



- LEGEND**
- Topsoil, seed and mulch
 - Pavement Repair Strip
 - Sidewalk
 - Detectable Warning Surface
 - Concrete Driveway
 - High Intensity Pedestrian Rapid Flashing Beacon
 - Continental Crosswalk Stripping



SOOY ELEMENTARY SCHOOL AREA SIDEWALK AND ADA RAMP IMPROVEMENTS

2018 SRTS, TOWN OF HAMMONTON, ATLANTIC COUNTY

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 SIX E’S

ENGAGEMENT

ALL SAFE ROUTES TO SCHOOL INITIATIVES SHOULD BEGIN BY LISTENING TO STUDENTS, FAMILIES, TEACHERS, AND SCHOOL LEADERS AND WORKING WITH EXISTING COMMUNITY ORGANIZATIONS, AND BUILD INTENTIONAL, ONGOING ENGAGEMENT OPPORTUNITIES INTO THE PROGRAM STRUCTURE.

EQUITY

ENSURING THAT SAFE ROUTES TO SCHOOL INITIATIVES ARE BENEFITING ALL DEMOGRAPHIC GROUPS, WITH PARTICULAR ATTENTION TO ENSURING SAFE, HEALTHY, AND FAIR OUTCOMES FOR LOW-INCOME STUDENTS, STUDENTS OF COLOR, STUDENTS OF ALL GENDERS, STUDENTS WITH DISABILITIES, AND OTHERS.

ENGINEERING

CREATING PHYSICAL IMPROVEMENTS TO STREETS AND NEIGHBORHOODS THAT MAKE WALKING AND BICYCLING SAFER, MORE COMFORTABLE, AND MORE CONVENIENT.

ENCOURAGEMENT

GENERATING ENTHUSIASM AND INCREASED WALKING AND BICYCLING FOR STUDENTS THROUGH EVENTS, ACTIVITIES, AND PROGRAMS.

EDUCATION

PROVIDING STUDENTS AND THE COMMUNITY WITH THE SKILLS TO WALK AND BICYCLE SAFELY, EDUCATING THEM ABOUT BENEFITS OF WALKING AND BICYCLING, AND TEACHING THEM ABOUT THE BROAD RANGE OF TRANSPORTATION CHOICES.

EVALUATION

ASSESSING WHICH APPROACHES ARE MORE OR LESS SUCCESSFUL, ENSURING THAT PROGRAMS AND INITIATIVES ARE SUPPORTING EQUITABLE OUTCOMES, AND IDENTIFYING UNINTENDED CONSEQUENCES OR OPPORTUNITIES TO IMPROVE THE EFFECTIVENESS OF EACH APPROACH.

SCHEDULE AND COSTS

- SRTS GRANT ALLOTMENT: \$502,000

PROJECT SCHEDULE:

PRELIMINARY ENGINEERING: COMPLETED FALL 2022

FINAL DESIGN: 2023

CONSTRUCTION: 2024

PROJECT INFORMATION

HAMMONTON IS SEEKING TO CONSTRUCT A SAFE AND CONNECTED SIDEWALK SYSTEM TO PROVIDE ACCESS TO SCHOOLCHILDREN LIVING TO THE SOUTH AND WEST OF THE SOOY ELEMENTARY SCHOOL ON 4TH STREET. CURRENTLY THERE ARE LARGE GAPS BETWEEN SECTIONS OF SIDEWALKS AND THERE ARE NO EXISTING CURB RAMPS. IN ADDITION, SEVERAL OF THE EXISTING SECTIONS OF SIDEWALK ARE NOT ADA COMPLIANT.

THE TOWN OF HAMMONTON IS CURRENTLY EVALUATING ALTERNATIVES TO IMPROVE PEDESTRIAN SAFETY THAT IS TO ENCOURAGE STUDENTS TO UTILIZE THE SIDEWALK INFRASTRUCTURE NEARBY SOOY ELEMENTARY SCHOOL. THE SOOY ELEMENTARY SCHOOL AREA SIDEWALK AND ADA RAMP IMPROVEMENT PROGRAM EXTENDS ALONG A SHORT PORTION OF THIRD STREET (ATLANTIC COUNTY ROAD NO. 724) FROM ITS INTERSECTION WITH NORTH STREET TO APPROXIMATELY 335' EAST THEREOF, ALONG NORTH STREET FROM THIRD STREET TO FOURTH STREET, ALONG FOURTH STREET FROM NORTH STREET TO WALNUT STREET, ALONG WALNUT STREET FROM FOURTH STREET TO OLD FORKS ROAD, AND ALONG OLD FORKS ROAD FROM A POINT APPROXIMATELY 500 FEET WEST OF THE WALNUT STREET INTERSECTION TO THE ROAD OF EXCELLENCE INTERSECTION. THE WORK IS TO BE CONSTRUCTED WITHIN THE EXISTING PUBLIC RIGHT-OF-WAY.

ALL EXISTING DRIVEWAYS APRONS WHERE SIDEWALK IS PRESENT WILL BE RECONSTRUCTED TO MEET ADA STANDARDS AND THE LIMITS OF RECONSTRUCTION WILL VARY BASED NECESSARY GRADING REQUIRED TO MEET THE EXISTING TOPOGRAPHY. EXISTING CURB RAMPS WITHIN THE PROJECT LIMITS WILL BE UPGRADED TO MEET CURRENT ADA STANDARDS. ADDITIONALLY, TO INCREASE VISIBILITY AND SAFETY, EXISTING CROSSWALKS LOCATED AT NORTH STREET CROSSING 3RD STREET AND NORTH STREET CROSSING 4TH STREET WILL BE UPGRADED AND EQUIPPED WITH A SOLAR POWERED PEDESTRIAN RECTANGULAR RAPID FLASHING BEACONS (RRFB).

IT IS ANTICIPATED THAT SEVERAL TREES MAY BE IMPACTED BY THE DESIGN AND AT A MINIMUM AN EQUAL NUMBER OF PLANTINGS WILL BE PROPOSED IN THE SAME AREA IF REMOVAL IS REQUIRED. EVERY ATTEMPT IS BEING MADE TO PREVENT THE REMOVAL OF TREES THROUGHOUT THE PROJECT LIMITS.

SOME DRAINAGE IMPROVEMENTS ARE ANTICIPATED THROUGHOUT THE PROJECT AREA FROM PLACING CURBS WHERE NONE CURRENTLY EXISTS TO COLLECT STORMWATER THAT CURRENTLY FLOWS OFF THE STREET AT THESE LOCATIONS.

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

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

CONSTRUCTION PROCESS – STAGING

WORK WILL BE PERFORMED:

- DURING DAY TIME HOURS

- ROAD WILL REMAIN OPEN, LIMITED TO SHOULDER CLOSURES OR THROUGH USE OF FLAGGERS

- 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