PUBLIC INFORMATION CENTER TRANSCRIPT

GARDEN STATE PARKWAY

INTERCHANGE 83 IMPROVEMENTS

TOMS RIVER TOWNSHIP, OCEAN COUNTY

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SLIDE 1 – TITLE SLIDE

Welcome to the Virtual Public Information Center for the Garden State Parkway – Interchange 83 Improvements. Ocean County is committed to delivering infrastructure improvement projects with the interests of the public as a top priority. This Public Information Center is intended to share the project's progress and to solicit feedback from the public in order to enhance the project as it progresses through Final Design and Construction.

SLIDE 2 - PRESENTATION OVERVIEW

This presentation will begin with a brief project overview, followed by a discussion of the key project features. Last, we will discuss the project schedule, estimated construction cost and share information on how you can provide feedback for this project.

SLIDE 3 – LOCAL CAPITAL PROJECT DELIVERY (LCPD)

Before we get into the project details, I would like to explain the Local Capital Project Delivery Process. The Interchange 83 Improvements Project is in the second phase of the Local Capital Project Delivery Process which is Local Preliminary Engineering. During the first phase, which is Local Concept Development, the project team developed a Purpose and Need Statement. The Purpose and Need Statement is a critical piece of the environmental document and establishes the reason why an agency is proposing a project. It provides a basis for development and evaluation of project alternatives. In addition, the purpose and need statement justifies the expected outcome of public expenditure and allows decisions to be defensible. Alternatives were developed and a Preferred Alternative was selected.

During this Local Preliminary Engineering Phase, the Preferred Alternative is refined, Construction and ROW cost estimates are developed, the Environmental studies are performed, and the Environmental Document is approved. Any design features that do not meet Design Standards are included in a Design Exception Report. All work done during this phase is documented in a Preliminary Engineering Report.

SLIDES 4 & 5 – PROJECT OVERVIEW/KEY PROJECT FEATURES

The project will add an exit ramp from the Garden State Parkway southbound which will complete the existing partial interchange and to reduce congestion in the vicinity of Interchange 83 and the surrounding area. The project will reduce the regional congestion on the county routes that are parallel to the GSP, provide more direct access to this section of Toms River Township, and improve safety and traffic operations within the project limits.

The main component of this project is the construction of a new exit ramp from the Garden State Parkway Southbound that will terminate at a signalized "T" intersection on County Route (CR) 571 – Indian Head Road. The ramp is shown as RAMP SBX on the Project Location Map. This new traffic signal will be located 500 feet from the existing intersection of NJ Route 9 and Indian Head Road, which is shown as Location 3. This signal currently operates at a poor level of service in its existing condition and is over capacity. The intersection is redesigned to improve the capacity and the safety of the intersection and to accommodate the additional traffic introduced by the new exit ramp. In order to accommodate the additional volume, the left turns from Route 9 to CR 571 will be eliminated and relocated to Lomell Lane. The traffic signal timing must be adjusted to provide more green time for the through movements on both CR 571 and Route 9 and for the left turns from CR 571 to Route 9.

Other key project features include widening of Indian Head Road between Green Drive (Location 1) and the

Garden State Parkway overpass; minor widening on Route 9 NB and SB from the Garden State Parkway to Swan Avenue, restriping Lomell Lane at Location 15, and intersection timing adjustments at the intersections of Lomell Lane and Route 166 (Location 15), and Lomell Lane and CR 571 (Bey Lea Road). (Location 19) Traffic striping, signing, and drainage improvements, including construction of two new Stormwater Management Basins.

Since the overview might be a bit hard to see, I have provided blowups of the key features.

Slide 5 provides a plan of the proposed configuration of the new exit ramp. The striping for the new Ramp SBX will begin at the toll plaza. The ramp will begin as a single lane and then widen to provide three lanes at the new "T" intersection at CR 571. Work will involve relocation and extension of the existing noise wall along Ramp SBX which is shown in purple on the display. The existing median barrier will be extended to eliminate the potential of vehicles using the express *EZ-Pass* lanes then cutting across the toll plaza lanes to access the new exit ramp.

Slide 6 provides a blowup of the proposed improvements between the new Ramp SBX and Route 9 along Indian Head Road. As noted, the two traffic signals will be only 500 feet apart, and therefore the traffic signal timing will be coordinated so the two signals operate in tandem. As shown, Route 9 will have two through lanes in each direction. A dedicated right turn lane will be provided from Route 9 SB to CR 571 and a shared right/through lane is provided on Route 9 NB. Left turns will be prohibited and as previously indicated, they the left turns will be relocated to Lomell Lane. Indian Head Road will also have two through lanes in each direction with shared right turn lanes. Two left turn lanes are provided from CR 571 to Route 9 SB, while only a single left turn lane is required from CR 571 to Route 9 NB.

Slide 7 provides overview of all of the improvements along Route 9 and CR 571 and the proposed lane configurations.

SLIDE 8 – KEY PROJECT FEATURES – MAINTENANCE OF TRAFFIC – GARDEN STATE PARKWAY

The proposed improvements will be constructed in three primary stages, but we have shown the work by location, rather than by stage. Our first stop is construction of the ramp and other improvements on the Garden State Parkway.

Ramp SBX will be constructed during Stage 1. Most of the work required to construct the exit ramp will involve widening beyond the interchange and will have limited impact on existing traffic.

During Stage 3 –Work will be required between the GSP Express *EZ-Pass* lanes and the toll plaza lanes to extend the median barrier. Shoulder closures and off-peak lane closures will be used to construct the barrier.

The existing SWM Basin which is currently located near the end of the existing noise wall will be eliminated and a new basin will be constructed between the CVS and the new exit ramp. The basin is shown on the next slide.

SLIDES 9 & 10 – KEY PROJECT FEATURES – MAINTENANCE OF TRAFFIC – COUNTY ROUTE 571

Moving onto the County Route 571 (Indian Head Road). Work on CR 571 will involve widening on both the north and south sides of the road, installation of new traffic signals, utility relocations, and signing and striping

improvements. Work will be completed during off-peak hours using lane closures to provide sufficient work area. Driveway entrances will be reconstructed, and minor improvements will be completed to tie the new widened pavement section into the surrounding properties.

SLIDES 11 & 12 – KEY PROJECT FEATURES –MAINTENANCE OF TRAFFIC ROUTE 9

Similar to the work on CR 571, minor pavement reconstruction and widening will be required on both the NB and SB sides of Route 9. Utility relocations, and signing and striping improvements are proposed. A new overhead sign structure will be constructed at the exit from Route 9 SB to the GSP SB entrance ramp. In addition, the existing center turning lane will be eliminated and the median will be relocated and reconstructed. Work will be completed during off-peak hours using lane closures to provide sufficient work area.

SLIDE 13 –RIGHT-OF-WAY IMPACTS (PARTIAL ACQUISITIONS AND EASEMENTS)

This graphic shows the locations where right-of-way will be impacted. The Right-of-way impacts vary from partial acquisitions, shown in red; and grading/construction easements which are shown in green. Coordination with utility companies is underway and additional utility easements may be required for aerial facilities or guy wires.

SLIDE 14 – KEY PROJECT FEATURES – REQUIRED PERMITS/ENVIRONMENTAL IMPACTS

The project does not have any impact on Freshwater wetlands, nor will it impact any of the streams that lie in close proximity to the project area. Environmental impacts associated with the proposed project are minor. The project is located within the CAFRA Zone. CAFRA stands for Coastal Area Facilities Review Act. New Jersey's coastal zone encompasses tidal and non-tidal waters, waterfronts, and inland areas. A CAFRA Environmental Impact Statement will be submitted to NJDEP for approval during Final Design. The CAFRA Permit will document any impact on Natural Resources, Cultural Resources, Hazardous Materials, Air & Noise impacts, and Socioeconomic impacts. The Garden State Parkway is an historic district and coordination with the NJ State Historic Preservation Office is underway.

SLIDE 15 – ESTIMATED PROJECT SCHEDULE

The project is currently in the Preliminary Design phase. Concept Development was previously completed in 2017. Preliminary Design will be completed in the fall of this year with Final Design to follow. Completion of Final Design is expected in 2024.

Construction is anticipated to begin in 2025 and will be completed in one year.

SLIDE 16 –PROJECT COSTS

The estimated construction cost is $11.7 million, while Right-of-way costs are estimated to be $3.15 million. Major items contributing to the construction cost include noise walls, overhead sign structures, pavement widening, traffic signals, and drainage improvements.

SLIDE 11 – PUBLIC FEEDBACK

Thank you for your interest in the Garden State Parkway Interchange 83 Improvements Project. If you have any comments, suggestions, or questions, please provide your comments on our website at https://www.gspint83.com/contact/. Additionally, you may contact the Ocean County Engineer's office at OCEngineering@co.ocean.nj.us. All of our contact information is shown on the slide. Thank you very much for attending.