

Resurfacing Improvements of Roosevelt Boulevard/34th Street (Cr 623) From the east abutment of the Roosevelt Boulevard bridge to West Avenue Cr 619

Project Overview-

The County of Cape May will be advancing a resurfacing/ reconstruction contract of Roosevelt Boulevard/ 34th Street with the project limits beginning at the base of the easterly approach of the Roosevelt Boulevard bridge and extending east to West Avenue. In addition, the project also includes the creation of raised intersections along West Avenue at 35th, 36th, 37th, 43rd, 44th and 45th Street intersections. The purpose of the raised intersections is to provide enhanced drainage, eliminate intersection ponding and to provide more compatible ADA access. Due to the size of the project and the need to restore full access along the corridor during the summer months, the project will proceed in two phases of construction. The first phase , the reconstruction of the Roosevelt Boulevard/34th Street corridor, will proceed in the winter of 2025/2026 with completion slated for May 21, 2026. The remaining raised intersection work along West Avenue (Cr 619) will begin in September 2026 with a completion date of December 21, 2026.

The purpose of the project is to provide an improved riding surface, enhance the aesthetics of the corridor, provide bicycle compatibility, calm traffic, and address periodic flooding issues resulting from tidal flooding. This will be achieved by elevating the center portion the roadway to a consistent elevation along the corridor from the bridge to Bay Avenue. Elevating the roadway as part of the resurfacing will provide enhanced egress along the corridor for evacuation and emergency vehicles by eliminating low points in the road profile. This is the first of other future flood mitigation improvements that will be implemented to elevate the county roads within the City as much as practical in order to reduce impacts from coastal storm events and possible sea level rise. The corridor from the bridge to Bay Avenue will be elevated so as to maintain a lowest centerline elevation of 6.30'. Some portions of the roadway are nearly at this elevation already, while other portions of the roadway will require elevating the roadway as much as 1.70' (20") above existing paving surface. The elevating of the roadway is being completed in such a manner that there will be no impacts on the recently reconstructed Roosevelt Auxiliary road or its drainage system. Drainage patterns will be maintained.

The typical cross section of the roadway will essentially remain the same, the existing paving edge will not expand or be decreased. Upon completion , two travel lanes east will be maintained , as will one lane west . The approach to the Bay Avenue intersection will remain in its current alignment. The two east bound lanes will be striped to provide 11' wide lanes. This narrowing will reduce travelling speeds and provide additional width to create a 5' wide bike lane east bound. The bike lane will be striped and the interior will be painted universal green for added visibility. The west bound lane will consist of a 15' wide travel lane and new 5' wide bike lane. This west bound bike lane will also be painted green and will occupy part of the

shoulder area. The bike lanes will provide a connection of Bay Avenue to the u-turn loop under the easterly bridge approach.

The portion of the roadwork from the bridge east to Bay Avenue will consist of a reconstruction, the roadwork from Bay Avenue to West Avenue will consist of a 4" mill and pave. New curbing will be constructed to replace existing curbing and sidewalks and new ADA compliant ramps will be constructed along the project. The new curb along the auxiliary roadway will remain.

Construction details-

Work within the reconstructed portion of the roadway will consist of the removal of the existing pavement and underlying concrete subbase slabs. New dense graded aggregate will be imported to elevate the subbase to allow for a new 7 ½" asphalt paving box. Due to the nature of the reconstruction activity, the construction will be staged with lane shifts to allow for safe construction. Staging will be discussed in a subsequent section of the overview. Since the portion of the roadway from Bay Avenue to West Avenue is not being significantly elevated, this roadwork will proceed as a 4" mill and pave operation.

Drainage Improvements-

There will not be a significant amount of drainage work associated with the first phase of the Roosevelt corridor project since the location of the existing flow lines and pavement flow direction is being maintained. Drainage will consist of the replacement of existing CMP storm pipe, new bicycle compatible inlet castings, new storm inlets, manholes and a limited amount of new storm pipe. The new storm pipe is primarily an extension of existing drainage systems. For the second phase of construction, the elevating of intersections along West Avenue (Cr 619), the raising of the intersections will require the addition of new drainage inlets and piping.

Landscaping/Aesthetics-

The road surface will be marked with high visibility thermo plastic markings consisting of both line and painted gore areas for enhanced visibility. In addition, the proposed bike lane will be painted universal green and the bike lane will be separated from the active lanes along the west bound travel lane with a painted gore buffer area. Bike lane line separating the bike lane from the active lane will be equipped with white reflective raised pavement markers.

Along the west bound grassed shoulder area, the grassed area will be topsoiled and seeded. A new split rail fence and ornamental access gate will be installed along the vegetation line. The existing grass area between the east bound lane and auxiliary road will be topsoiled, sodded and the existing irrigation lines will be repaired and enhanced for full coverage. The numerous

small information signs that line the corridor will be combined onto a single information signboard.

Traffic Striping and markings-

The striping along the project will result in the creation of two 11' wide east bound lanes with an adjacent 5' painted bike lane. The bike lane will be painted universal green so that it is visible to motorists and to assist with traffic calming. The turning lanes at the Bay Avenue intersection will remain as designed and will be remarked with high visibility thermoplastic. The west bound travel lane will be striped to accommodate a 15' wide travel lane and 5' adjacent bike lane (also painted green). The bike lane will compose part of the 8'+ proposed shoulder area westbound. Lanes and markings along the project from Bay to West Avenues will remain essentially as they are. Crosswalks at the Bay, Stimpson and West Avenue intersections will be remarked as high traffic continental style crosswalks (piano keys)

Construction Staging and traffic control-

Due to the reconstruction and raising of the roadway from the Bridge to Bay Avenue, it will be necessary to stage the construction activities. This will involve shifting traffic to one side of the centerline while maintaining two way traffic. The work will occur in three general stages with sub stages.

Stage 1a-

In order to maintain two-way traffic at the easterly bridge approach that will subsequently allow for traffic to shift, the existing concrete median will need to be removed and replaced with flush paving. This will occur as the pre stage portion of stage 1 work and will be completed as a night operation (2 nights) under alternating traffic using flaggers on December 17 and 18, 2025. Once the median is removed and paved, stage 1 construction can proceed.

Stage 1- Maintain one lane in each direction along the southerly curb line.

This will involve shifting all traffic to the south of the existing centerline and having two way traffic with 11' lanes. One lane in each direction will be maintained. A concrete barrier curb will be installed along the existing road centerline to separate traffic from the active work zone. Work north of the centerline will progress including all drainage work, roadway excavation, placement of new DGA and the asphalt base courses. Upon completion of the asphalt base course, Stage 2 will commence. It is anticipated that Stage 1 will take about 2 months to complete.

Stage 2- Maintain one lane in each direction north of the existing centerline.

This will involve shifting all traffic to the north of the existing centerline and have two way traffic with 11' lanes on the new paved work area. One lane in each direction will be maintained. A concrete barrier curb will be installed along the existing road centerline to separate traffic from the active work zone. Work south of the centerline will progress including all drainage work, roadway excavation, placement of new DGA and the asphalt base courses. Upon completion of the asphalt base course, stage 3 will commence. It is anticipated that stage 2 will take 2 months to complete.

Stage 3-

Stage 3 will include the installation of the concrete sloping median curb at the base of the bridge and final surface course paving. The concrete curb installation will be a night work operation since traffic will need to alternate at the base of the bridge to provide construction access. This will likely take two nights to complete. The balance of the work stage will include the milling and paving of 34th Street from Bay Avenue to West Avenue using one direction of travel daily detour (3 days) and lane shifts during final paving from the base of the bridge to Bay Avenue. (3 days).

Overall Schedule

Phase 1, Stage one work is expected to commence on December 17, 2025. Stage one work will take approximately 2 months to complete, then stage 2 work will begin. It is anticipated that some of the concrete flatwork along Cr 623 from Bay Avenue (Cr 656) to West Avenue (Cr 619) will occur concurrently with stage 2 work . The phase 1 portion of the project is expected to be completed by May 21, 2026.

There will be a seasonal shutdown from May 21, 2026 until September 14, 2026. Phase 2 work will begin on September 15, 2026 and will be completed by December 21, 2026 marking the completion of the entire project.