



VIRTUAL
Public Information Center
Tuesday, June 23, 2020
Route 9, Tuckahoe Road to Roosevelt Boulevard,
MP 28.46 – MP 28.84 and MP 30.62 – MP 30.70
Safety Improvements Project – Concept Development
Upper Township, Cape May County

The New Jersey Department of Transportation (NJDOT) is committed to developing transportation improvements that best balance the transportation needs, the environment, community concerns, and cost. NJDOT will hold a **Virtual Public Information Center (PIC)** to inform local residents, officials, and the community about the **Preliminary Preferred Concept for the Route 9 Safety Improvements Project**. You are encouraged to participate by providing comments at the virtual meeting or by mail.

THE MEETING

The PIC meeting will be held **virtually** by visiting the following website, <https://www.state.nj.us/transportation/> starting on June 23, 2020. Visit the Public Meetings section and you can enter the Public Information Center Portal, in **yellow** with the NJDOT logo, on the homepage. You will have an opportunity to review exhibits of the concept plan, leave comments and share information with NJDOT staff members via the website or by mail. Property owners of rental units are advised that tenants are also invited and encouraged to participate.

BACKGROUND

This project involves two separate segments. Segment 1 is the Marmora Town area: MP 28.46 to MP 28.84 on Route 9 and MP 0.20 to MP 0.48 on Roosevelt Boulevard/CR 623. Segment 2 is the North Shore Road terminus at the Great Egg Harbor Bay: MP 30.62 to MP 30.70.

Segment 1: This small section of Route 9 is creating congestion and has a high number of crashes. This more urbanized area was analyzed regarding these conflicts as well as the existing roadway geometry. Within these limits, the posted speed of Route 9 is 40 mph. Route 9 runs primarily south to north, with one 11-foot wide travel lane in each direction, a center turn lane and no outside shoulders. Corridor safety has been compromised due to direct motor vehicle access to Route 9, restricted pedestrian/bicycle mobility and a substandard roadway cross section. The safety within the corridor will continue to deteriorate without improvements to the signalized intersections or improving connectivity for multiple modes of transportation.

Segment 2: This area was identified as being in need of remediation due to the Beesley's Point Bridge being removed from service. Within these limits, the posted speed of Route 9 is 40 mph. Route 9 runs south to north, with one 11-foot wide travel lane in each direction and 9-foot wide outside shoulders. The existing end of North Shore Road has remained closed for years

with temporary construction barrier and temporary fencing, although the bridge was previously removed. It is unsightly and potentially a dangerous terminus in need of remediation. The purpose of this project is to provide a solution to maximize safety within these areas.

THE PROJECT

Segment 1: This design will improve the substandard roadway cross section, substandard intersection geometries, restricted pedestrian and bicycle mobility within this urbanized corridor and improve intersection circulation. Upgrades to the signalized intersections will include new signal timings, new equipment, softened curb returns to allow larger truck turning movements and improved lane structure. Other proposed improvements will include the addition of shoulders, sidewalk and Americans with Disabilities Act (ADA) compliance items including remediation of existing sidewalk connections, curbing, curb ramp locations, and crosswalk striping. Incidental roadway improvements include new roadway striping, raised pavement markings and replacement of substandard signs.

Segment 2: This design will improve the existing terminus at the end of North Shore Road by converting it to a standard cul-de-sac. An additional parking area will be placed south of the Harbor Road intersection to supplement of the loss of on-street parking within the cul-de-sac. Other proposed improvements will include the addition of sidewalk and Americans with Disabilities Act (ADA) compliance items including remediation of existing sidewalk connections, curbing, curb ramp locations, and crosswalk striping.

ANTICIPATED CONSTRUCTION SCHEDULE

- Start Preliminary Engineering: Spring 2021
- Start Final Design: Summer 2022
- Start Construction: Spring 2024
- End Construction: Winter 2024

For further information, please contact::

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