



HB HIGH BRIDGE BOROUGH

PROJECT BACKGROUND

NJ SAFE ROUTES TO SCHOOL (SRTS) MISSION: ENABLE AND ENCOURAGE STUDENTS TO SAFELY WALK AND BICYCLE TO SCHOOL

- FEDERAL GRANT ALLOWS FOR FEDERAL FUNDING REIMBURSEMENT FOR BICYCLE/PEDESTRIAN SAFETY IMPROVEMENTS, WITHIN 2 MILES OF A K-8 SCHOOL, WHERE THERE IS A CONSIDERABLE PERCENTAGE OF STUDENTS WHO WALK/BIKE TO SCHOOL.
- THE FUNDS ARE ADMINISTERED BY NJDOT DIVISION OF LOCAL AID AND ECONOMIC DEVELOPMENT.

OBJECTIVES OF THE PROGRAM

- INCREASING THE HEALTH AND MOBILITY OF SCHOOL-AGE (GRADES K - 8) CHILDREN, INCLUDING THOSE WITH DISABILITIES
- REDUCING CONGESTION, AIR POLLUTION AND TRAFFIC CONFLICTS AROUND SCHOOLS
- ESTABLISH HEALTHY LIFETIME HABITS FOR STUDENTS
- INCREASING CHILDREN'S INDEPENDENCE
- HELPING THEM ARRIVE AT SCHOOL READY TO LEARN
- TEACHING SAFE PEDESTRIAN, BICYCLIST AND DRIVER SKILLS

SAFE ROUTES TO SCHOOL – THE FIVE E'S

- ENGINEERING
MAKING THE ENVIRONMENT SAFER FOR WALKING AND BICYCLING
- ENCOURAGEMENT
ENCOURAGE KIDS TO WALK AND BIKE TO SCHOOL
- EDUCATION
TEACHING SAFE WAYS TO WALK AND BIKE
- EVALUATION
CHECKING TO SEE HOW MANY KIDS ARE WALKING AND BIKING AS A RESULT OF THE PROGRAM OR HOW CONDITIONS HAVE IMPROVED
- ENFORCEMENT
CHANGING DRIVER, WALKER AND BICYCLIST BEHAVIOR AS THEY TRAVEL TOGETHER ALONG THE ROAD

CONSTRUCTION PROGRAM

DESIGN ASSISTANCE PROGRAM

-ALL DESIGN FEES RELATED TO PRELIMINARY ENGINEERING AND FINAL DESIGN ARE REIMBURSABLE

CONSTRUCTION COSTS

-LIMITED TO PEDESTRIAN IMPROVEMENTS

-ROADWAY IMPROVEMENTS, SUCH AS RESURFACING ARE NOT REIMBURSABLE UNDER THE SRTS PROGRAM

-*RESURFACING OF HART STREET EXPECTED TO BE COMPLETED UNDER A STATE MUNICIPAL AID FUNDED PROJECT AND COORDINATED WITH CONSTRUCTION OF THE SRTS PROJECT

CONSTRUCTION INSPECTION COSTS

-FUNDS REQUIRED DURING CONSTRUCTION TO INSPECT AND ENSURE WORK IS BEING DONE IN COMPLIANCE WITH THE PLANS, SPECIFICATIONS AND FEDERAL GUIDELINES ARE REIMBURSABLE

PROJECT INFORMATION

THE PRIMARY PROJECT PURPOSE IS TO IMPROVE PEDESTRIAN SAFETY BY ADDING A SIDEWALK ALONG HART STREET AND RECONSTRUCTING ANY EXISTING SIDEWALK TO MEET ADA STANDARDS. PROPOSED IMPROVEMENTS WILL CONSIST OF THE FOLLOWING:

HART STREET:

HART STREET CURRENTLY OPERATES AS A TWO-LANE ROADWAY AND IS APPROXIMATELY 18' WIDE. AS HOMES ARE LOCATED IMMEDIATELY ADJACENT TO THE ROADWAY AND RIGHT-OF-WAY (ROW) LINE, THE ADDITION OF AN ADA COMPATIBLE SIDEWALK WHILE MAINTAINING A TWO-LANE ROADWAY IS DIFFICULT WITHOUT SIGNIFICANT ROW, UTILITY AND ENVIRONMENTAL IMPACTS. THE PROPOSED IMPROVEMENTS ALONG HART STREET WILL CONSIST OF REDUCING THE ROADWAY TO A ONE-LANE ROADWAY TRAVELING IN THE DIRECTION FROM WEST MAIN STREET TO UNION AVENUE. THIS WILL ALLOW THE PROPOSED SIDEWALK TO BE CONSTRUCTED WITHIN THE EXISTING FOOTPRINT OF THE ROADWAY AND THEREFORE WILL NOT IMPACT RIGHT-OF-WAY OR EXISTING UTILITY FACILITIES. THE PROPOSED CURB AND SIDEWALK WILL BE CONSTRUCTED ON THE WEST SIDE OF THE ROADWAY AND WILL BE FIVE (5) FEET IN WIDTH. THE ROADWAY TRAVEL LANE WILL BE REDUCED TO PROVIDE A ONE-LANE 13' WIDE ROAD. ADA ACCESSIBLE CURB RAMPS WILL BE PROVIDED ON EACH SIDE OF THE ROADWAY AT THE INTERSECTIONS OF WEST MAIN STREET AND UNION AVENUE.

PROJECT INFORMATION (CONTINUED)

UNION AVENUE /CENTRAL AVENUE:

THE EXISTING CURB AND SIDEWALK ALONG UNION AND CENTRAL AVENUE WILL BE RECONSTRUCTED TO MEET CURRENT ADA STANDARDS. PEDESTRIAN CURB RAMPS WILL BE PROVIDED AT THE INTERSECTION OF UNION AND HART STREET AND THE EXISTING CURB RAMPS AT THE INTERSECTION OF CENTRAL AVENUE AND BRIDGE STREET WILL BE RECONSTRUCTED. NEW CROSSWALK STRIPING WILL BE PROVIDED WHERE CURB RAMPS ARE TO BE RECONSTRUCTED.

CONSTRUCTION PROCESS – STAGING

WORK WILL BE PERFORMED:

- DURING DAY TIME HOURS
- ROAD WILL REMAIN OPEN THROUGH USE OF FLAGGERS - LIMITED DETOURS MAY BE NECESSARY AT TIMES
- ACCESS MAINTAINED TO DRIVEWAYS DURING SIDEWALK/ASPHALT CURING TIME WITHIN THE LIMITS OF A DRIVEWAY, COORDINATION WITH HOMEOWNERS MAY BE REQUIRED, AND IF NECESSARY, STEEL PLATES MAY BE TEMPORARILY USED TO MAINTAIN DRIVEWAY ACCESS
- CONTRACTOR WILL NOT LEAVE ANY OPEN EXCAVATION

SCHEDULE AND COSTS

- SRTS GRANT ALLOTMENT: \$360,000
- CONSTRUCTION COST: ESTIMATED \$340,000

PROJECT SCHEDULE:

PRELIMINARY ENGINEERING: COMPLETED JUNE 2022
FINAL DESIGN: AUGUST 2022 - FEBRUARY 2023
CONSTRUCTION: SUMMER 2023