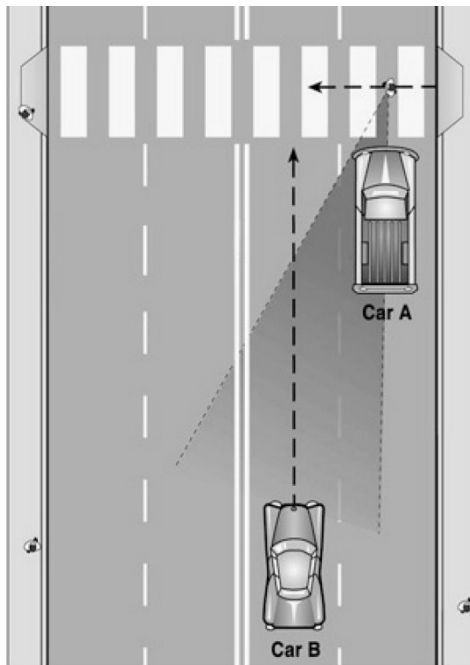
4-Lane to 3-Lane road diet conversions:

19 – 47% reduction in total crashes

ABOUT ROAD DIETS

Improve pedestrian safety by:

1. Eliminating the potential for multiple-threat crashes, and
2. Providing opportunities for two-stage crossings

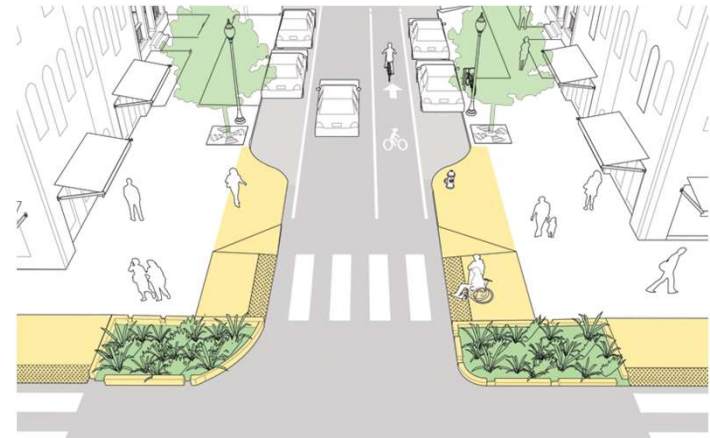


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CURB EXTENSIONS

- Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for multimodal users.

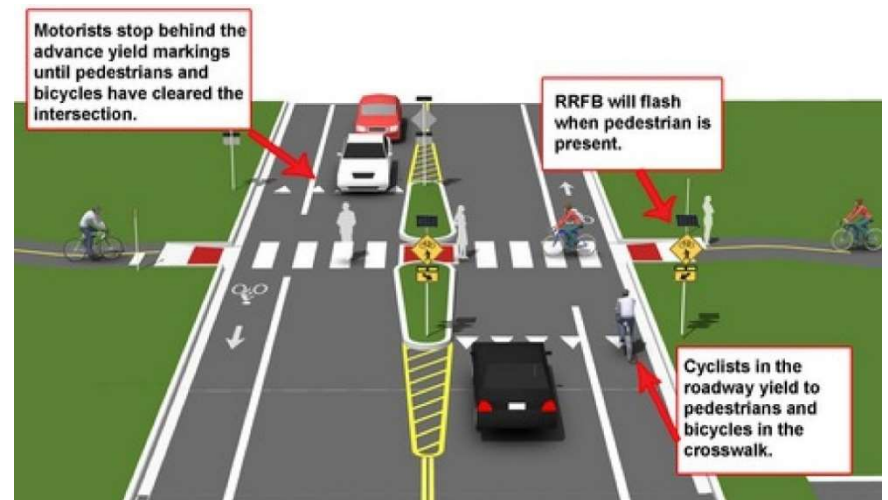


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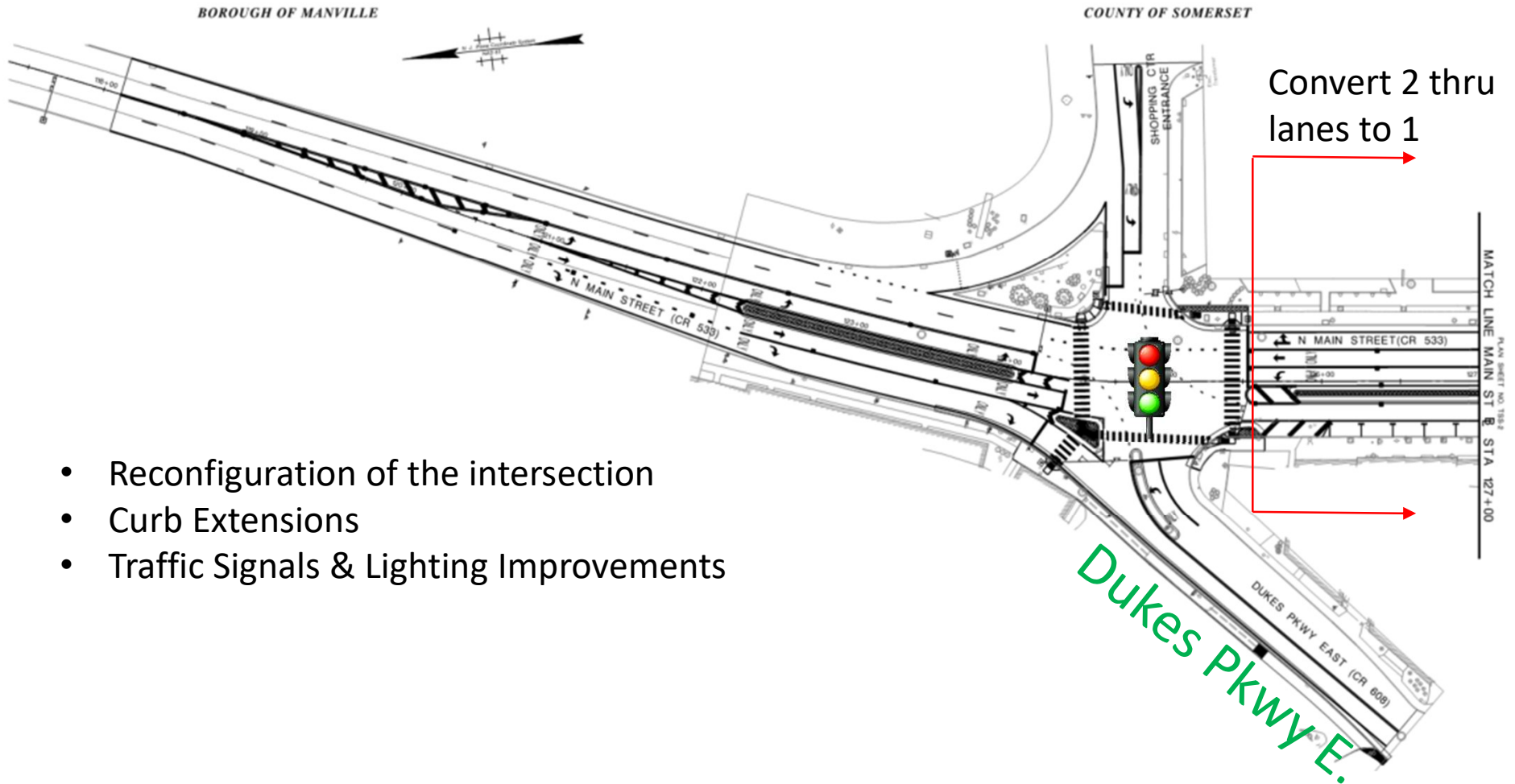
RECTANGULAR RAPID FLASHING BEACON

- Increase driver awareness of potential pedestrian conflicts
- Pedestrian-actuated beacons in combination with warning signs alert motorists crossings at un-signalized locations



PROPOSED IMPROVEMENTS

N. Main Street at Dukes Parkway



- Reconfiguration of the intersection
- Curb Extensions
- Traffic Signals & Lighting Improvements

Main Street (CR 533) Safety Improvements
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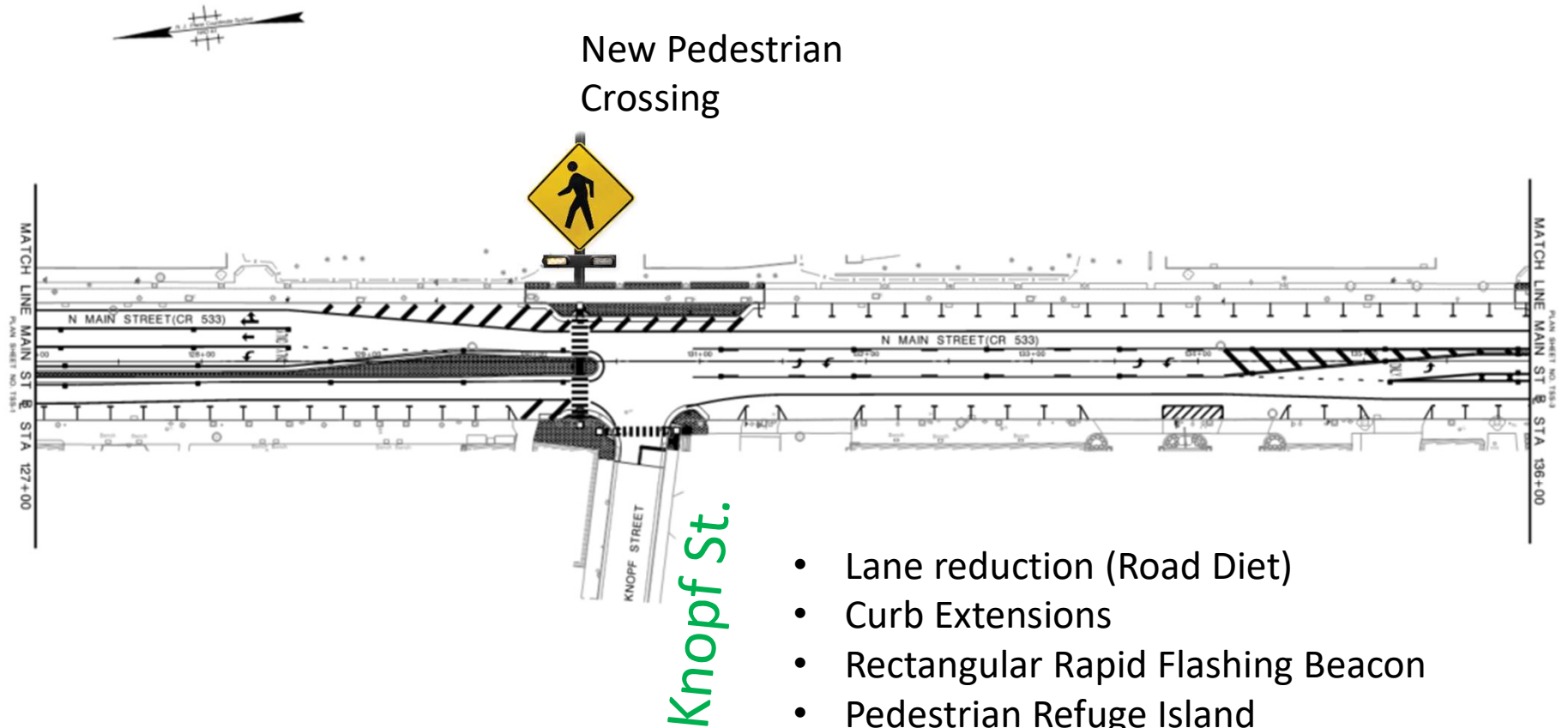


PROPOSED IMPROVEMENTS

N. Main Street at Knopf Street

BOROUGH OF MANVILLE

COUNTY OF SOMERSET



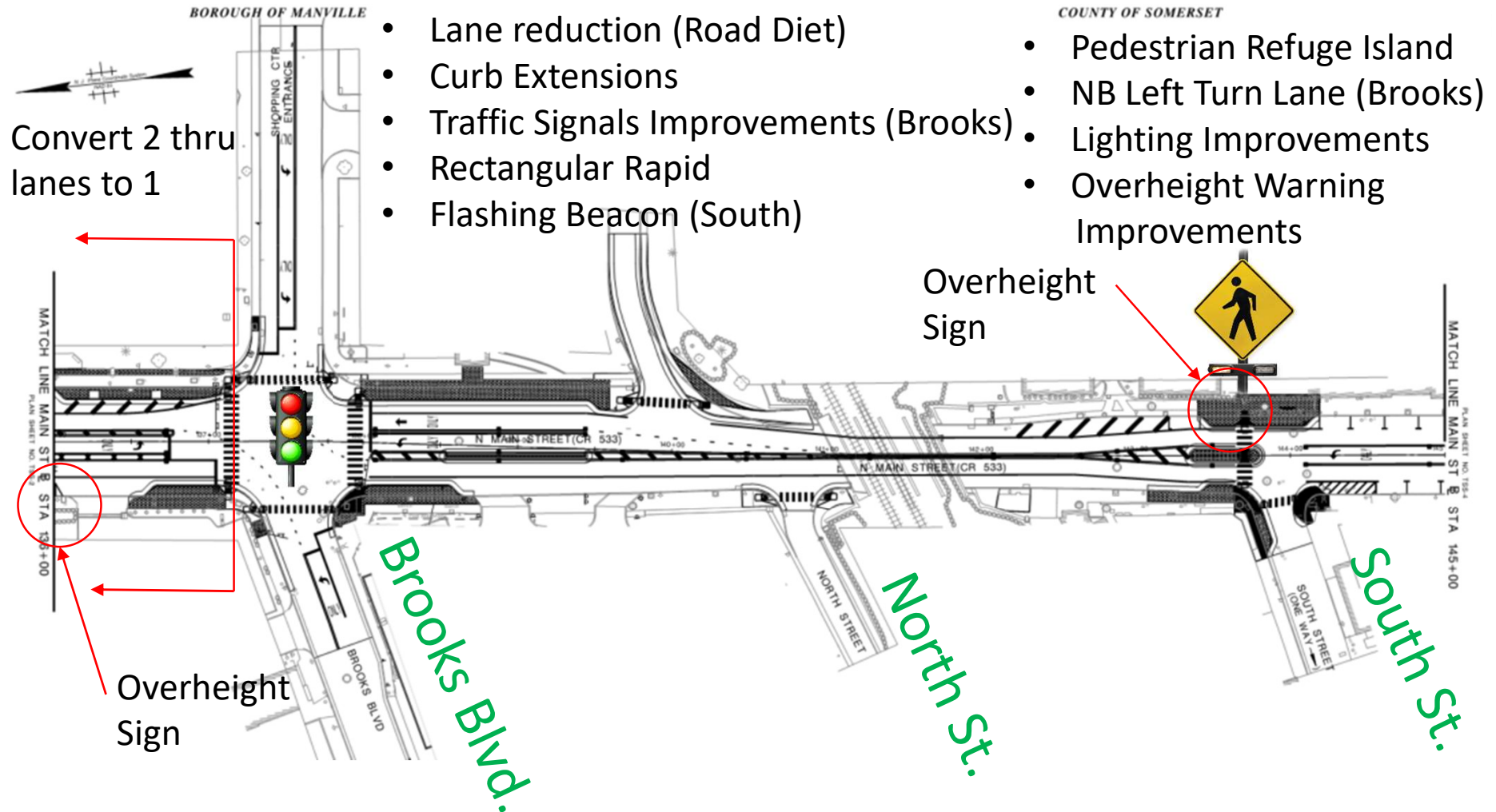
- Lane reduction (Road Diet)
- Curb Extensions
- Rectangular Rapid Flashing Beacon
- Pedestrian Refuge Island
- Lighting Improvements

Main Street (CR 533) Safety Improvements
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PROPOSED IMPROVEMENTS

N. Main Street from Brooks Blvd. to South St.



Main Street (CR 533) Safety Improvements
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PROPOSED IMPROVEMENTS

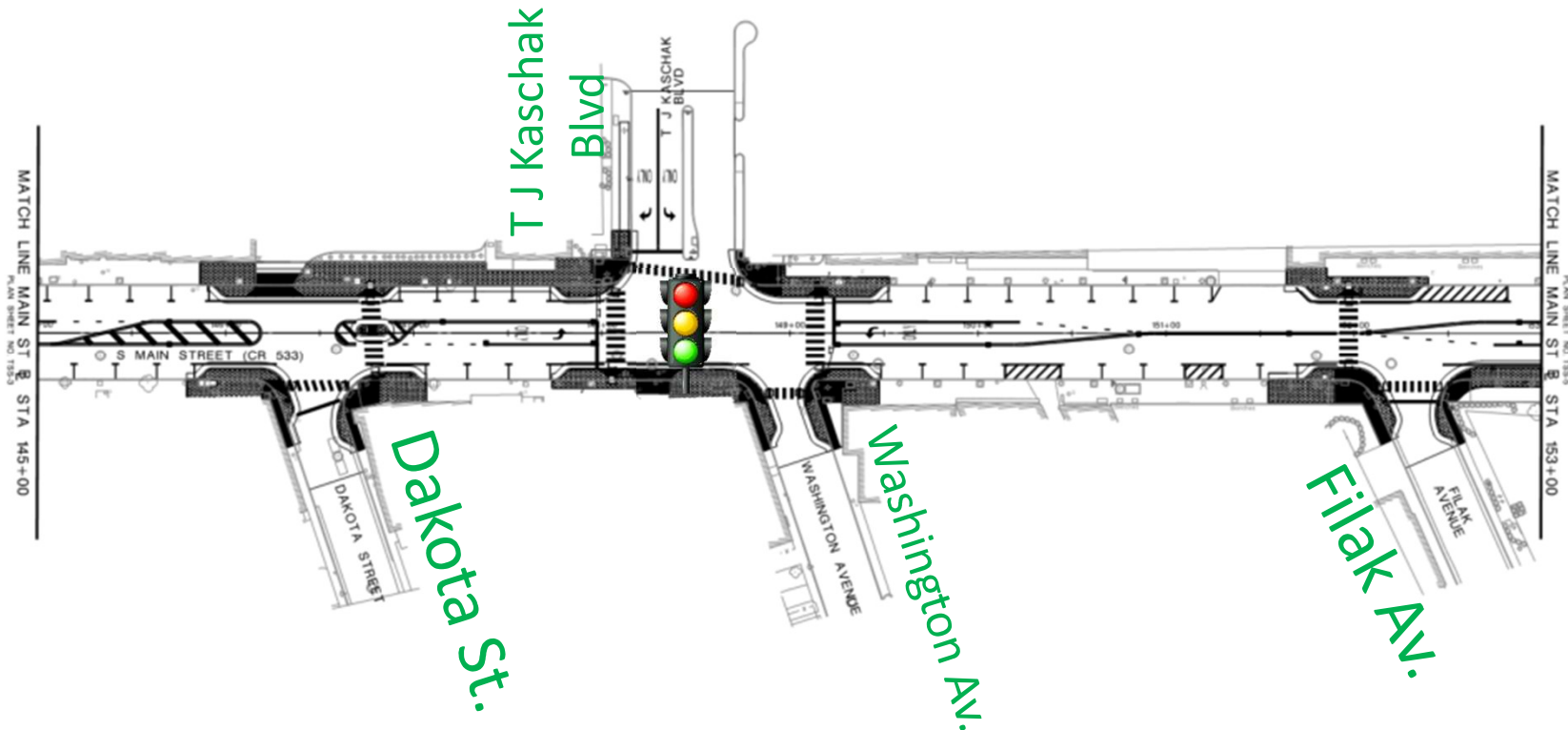
N. Main Street from Dakota St. to Filak Av.

BOROUGH OF MANVILLE

COUNTY OF SOMERSET



- Curb Extensions
- Traffic Signals Improvements (Kaschak/Washington)
- Lighting Improvements

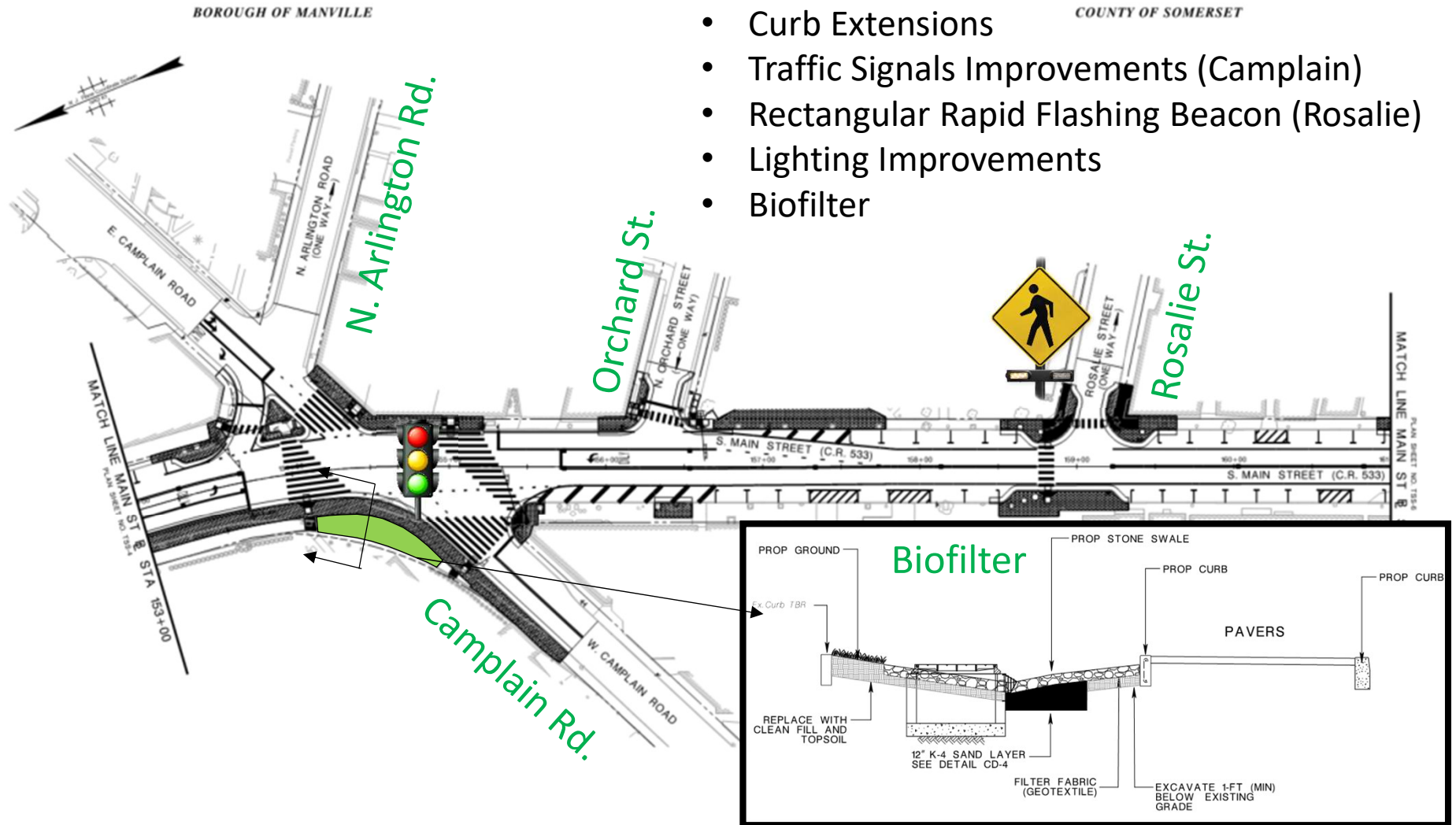


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PROPOSED IMPROVEMENTS

N. Main Street from Camplain Rd. to Rosalie St.



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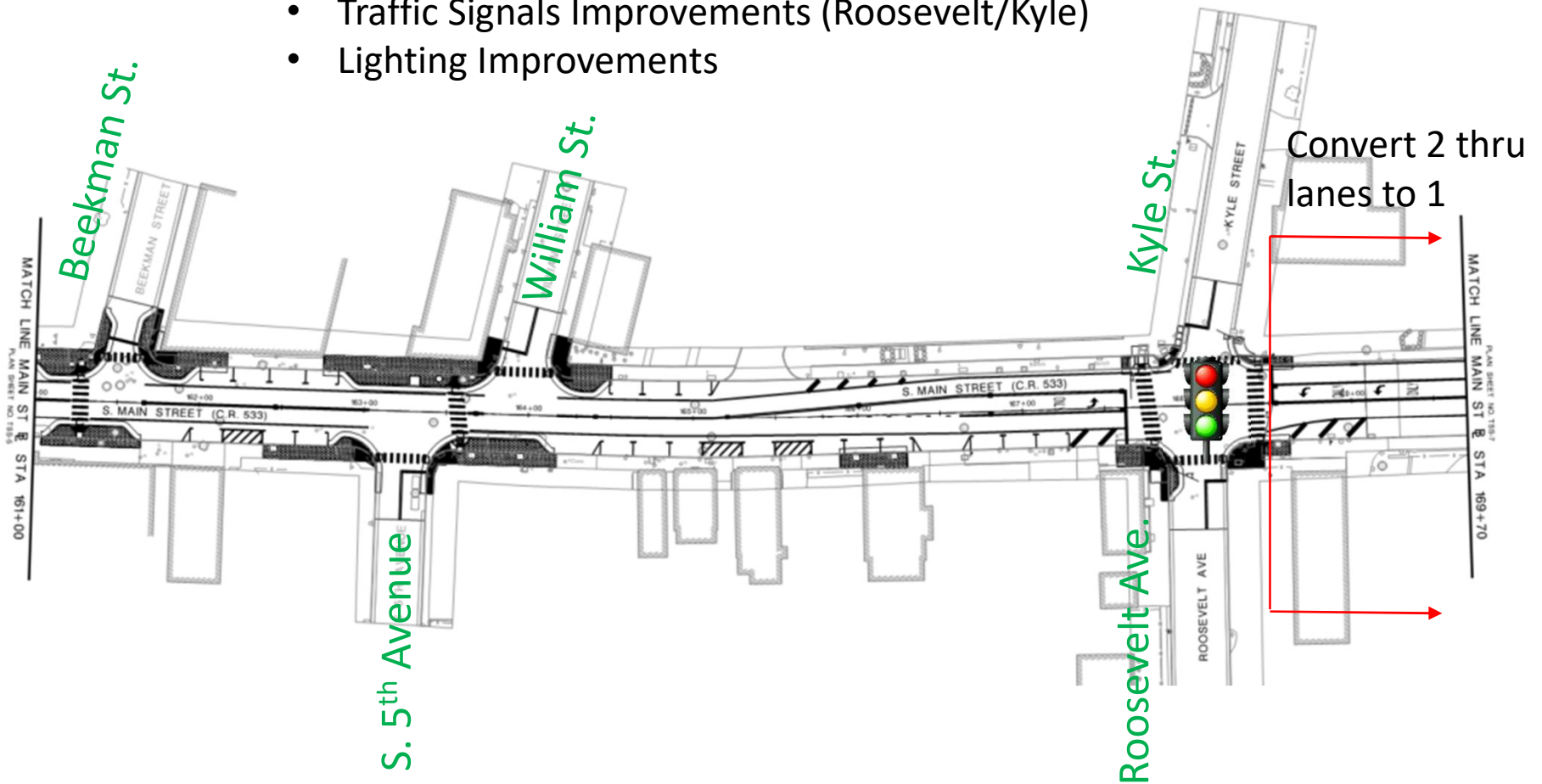
PROPOSED IMPROVEMENTS

N. Main Street from Beekman St. to Kyle St./Roosevelt Av.

BOROUGH OF MANVILLE

COUNTY OF SOMERSET

- Curb Extensions
- Traffic Signals Improvements (Roosevelt/Kyle)
- Lighting Improvements



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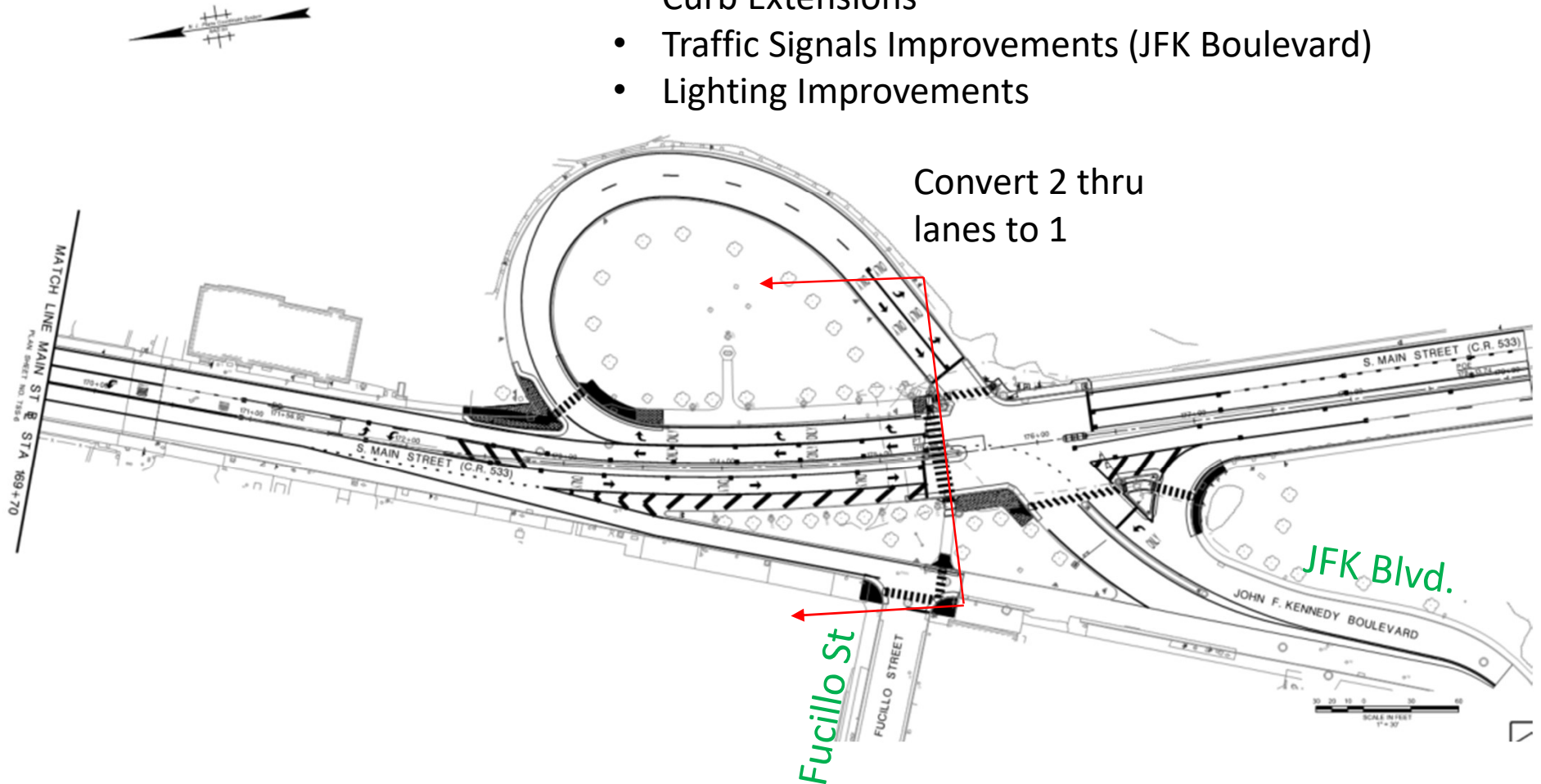
PROPOSED IMPROVEMENTS

N. Main Street at JFK Blvd.

BOROUGH OF MANVILLE

COUNTY OF SOMERSET

- Curb Extensions
- Traffic Signals Improvements (JFK Boulevard)
- Lighting Improvements



Main Street (CR 533) Safety Improvements
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MISCELLANEOUS & NEXT STEPS

PARKING

- North of Bridge +19 spots
- South of Bridge -14 spots
- Net +5 Spots

OTHER

- 94 ADA-compliant Curb Ramps
- 2,100 SY Sidewalk
- 4,000 SY Brick Pavers
- 8,000 LF Concrete Curb

NEXT STEPS

- Right-of-Way Acquisition

PUBLIC INFORMATION CENTER

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QUESTIONS?

To Leave a Comment, visit

<https://www.co.somerset.nj.us/government/public-works/engineering/projects-under-design/main-street-safety-improvements-in-manville>

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