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Public Information Center
East Chestnut Avenue Roadway Improvements
City of Vineland, NJ

July 20, 2026 @ 5:00 pm

Meeting Transcript

00:00:02 Beth Grasso, PAI

Okay.

Welcome, everybody.

This is the City of Vineland Chestnut Avenue Safety Improvements and Rehabilitation Project in the City of Vineland, Cumberland County, New Jersey.

Representatives include Brian Headley, the City Engineer, Stephanie Wakeley, the Assistant Engineer, Beth Grasso, that's myself from Pennoni, where the designer lead, Charles Calimer, from GPI.

He is also one of the designers on the project and we have put this project together as a shared project between Pennoni and GPI. And we have, I'm not sure if Carol's there, but from Envisions, she has been leading the public involvement portion of the project. So, I'd like to introduce our Spanish interpreter.

00:01:05 Spanish Interpreter

When I started in the meeting, I said this place, thank you.

00:01:33 Beth Grasso, PAI

Are we good?

Okay, so the project is funded with a 20% city match through the following sources. The city received a \$20 million grant through the Safe Streets for All, the SS4A program from the Federal Highway Administration, and \$2 million in federal community project funding.

This is the second PIC meeting, Public Information Center meeting. Since the first meeting back in September, it was September 11th of 2025, the scope of the project was changed based on federal highway guidance. So, we're going to talk about some of those changes.

Pennoni Associates is a primary engineering consultant and partner with Greenman Peterson. Pederson GPI.

The following process is typically applied for our transportation improvement projects. First, we evaluate the corridor, we come up with a plan, we create the design, and then the project goes to construction. Right now, we're in the design phase.

Okay.

So, some of the things we'll discuss is the project location, the existing conditions, the purpose and need for the project, the proposed improvements, the project benefits, the next steps, and we will have a Q&A session at the end.

Please hold your questions to the very end. We will answer everybody's question, but it's just more organized if we answer the questions at the end and just continue going through the slideshow.

So the project location is Chestnut Avenue between Delsey Drive, Route 47 and Main Road. That's CR555. It's about two and a quarter miles in length. The existing roadway is a four-lane, multi-lane highway with two lanes in each direction. Traffic signals are outdated with obsolete timings and non-functional or limited vehicle detection.

There's damage to sidewalk and ADA facilities. Limited roadway and pedestrian lighting and stormwater infrastructure needs replacing or and or upgrades. Besides the condition of the pavement. The asphalt pavement and striping is in overall poor condition. The traffic signal equipment is outdated and timings are obsolete for current traffic volumes. Missing and damaged sidewalk limits ADA roadway users. Safety concerns are paramount, with the crash history showing significant numbers of crashes, crashes with injuries and fatalities. The proposed stormwater improvements will help mitigate flooding around along Chestnut Avenue.

So the proposed improvement we're going to.

This is different than what we had presented back in September, which was at that time a road diet, which was going to be one lane each direction with a center lane to make turns. That has since been changed to convert the four lane multi lane highway into a four lane thoroughfare with 12 foot wide dedicated left turn lanes at the signalized intersections.

So we're still going to upgrade the traffic signals within in the corridor and use a new traffic signal will be installed at South 3rd St. We're going to install 5 foot wide sidewalk and an 8 foot wide shared use pass on the eastbound and westbound sides of the roadway, respectively. And we're going to install ADA compliant curb ramps, install upgrading lighting

facilities for vehicles and pedestrians. And we're going to do those drainage infrastructures updates.

I want to point to the photo or the Figure on the right hand side, proposed roadway layout. I'm sure everybody's familiar with when you have two lanes and you put in a center lane to make that dedicated left turn, you know, it'll give you a protected left turn and improve safety.

Okay.

Push out picture, but when you go from four lanes to five lanes at the intersection, you're going to have to push out. So you're going to convert the existing four lane between Southeast Boulevard and 7th St. into a four lane thoroughfare with a center 2 two way left turn lane. We're going to stall mid block crossings with rectangular rapid flashing beacons at several locations. So this is kind of representing what you would see, the widening.

You've gone from the four lanes out to five lanes, and then you go from the five lanes back to four lanes. So dedicated left turn lanes are anticipated to reduce the rear end and left turn crashes and act as an overall traffic calming mechanism. New shared use paths will separate the vehicular traffic from bicycles and pedestrians.

Optimized traffic signals are expected to enhance the travel time through the corridor. Currently people race through the corridor trying to get to the next light without getting caught by the light. This timing will be better so there'll be a smoother flow and there's no real reason to race down the street to try to hit the next light.

So the next steps we are proceeding with the final design plans.

We just submitted our 60% plans. We're going to develop our construction cost estimates and bid the project to prospective contractors. We're going to enter construction with an anticipated completion in fall of 2027.

Stephanie, I believe that is pushed back a little bit.

00:07:41 Stephanie Wakely (COV)

Yeah, we're looking to start construction in June of next year.

00:07:47 Beth Grasso, PAI

Okay.

00:07:48 Stephanie Wakely (COV)

It's upcoming here.

00:07:51 Beth Grasso, PAI

It's construction is anticipated in fall of 20 or June of 2027.

00:07:57 Stephanie Wakely (COV)

Prior to fall. Yeah.

00:07:58 Beth Grasso, PAI

Yeah.

00:08:02 Beth Grasso, PAI

And then just to Let everybody know this meeting's been recorded and be available for replay on the City of Vineland website under the project web page. There's the web page. It's really easy to find on Vineland web page. Public comments will be accepted for a period of 30 days through August 20th of 2026. Kindly forward all your comments to Stephanie Wakeley. at swakeley@Vineland.org, and there's her phone number.

So if there's any questions, we'd like to address those. I'll leave this up on the screen if anybody's writing it down.

00:08:48 Carol Martsolf

Does anyone have any questions or comments that you'd like to share? Please raise your hand. Oh, yeah, if anyone has any questions or any anything you'd like to share please do so now please raise your hand I think you raise your hand first though if you'd like to and can you state your name and your address please?

00:09:14 Speaker 2

My name is chair that's actually in between the boulevard and 4th Street at that main new section where all this can be transparent um in the past there's been a lot of absence there a lot there's been a lot of deaths And I've actually lost my life on Chestnut Avenue, November 15th, 1989, right there where it possible.

This is, I feel it's going to be something a lot better for us to have here because there is a lot going on Chestnut Avenue. Everyone is racing to get to a traffic light for no apparent reason of life other than for their own sanity, I guess. This is going to help a lot. I do believe it's going to improve a lot of what's going on, especially the drainage. There is a lot of flooding just now in that area. Sixth Street is the worst one. So let me say, I mean, this is a good plan to move forward with.

My question really is, is there already an interior storm laid out of the area itself?

00:10:20 Stephanie Wakely (COV)

Like plans?

00:10:21 Speaker 2

Yes, the actual, like, actual, like, see it now. anything like that?

00:10:27 Stephanie Wakely (COV)

Just more of like a design plan that's on the website. Yeah. I'll look into that.

00:10:41 Carol Martsolf

Thank you. Thank you for your comment. Did you have your hand raised?

00:10:45 Stephanie Wakely (COV)

Oh, we did.

00:10:46 Carol Martsolf

Yeah, so it's here. And state your name.

00:10:52 Anatole (Former City Engineer)

I was the city engineer for the city that did most of his work that is involved in this project.

00:10:58 Anatole (Former City Engineer)

So I have just a couple of questions. Is there going to be widening?

00:11:05 Stephanie Wakely (COV)

Beth, did you hear the question?

00:11:07 Beth Grasso, PAI

Something about widening.

00:11:09 Stephanie Wakely (COV)

Yeah. Is the is the roadway going to get widened?

00:11:13 Beth Grasso, PAI

It'll be only in the areas where we're widening for left turn lanes.

00:11:19 Ryan Headley

I mean, look at an intersection, primarily.

00:11:21 Beth Grasso, PAI

At an intersection, yes.

00:11:23 Ryan Headley

The main width of the road is pretty much going to stay the way it is. Yes.

00:11:28 Carol Martsolf

Well, it's going to be widened at the intersections because we're creating a dedicated.

00:11:32 Anatole (Former City Engineer)

Right, correct. So it's widened for that. Right.

And the reference to shared pathways between pedestrians and bicycles. that's not clear to me. Does that mean that the sidewalk is now going to be used and no bicycles will be in the roadway? What does that mean? A shared pathway?

00:11:57 Beth Grasso, PAI

You want me to take that, Stephanie?

00:11:59 Anatole (Former City Engineer)

I mean, that's a good thing that's what it is.

00:12:03 Beth Grasso, PAI

Yeah, we'll have a separate multi-use path. That is separate from the roadway, which will accommodate both pedestrians and bicycles. It'll be 8 feet wide and it'll be located typically on the west side of the roadway. The east side of the roadway will have a 5 foot wide sidewalk instead of the four foot that's out there.

00:12:25 Ryan Headley

North side of the roadway, it'll be on the north side.

00:12:27 Anatole (Former City Engineer)

All right.

00:12:27 Beth Grasso, PAI

So yeah, you're right.

00:12:30 Anatole (Former City Engineer)

There won't there won't be a bicycle path.

00:12:32 Ryan Headley

There's no bicycle. Yeah, there's no bicycle lane in the roadway. The idea of the shared use path. Is so that the bicycles are out of the travel way for.

00:12:42 Anatole (Former City Engineer)

That's good for safety purposes. 1 of the early ideas was having a bicycle path. Possibly mixing with traffic, so I just want to make sure.

00:12:51 Ryan Headley

We moved it outside the curb line to.

00:12:53 Anatole (Former City Engineer)

Yeah, that's good. Uh.

I didn't hear anything about the intersection of Valley and Chestnut, because once upon a time there was, I guess, a design idea of putting some kind of a circle or turnaround in there.

00:13:09 Beth Grasso, PAI

I know it's A roundabout is not included, right?

A roundabout is not included.

00:13:16 Ryan Headley

So, no, there's we did look at that in the original concepts of the Unfortunately, we just don't have the right of way there to put a roundabout. I believe it's just going to be handled through traffic signal timing improvements primarily to make that a little more efficient.

00:13:33 Anatole (Former City Engineer)

The main thing that I'm getting from this presentation, and this is very important, and that's that Chestnut Avenue will primarily still be 4 lanes wide all the way, because that's why we made it 4 lanes wide.

When I started, It was two lanes wide. And at rush hour, it was terrible. You couldn't get you couldn't get in and out because the volume of traffic, you can imagine what it was 25 years ago when I did it. Today, it's even more. So and with the fire station there, you know, you can't have a traffic problem and have a fire station in the same area. So that's a very good, it's a very good amendment that you made.

00:14:22 Ryan Headley

Yeah, we did switch back to the four or two in each direction as well as additional protected left turn lanes at the lights. And then we have added other pedestrian and bicycle safety improvements in the hope that these crashes that have happened between pedestrians and also just the motor vehicles general are reduced. as part of this project.

00:14:45 Anatole (Former City Engineer)

And obviously in the very beginning, there's no doubt that Chestnut Avenue needs a complete rehab. I think the last time it had new asphalt was 96. So if you do the math, 30 years, that's way past the expectancy on a road of this level of volume of traffic. And of course, school buses use it quite a bit as well. So, Are you to the point of designing the thickness of the asphalt or how that final installation is going to be? Are you still in the design part of just doing geometry?

00:15:27 Ryan Headley

Beth, you can correct me if I'm wrong, but we're at the end of preliminary.

00:15:31 Anatole (Former City Engineer)

I can hardly hear you because an echo initially.

00:15:37 Ryan Headley

Have thicknesses proposed in areas in some areas Chestnut does have a concrete base yeah that we're working with uh either removing or replacing uh but we are at that point where we do have thickness I don't have it offhand.

00:15:50 Anatole (Former City Engineer)

That's okay I'm just wondering whether you already got to that point yeah we are we.

00:15:54 Ryan Headley

Are there all right all right good and we did some um we did do some coring samples and things like that to test the sub base and obviously during construction if we have to make minor changes we will.

00:16:07 Anatole (Former City Engineer)

You shouldn't find any surprises in Chestnut Avenue. We found them all.

00:16:14 Ryan Headley

Saved us some time. Saved us some time.

00:16:16 Anatole (Former City Engineer)

Yeah, well, we widened it. When we went from two lanes to four lanes, you're going to find a lot of stuff. So we moved most of the utilities that could have been moved, especially between the railroad and Delsea, because that was very narrow. So the gas line and everything has been moved, but still,

There's, you might, you never know what you might find, but we took care of most of it, I think, back then. All right, very good. Well, I'm happy. I mean, it's a big change from the beginning. When this project first made the news, you know, with two lanes and bicycles, I got a lot of phone calls about, you got to stop it. Someone came to their senses.

00:17:00 Carol Martsolf

Well, thank you for being here, especially with your history.

Thank you.

Yes.

00:17:08 Anatole (Former City Engineer)

I wasn't sure where we're going to be, so whether we were at two lanes or four lanes or especially with the bicycles, because I wouldn't want anyone to ride a bike down Chestnut That would be very dangerous, I would consider.

00:17:22 Carol Martsolf

So it's good that we're separating, we're separating them.

00:17:26 Anatole (Former City Engineer)

Satisfied with what I've just seen.

00:17:29 Carol Martsolf

Thank you.

00:17:31 Anatole (Former City Engineer)

I would say 2027 is an ambitious date, but go for it.

00:17:36 Carol Martsolf

Thank you. Thank you. Does anyone else have any public comment?

00:17:41 Carol Martsolf

Okay, please state your name and your address, please.

00:17:45 Michael Stern

Michael Stern, Princess Lane, Vineland.

Two questions. One, will the speed limit change with the improvements?

And the second thing is, there is a an approval for a self-storage facility on Chestnut Avenue. Is there going to be some accommodation for a D cell lane or you don't think you need one for that particular project?

00:18:17 Ryan Headley

For the first portion, the speed limit will not be changing as I don't believe so. The speed limit is not changing as part of the project.

But the second question, the self-storage facility is towards the east side of the project towards Main Road. It does have approval. We're not sure of the timing. They did not propose a decel lane. I don't believe it would be required. Typically self-storage after construction has a relatively low traffic count because people are visiting it maybe once a week to their storage unit. So we're not proposing any sort of decel lane for actually any of the uses along Chestnut Avenue.

00:18:56 Michael Stern

Thank you very much.

00:19:01 Carol Martsolf

Okay, yes. Please state your name and your address.

00:19:03 Carol Martsolf

Thank you.

00:19:04 Carol Martsolf

Yeah.

00:19:07 Speaker 9

Lisa Fleming, 2100 Morris River Parkway in Vineland.

And I was just wondering how far are the sidewalks and the sidewalk and the multi-use path, how far will they be from the curb? And will they be like, it probably is going to vary as

you go along the road, but will it be mostly taking room from the space between the sidewalk and the curb or cutting more towards people's properties?

00:19:41 Ryan Headley

Generally, it will be cutting further away from the roadway so that there's a vegetated strip between the curbing and the path um that separation is important for us uh Chestnut has a 100 foot right of way so I will say there is a lot of private improvements that have crept their way into the public right of way uh but what we're doing is we're obviously doing our best to weigh those but it will have a it varies obviously the distance but it's not going to be right up against the curb like you see sometimes that's not something we're looking to do here that's good thanks

00:20:24 Carol Martsolf

Would anyone else like to, oh yes, thank you. Please state your name and address.

00:20:29 Deb Marco

I'm Deb Marco, 728 Yale Terrace.

Most of the crashes on Chestnut Avenue have been pedestrian related.

Could you explain a little bit more how people are crossing Chestnut Avenue, particularly like at Valley and Main Road where the school is?

00:20:43 Ryan Headley

Sure. Do you want me to, Beth, do you want to handle that one? That's a little more in the details than I know about. Did you have a question?

00:20:53 Beth Grasso, PAI

Yeah. We're adding the pedestrian paths will keep more kids on the sidewalk rather than out in the roadway, especially if they're riding bicycles. And all the crossings will be very well marked. We'll have push buttons so that the children can go across when the push button shows them the symbol to walk. And, you know, we're updating all the signals accordingly.

00:21:25 Ryan Headley

We're doing lighting improvements as well. And we have. We have reached out to the crossing guards. They are along that path for a lot of the walkers from the school and taking their concerns into consideration as well.

00:21:44 Beth Grasso, PAI

And we're gonna have several flashing beacons.

00:21:48 Ryan Headley

There are, but there's no proposed at the intersection. It's not wide enough for the bump outs, right, Matt?

00:21:56 Beth Grasso, PAI

Correct.

00:21:57 Ryan Headley

So, there's no bump out proposed, but we do have the certain areas of pedestrian flashing beacons. And then in general, all of the light, the traffic signals will be upgraded. So that they are better advertising. When a pedestrian should cross, they provide the, you know, the flashing beacons. the wall, don't walk the countdowns.

And then, additionally, just general visibility will be improved with your striping and then better realignment for certain crosswalks, so that it would be more conducive to somebody using that, because the big issue I think we run into a lot with pedestrian crashes, pedestrian vehicle crashes is getting the pedestrian to utilize a crosswalk.

Sometimes I know we had this just on Landis Avenue where if they want to cross in the middle of the roadway, and there's not a crosswalk. It's difficult to design for that, obviously, because we can't anticipate that, and we obviously can't have the whole thing make this across them.

So what we try to do is we try to improve the crossings that exist to make them More, I'll say user friendly for the individual, more inclined to utilize those prop walks to give them the safest path from either the north side to the south side or east west along Chestnut.

00:23:22 Deb Marco

As Anatole mentioned, there's a lot of aging infrastructure in Vineland. Has everything been improved in that chestnut area category? Because most of the time we have paving projects and a year later they're digging it up because we have a water main break or something like that.

00:23:34 Ryan Headley (COV)

We have been working very hard in all across the city to make sure that we are following the water main and sewer and gas with our paving projects. But yes, for this one specifically, we have coordinated with our utility, especially gas. You might have seen them out there.

They've been doing improvements down the way for quite some time. Same thing with the land and sewer authority. They're aware and they're in the process of TVing all their pipes to make sure their services are updated. So yeah, we're doing our best to prevent that.

00:24:11 Beth Grasso, PAI

And you also video the storm sewer too.

00:24:17 Carol Martsolf

I know you had another remark.

00:24:19 Lisa Fleming

Okay, Lisa Fleming again.

Question about the crosswalks. Actually, too. Is it there any thought to having the timing of the pedestrian crossings be like total all the way around.

00:24:37 Ryan Headley

Like a separate, like a third phase where it's just pedestrians crossing.

00:24:41 Lisa Fleming

Yes.

00:24:42 Ryan Headley

We actually, ironically, we spoke about that today. As of right now, we don't have a separate pedestrian phase. It's definitely something that we can see if it's warranted based on our pedestrian counts. But right now, it's just the standard kind of.

00:25:02 Lisa Fleming

It just might be good at the major intersections like at Main Road and at East.

00:25:10 Ryan Headley

Yeah, we're working on that balance, obviously, for provide that. So it's definitely something we can continue to consider as we finalize our design.

00:25:20 Lisa Fleming

And will there be any other crossings in between the intersections?

00:25:25 Ryan Headley

As of right now, we don't have any mid-block crossings for a road like Chestnut.

We felt that to do that would be to be fairly dangerous for inviting problems. Yeah, it does, because obviously it's 4 lanes of traffic. and any midblock crossing, even the one with the best signage is sometimes unexpected.

00:25:49 Lisa Fleming

Right.

00:25:49 Ryan Headley

I don't drive down Landis sometimes you don't expect them. It's a whole different surface. We felt there were enough crossings that it would be adequate to have them cross, particularly at intersections and primarily at signalized intersections.

00:26:06 Carol Martsolf

Okay. Thank you. Yes, you have a question or a comment?

00:26:12 Mike DiStefano.

Hi, my name is Mike DiStefano.

Roan Funeral Service here in Vineland, 1110 East Justin Avenue.

We take up a lot of frontage between Valley and Evelyn on there. I know I'm a little late. I tried to get on Zoom. I couldn't get on. But I'm interested to know where the existing sidewalk is on Chestnut going in front of our building. Is that going to be moved or are you encroaching that far back or?

00:26:39 Ryan Headley

You have existing sidewalk in front of the funeral home.

00:26:42 Mike DiStefano.

Yes. All the way down. And you know, it's not up against the curb, right? There's this grass strip. There's a grass strip, you know. That will be on the north side.

00:26:56 Ryan Headley

And that will be revised to an eight foot wide shared use path.

00:27:00 Mike DiStefano.

Okay. A little wider, so it will be moving inward, still on city property, obviously, city driveway, but inward towards your building. Right, so I don't know if you've ever been by, but we have four large concrete pilasters with lanterns and the entrance and exit are of our

driveway. We always thought it was our property, you know, back that far from the center of the road, but what happens to those?

00:27:25 Ryan Headley

Well, we've done our best, if need be, to kind of jog that sidewalk to avoid any moving any larger structures or things that we wouldn't really--.

00:27:32 Mike DiStefano.

Yeah, cause I just had these put in. I mean, we've been there since 1955, but I had them redone about six years ago, I guess. And I made them all concrete. Okay, all right.

That's a good thing.

My other question is the traffic light at Valley Avenue. Valley's offset, that's where a lot of accidents occur. When we pull out taking leave on a funeral and we're leaving, the east-west side of Chestnut Avenue, that light we timed, it's about 19 seconds before it changes.

Are they going to be elongated or anything to give more time for that?

00:28:19 Ryan Headley

What we've done is We're doing a full reevaluation of the signal and the signal timing, and obviously the signal itself is being replaced and updated. So based on our traffic counts, obviously we can't always account for something like a funeral.

00:28:38 Mike DiStefano.

Yeah, I understand they were fixed not long ago. They were re-timed or whatever, but we actually timed it several times, pulling out of the funeral home with a funeral procession. And a lot of times we can't even get out of the driveway and make it to the intersection before the light changes.

00:28:51 Ryan Headley

Yeah, we based on our traffic counts, we are definitely looking at basically all of that corridor. Because, as you know, if you go the wrong time down chestnut, you're hitting every light.

00:29:03 Mike DiStefano.

Yeah, the timing is.

00:29:05 Ryan Headley

So we are looking at timing coordination. Okay, general traffic significant coordination. you're not going to get 100 cars through the light, but we're hoping that it'll be an improvement in general at the end.

00:29:17 Mike DiStefano.

Right. So with the new design, given there's four lanes and a suicide lane, I believe that's the plan. Okay.

00:29:25 Beth Grasso, PAI

No, four lanes and a left turn lane.

00:29:28 Mike DiStefano.

Yeah. Okay.

00:29:30 Beth Grasso, PAI

We call it a center turn lane. Because the word suicide lane.

00:29:34 Mike DiStefano.

Yeah, well, that's I'm old, so that's what we use. You know, that's so.

00:29:36 Ryan Headley

They don't like that.

00:29:38 Mike DiStefano. But is there is there any shoulder to that between the roadway and the curb. Is that where the bike lane will be or?

00:29:46 Beth Grasso, PAI

No, bike lane. The shoulders are about 2 1/2 feet wide. The bikes will be on the multi-use path.

00:29:54 Mike DiStefano.

Oh, okay.

00:29:55 Beth Grasso, PAI

And as far as the signals, I'm sorry, as far as the signals go, the existing signals that are out there, they float like they're so old that they don't like keep the timing. they can float from the original design.

The new signals will have it in encoded and will perform much better and they reset every day like to midnight. So if they float by say 3 minutes today, it'll reset at midnight. And the ones now might be 3 minutes today, 3 minutes tomorrow, 4 minutes the next day, 2 minutes the one after that, and then things start to float around. So these will be improved.

One of the options for you at the funeral home, I would think, is if you got the Vineland police involved, and they could probably just go into the box and preempt to let everybody out if you have that much traffic.

00:30:49 Mike DiStefano.

We did notice that there's always a rapid change. One day it's longer, the next day it's not.

And it's just the problem. The other, the reason I asked about if there's any little bit of room between the curb and the existing St. When we have a snowstorm, we always clear our sidewalk out there because we have all the traffic from Memorial Veterans School, the kids walking.

And a lot of places don't clear their sidewalks, so they go out onto the street. And when they do, I said, I can't even look out the front door because all these kids are walking in Chestnut Avenue and they tend to move a little fast there. So hopefully this will alleviate part of that. Okay. All right. Thank you very much.

00:31:31 Carol Martsolf

Thank you so much for those remarks. Would anyone else have any questions? Oh.

00:31:38 Ryan Headley

I have to step out for another meeting at six, but Stephanie and Rick can handle any more questions. Thank you guys for coming out. We really appreciate it.

00:31:47 Stephanie Wakely (COV)

There's another question.

00:31:48 Carol Martsolf

Okay. Thank you.

00:31:53 Kathy Malone

Kathy Malone, 622 South 4th Street.

Two questions that you talked about helping with the flooding that happens is it could be going to be addressed at West and Chestnut as well because it's like a pond over there when it rains.

00:32:08 Beth Grasso, PAI

Yeah, we're evaluating all the storm water. There'll be a new basin that we're going to be installing. And we're adding inlets and replacing pipes as appropriate to help eliminate the flooding out there.

The problem is when you have little to no shoulder, that lane tends to fill up with water. So we're trying to put in more inlets to collect the flow instead of having to bypass the inlets. And we're trying to upsize our pipes to be able to convey the flow without a backup. But yeah, we definitely see in our modeling, we definitely see there are problems out there.

00:32:48 Kathy Malone

Yeah, because it's not a shoulder issue. It's the whole road. All both lanes are flooded.

00:32:53 Beth Grasso, PAI

Yeah, understood.

00:32:54 Kathy Malone

It's the whole thing.

00:32:55 Beth Grasso, PAI

Double systems are undersized.

00:32:57 Stephanie Wakely (COV)

We're going to make into a basin. We own that one corner across the barracks.

00:33:02 Kathy Malone

Oh, perfect. Which corner?

00:33:04 Stephanie Wakely (COV)

The southwest corner. Say that again.

00:33:10 Beth Grasso, PAI

West and Chestnut. It's like an open basin.

00:33:14 Kathy Malone

Yeah, because it floods there a lot. My second question is we have a proposed start date of June of 2027. Do we have an estimated completion date?

00:33:30 Rickie Caudill

Possibly around 300 days past that point start construction.

00:33:34 Kathy Malone

About what?

00:33:35 Stephanie Wakely (COV)

300 days.

00:33:36 Kathy Malone

Okay, so about a year. Almost a year. Okay, this just so I have an idea. Thank you.

00:33:43 Carol Martsolf

I think we need to take a new question over here and then you next. Okay. Thank you.

00:33:51 Marcos Diaz

Marcos Diaz, 724 East Chestnut Avenue.

In those 300 days that you guys are going to be working in that area, most of the business, I own a business over there, is going to be really affected by the construction. So has the city any plans for the business that practically is going to be closed on those days?

00:34:11 Stephanie Wakely (COV)

So we're going to try and keep the roadway open the entire time. It'll just have lane closures here and there. But the contractor will coordinate with the businesses or residents if there is an actual Rd. closure.

00:34:25 Carol Martsolf

Did you have another remark?

00:34:29 Anatol Vasiliev

Anatol Vasiliev again. Just a comment about the flooding.

I don't know if your company has videoed the drainage system at all, but typically our systems in Vineland get full of trash very quickly. In my day, we had two crews that did nothing but clean out drainage systems.

That was usually very effective. And I don't know if the city still does that. A lot of things have changed since I left, but many times the drainage system will flood because it's half full of trash, debris, sand, and all the other stuff, because it has no place to go. literally when it gets in there.

So I would just tell everybody and don't know how much you've communicated with the city, but you should ask the city to clean it out first, then video it, or at least be aware of all these trash problems because the systems under Chestnut Avenue were very adequate.

For many years after we installed them, there was virtually no flooding. But that was 30 years ago. A lot of things happened in 30 years. but especially the intersection of Chestnut and West. That used to be a pond, but there's a very big system underneath there. But as I drive by, I always see the inlets are full of trash, stuff stuck in them, branches are stuck in them. Well, you know where that goes? Not too far. It goes a few feet in there, and that plugs up the effectiveness of the system. So I would just repeat. Make sure you contact the city and see what they can do about cleaning them out. It's free. That's what they do for a living, or at least that's what they used to do for a living.

So before you design a much bigger system, just make sure that the one you have is working. This is my two cents.

00:36:22 Beth Grasso, PAI

Okay, understood. We have already had the system cleaned and videoed. The under sizing is because the storms that are regulated now are much larger than the storms that were regulated 20, 30 years ago. So just in our calculations and modeling, we have to design to a larger frequency storm than what they did 30 years ago. That's why it says the systems are undersized. Some of the systems, not all of them.

00:36:57 Pedro Varela

My name is Pedro Varela. I live in Chestnut on 4th Street.

00:37:04 Rickie Caudill

So the system that's there now is there's one on each side. On the south side, it's like a five, six pipe manifold perforated system. And we have recently had emergencies there because the system has failed. the system is silted up, so that's going to need rehabilitation. So that's going to be a part of this plan.

00:37:35 Pedro Varela

My name is Pedro Varela. I live at Chestnut on 4th Street.

My question is the new sidewalks are going to be built all by concrete, because in my section there is a part of concrete and a lot of strip of grass and some small trees along. along the way. And the new sidewalks is going to be all concrete without the trees and no grass.

00:38:07 Rickie Caudill

We will have concrete sidewalks. What was the address again?

00:38:12 Pedro Varela

Chestnut on 4th Street.

00:38:13 Rickie Caudill

Over on 4th Street. Yeah, I'm familiar with that area there. On the corner, going eastbound on the north side. um, going back to the block to about, um, 418 Chestnut Avenue. There is no sidewalk there. There's a, there's, I actually see a flooding, also a spillage, over spillage coming out of this as well. So it's one of the reason why there's a sidewalk there is because there's part of the system still remaining from homes there prior to the construction of Chestnut Avenue 30 years ago. So there's a lot of flooding there.

00:38:56 Pedro Varela

My other question is that why are you doing the pave? All the sewer section, all the sewer system are going to be updated. Somebody's going to make sure that everything is doing the way it's supposed to before you pave. Because when I received a letter, it was saying that If there is any problem with the sewer system through from your house to the sewer system, once it's paved, you cannot do anything.

00:39:30 Rickie Caudill

Correct. You're talking about just for like utility.

00:39:34 Pedro Varela

Yes.

00:39:35 Rickie Caudill

Yes. So if you need to make any upgrades, I would suggest or in the near future.

00:39:48 Pedro Varela

Okay, thank you.

00:39:51 Carol Martsolf

Thank you. Does anyone else have any questions or any comments? Okay, yeah.

00:40:03 Michael Stern

Starting on Chestnut Avenue, there's a drainage ditch that goes to Walnut Road, then it continues to the Boulevard and continues after that. Is there any plan to utilize that in water retention or water disposal from Chestnut Avenue?

00:40:28 Beth Grasso, PAI

We cannot. We cannot increase the flow to that particular location. We have to match the discharge that we have now. So, We do discharge to the existing system discharges to that particular ditch, but we cannot change the amount that we're discharging to that ditch without a permit. Yeah.

00:40:56 Michael Stern

Thank you.

00:40:56 Stephanie Wakely (COV)

Is that located?

00:41:00 Beth Grasso, PAI

It's Tarmac Branch or something. It's it comes across near the railroad in Chestnut. and then it goes behind the homes on Chestnut. and, like you said, out to Walnut, and then eventually flows into the what's the name of the branch there? Not Blackwater. I'm sorry I'm drawing a blank. But yes, we are not looking to put any more water there.

00:41:43 Carol Martsolf

Okay, does anyone else have any questions or any comments you'd like to share? No. Oh, okay. Yes.

00:41:54 Mike DiStefano.

Regarding our property on Chestnut Avenue, where our parking lot is, this was built before it was required to have runoff and spillage. So, we actually, at the end of our driveways at the entrance and the exit, we had the drainage basins, which would run out onto the pipe that went by Chestnut Avenue.

About 6, seven years ago, we had a sinkhole develop in one of our gardens. We didn't know what it was from. So, I called GE Mechanical. They came over. They dug it up, and they went down there with a camera, and they said, where it runs out to the terracotta pipe along Chestnut Avenue, which was installed many years ago, the terracotta pipe is collapsing.

So, they said, what's happening is your spillage is going in there, going directly in there, and it has nowhere to go. So, it's backing up because we were getting a flood out by the end. So, they said, I would just pave over it in your parking lot over that one, and then just let it run out. And I called the city and I spoke with the mayor's office. I said I would appreciate it if a city engineer comes out and signs off on this.

Because if our runoff from our parking lot floods Chestnut Avenue from our location, 1110, down to Evelyn Avenue, and it creates a danger in that lane, I don't want to get blamed for that. So, I had two people come out and everybody agreed that was the simplest solution. They said eventually they'll fix that portion of the pipe, but they don't know when. So that I do know because they went under there with cameras. And they looked and the terracotta pipe that's out there is completely disintegrating. It's insufficient, they told me. So, I just wanted you to be aware of that. Thank you.

00:43:30 Beth Grasso, PAI

Any terracotta pipe would be replaced automatically. We do have corrugated metal pipe that needs to be replaced also, because that is also at an end of its design life. So, we will be replacing pipes in the street.

00:43:46 Carol Martsolf

And anyone else?

00:43:47 Beth Grasso, PAI

I'm sorry, that's what was the address.

00:43:52 Carol Martsolf

1110 East Chestnut Avenue.

00:43:55 Beth Grasso, PAI

Okay, and the pipe is actually in Chestnut.

00:43:57 Mike DiStefano.

Yeah, it's in Chestnut and it runs to Valley Avenue. It runs to Valley Avenue at the intersection there.

00:44:04 Beth Grasso, PAI

Okay, thank you. We'll double check that.

00:44:09 Carol Martsolf

Does anyone else have any comments they would like to share or any questions? No. Okay, thank you.

00:44:25 Beth Grasso, PAI

Okay. I will end the recording. And then if anybody else comes in and has some questions, we'll turn the recording back on. It's currently 5:52 and I'm going to stop the recording. Thank you.

00:44:49 Carol Martsolf

Thank you all for coming out tonight. We really appreciate your feedback and your questions. hey, everyone. When you came in, we actually gave you a survey. So, if you'd like to fill it out and give it back to us, we will be factoring that into the design going forward.