



**Route 195, CR 526 (Trenton-Lakewood Road) to Burke Tavern Road (MP 16.5-16.9)
CR 537, Pine Drive to Burnt Tavern Road / Anderson Road (MP 41.50-41.83)
Congestion Relief Project
Millstone and Jackson Township, Ocean and Monmouth County
UPC: #253820**

Project Fact Sheet



Project Overview:

- **Draft Purpose:**

The purpose of this project is to mitigate congestion at I-195 Interchange 16, helping to improve mobility along CR 537 and along exit ramps and reducing delays at the interchange.

- **Draft Need:**

The current configuration provides a single ramp for all traffic leaving I-195 westbound to CR 537 (Ramp H). While traffic going to CR 537 eastbound uses a stop-controlled slip lane, westbound traffic must use a signalized intersection. During peak hours, queues at the signal grow excessively long and can block traffic from entering the slip lane to CR 537 eastbound. Congestion Management System score along CR 537 is rated 5.23 out of 10, indicating high existing levels of congestion.

- **Major trip generators:**

There are three major trip generators along CR 537: Six Flags amusement park, Adventure Crossing entertainment complex, and the Jackson Premium Outlets. Both Six Flags and Adventure Crossing lie to the southwest of the interchange, generating much of the traffic mentioned above. Six Flags creates larger traffic volumes in the peak summer months as well as during the Halloween season for the Fright Fest event. The Jackson Premium outlets lie to the northeast of the interchange, as does much of the nearby residential development.



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Route 195, MP 16.5-16.9, & CR 537, Pine Dr to Burnt Tavern Road / Anderson Rd - Overview			
Project Type		Traffic Improvement	
Highway Classification		Route 195 – Interstate	
		County Route 537 – Minor Arterial	
Jurisdiction		NJDOT	
Problem Statement		Submitted by the Congestion Management System (CMS): the project will improve mobility along CR 537 by mitigating issues and reducing delays at the interchange. Long queues were observed along the westbound off-ramp approach to the signalized intersection with CR 537. Long queues and reduced travel speeds were also observed along the CR 537 approaches to the signalized ramp terminal intersection.	
Management System Input*	Safety	State Segment List (2023 List) – Does not rank in top 100	
	Congestion	Route 195: CMS Score 2.64/10, Medium Priority Ranking	
		CR 537: CMS Score 5.23/10, High Priority Ranking	
	Resiliency	Criticality Rating Very High	
Freight		Medium Priority Freight Route	
AADT		Route 195: 55,669 (DDHV: 2,753 (EB), HV%: 5.64%, AADTT: 2,514)	
		CR 537: 15,465 west of interchange, 16,981 east (DDHV: 1,034 (WB), no truck data available)	
		Ramps: Ranges from 880 to 6,116	
Posted Speed	Route 195	65 mph	
	CR 537	50 mph	
Posted Advisory Speed	Ramp A	35 mph	
	Ramp B	NONE POSTED	
	Ramp C	30 mph	
	Ramp E	30 mph	
	Ramp F	30 mph	
	Ramp G	20 mph	
	Ramp H	30 mph	
	Ramp LH	30 mph	

*NJDOT management systems generally do not index county routes or ramps. All information is for Route 195 mainline only unless stated otherwise.

** NJDOT Roadway Design Manual recommends design speeds for various ramp configurations as follows: Loop ramps, 25 mph; semi-direct, 30 mph; and direct connections, 40 mph

Existing Conditions:

- Roadway Section:**

- Route 195:** Primarily a four-lane freeway (two lanes per direction). Varying shoulder widths and intermittent acceleration and weaving lanes near ramps in both directions. Curbs exist intermittently, and there are no sidewalk facilities
 - County Route 537:** Primarily a two-lane highway (one lane per direction). Varying shoulder widths and intermittent acceleration and weaving lanes near ramps. Curbs exist east of ramps A and F, while sidewalks exist intermittently on both sides.



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- **Ramps:** Ramp A is two-lane (one direction) while the rest are one-lane with two-foot shoulders throughout. Curbs exist for the entire extent of all the ramps.
- **Right-of-way (ROW):**
 - **Route 195:** ROW limits are 300' & var. and generally parallel to the roadway within the project limits, with existing roadway located within right-of-way.
 - **County Route 537:** ROW limits are 140' south of Route 195, 70' north of Route 195 & var. and generally parallel to the roadway within the project limits. The existing roadway is located inside of the right-of-way.
- **Land Use:** Immediately surrounding much of the interchange is forests and wetlands, as well as stormwater basins and transitional lands. There is primarily retail, recreational and light industrial uses along Monmouth Road, with residential and agricultural uses nearby and additional recreational land development planned. Major trip generators include
 - The Jackson Premium Outlets retail site to the north of the project
 - Adventure Crossing recreational site to the south of the project
 - Six Flags recreational site to the south of the project
- **Intersecting Features:**
 - **Route 195:** Road runs primarily east to west and has no at-grade intersections and one (1) grade separated interchange.
 - **CR 537:** Road runs primarily east to west as well.
 - Within NJDOT jurisdiction there is one (1) signalized intersection (Ramp LH) and no unsignalized intersections. The three (3) other off-ramps and 4 on-ramps each have acceleration, deceleration or weaving lanes.
 - Immediately outside NJDOT jurisdiction there is one (1) unsignalized intersection (Burnt Tavern Road / Anderson Road) and one (1) signalized intersection (Pine Drive / Adventure Crossing Driveway).
- **Crash Data:** The project team compared Route 195 and CR 537 crash rates (crashes per million vehicle-miles) to statewide averages for similar roadways using 2021-2023 data.
 - **Route 195:** 35 crashes occurred on Route 195 (none fatal), with fixed object, rear end, and same direction sideswipe overrepresented. The road is generally 4 lanes with a shoulder and grass median. It has a crash rate of 0.64 compared to a statewide rate of 0.71.
 - **CR 537:** 175 crashes occurred on CR 537 (none fatal), with left turn/U turn, right angle, and rear end crashes overrepresented. The road has two distinct cross sections: Segment A (MP 41.18 - 41.51, west of ramps A & F) includes 4 lanes with a barrier median and shoulders, while segment B (MP 41.51-42.00, east of ramps A & F) includes 2 lanes with a shoulder.
 - Segment A has a crash rate of 11.99 compared to a statewide rate of 1.18.
 - Segment B has a crash rate of 12.19 compared to a statewide rate of 1.62.
- **Horizontal Alignment:** A review of all the existing data revealed the following
 - Route 195 has one curve and it meets minimum radii requirements
 - CR 537 has three curves and all three meet minimum radii requirements
 - The ramps each have between one and five curves. All ramps contain substandard horizontal curves based on NJDOT standards and minimum radii requirements given their current design speed of 35 mphs



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- **Pavement Condition:**

- Pavement appears to be in excellent condition along the recently resurfaced Route 195 mainline, good condition along the CR 537 corridor and good to fair condition along the ramps.
- Route 195 and ramps were resurfaced in 2020 as part of a pavement preservation project: County Route 526 (Trenton-Lakewood Road) to Route 9 Contract No. 016203240.
- The bridge deck carrying CR 537 (Monmouth Road) was fully replaced and the roadway approaches resurfaced as part of a deck replacement project in 2015 titled CR 537 (Monmouth Road), Bridge over Route 195 Contract No. 041114260.

- **Roadway Drainage:**

- Preliminary drainage review found no major flooding or ponding between any of the roads within the project limits.
- The NJDOT DMS (2025) gave no icing, ponding, or flooding rankings on Route 195. CR 537 is not indexed by this management system.
- An analysis was completed to establish Flood Hazard Elevations at the two streams within the project limits. Due to limited available data, Ivanhoe Brook's elevation was estimated using method 5. Method 1 was used for Toms River. Field inspections showed no drainage deficiencies, standing water, or icing.

- **Utilities:**

- Aerial lines (electric, telephone) extend along both sides of CR 537 both before and after the interchange ramps begin. Roadway crossings occur 175' before ramp A and at the Burnt Tavern Rd/Anderson Rd intersection. No aerial lines extend along Route 195 or the ramps within the project limits.
- Underground utilities (including telephone, electric, gas, stormwater) are located throughout the project.
 - Along CR 537, electric and telephone run along the eastbound side within the interchange footprint, with gas carried along the westbound side of the bridge.
 - Along Route 195, stormwater drainage inlets lie along both the eastbound and westbound edge of pavement, as well as in the middle of the grassy median. Pipes extend connecting these inlets with each other, as well as inlets along all 8 of the ramps and their mouths.

- **ITS:**

- ITS devices identified along the corridor include a Camera Surveillance System near the southeastern corner of the bridge carrying CR 537 over Route 195. No as-builts were received but the CSS system appears to include a Type C (40') CSS Standard, camera and a small pole-mounted ITS controller cabinet.

- **Environmental:**

- Threatened and endangered species and/or their habitat are present within the project limits. Consultation and coordination with USFWS and NJDEP is anticipated.
- Listed and eligible historic resources are not present within the project limits. One Identified Archaeological Grid exists within the study area. Consultation with the State's Historic Preservation Office (SHPO) is anticipated.
- Full Environmental Screening Report is available upon request.

- **Complete Streets:**

- **Pedestrian / ADA:**

- Sidewalks, crosswalks, and curb ramps are present along CR 537 near the Pine Drive / Adventure Crossings Boulevard intersection and along the bridge over Route 195. These sidewalks are discontinuous and include substandard elements that are non-compliant with ADA requirements.



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- Lighting is generally consistent but pedestrian connectivity and safety remain limited.
- **Bicycle:**
 - No dedicated bicycle accommodations are currently provided (no lanes, shoulders, or signage).
- **Transit:**
 - There are no transit facilities within the area
- **Safety / Operations:**
 - High vehicle speeds, limited crossings, and constrained roadway geometry reduce multimodal safety and accessibility.
- **Structures:** There are two bridge structures within project limits, listed below.
 - **Structure No. 1330-165** carrying CR 537 over Route 195 has a rating of 7 on a scale of 0-9. The superstructure and substructure are generally in good condition. The structure is classified functionally obsolete due to its vertical underclearance.
 - **Structure No. 1517-150** carrying Anderson Rd over Route 195 has a rating of 7 on a scale of 0-9. The superstructure and substructure are generally in good condition. Priority repairs to the deck surface and various fencing items were recommended in the most recent bridge inspection report.
- **Existing Deficiencies:**

Category	Deficiencies	
Stopping Sight Distance (Horizontal)	No SSD deficiencies were found.	
Stopping Sight Distance (Vertical)	Ten (10) sag curves have substandard HSD (two on CR 537, eight on ramps), and one (1) crest curve (CR 537) has substandard SSD.	
Vertical Grade	One (1) roadway segment (Ramp A), 19 feet total, has vertical grade less than minimum allowable.	
Intersection Sight Distance	Zero (0) locations have insufficient intersection sight distance.	
Horizontal Curves / Superelevation	Superelevation was evaluated for existing horizontal curves; On Route 195 two (2) out of two (2) curves are substandard. All ramps have substandard curve radii too small for existing design speeds, so their superelevation cannot be evaluated. There are no horizontal curves along CR 537 within the study area.	
Cross Slope	Substandard (<1.5%) cross slopes exist throughout the project limits along both Route 195 and CR 537.	
Shoulder Width	Route 195	0.22 EB miles have substandard shoulder width (<10')
		0.35 WB miles have substandard shoulder width (<10')
	CR 537	0.17 EB miles have substandard shoulder width (<8')
		0.21 WB miles have substandard shoulder width (<8')
Guide Rail/Clear Zone	Twelve (12) out of fourteen (14) guiderail runs are not MASH compliant and are therefore substandard (0.5 miles total substandard).	
	One (1) WB segment and one (1) EB of Route 195 have unprotected obstructions within the clear zone which may require new guide rail installation. These include the northern CR 537 bridge abutment and the southern Anderson Road bridge abutment.	
Auxiliary Lanes	Acceleration Lane: Three (3) of four (4) independent acceleration lanes have substandard tangents, tapers, or both. (Ramps C, F, G)	
	Deceleration Lane: Three (3) of five (5) independent deceleration lanes have substandard tangents, tapers, or both. (Ramps B, C, H)	
Access	No driveways exist within the project limits.	



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Category	Deficiencies
Traffic Signals	The westbound Route 195 off-ramp & CR 537 traffic signal includes substandard elements, such as a lack of pedestrian signals and substandard push button placement.
Pedestrian Facilities	CR 537 EB side: 94% of corridor (0.31 miles) does not include sidewalk.
	CR 537 WB side: 82% of corridor (0.27 miles) does not include sidewalk.
	The signalized intersection of the westbound Route 195 off-ramp and CR 537 includes substandard pedestrian push button installations. No sidewalk, curb ramps or crosswalks are present at the intersection. Sidewalk exists along one side of the bridge carrying CR 537 over Route 195 but does not exist anywhere else in the project limits.
Bicycle Facilities	The entire corridor does not provide the desired bicycle facility (based on AADT and posted speed) per the NJ Complete Streets Design Guide and FHWA Bikeway Selection Guide.
Vegetation	Overgrown vegetation at some locations requires maintenance to improve sight distance and sign visibility.
Vertical Underclearance	One (1) bridge (CR 537 over Rt 195) provides substandard minimum vertical clearance (14.83' < 16').

Key Corridor Concerns:

Based on the data reviewed and analysis conducted, STV preliminarily expects to evaluate the below key issues and develop alternatives to address them.

Location	Critical Issues
Route 195 Off-Ramp & CR 537 intersection (MP 41.76)	Congestion and poor traffic operations along ramp and CR 537 approaches.
	Substandard pedestrian signal equipment and pedestrian accommodations.
Crest Vertical Curve (MP 41.66)	Substandard curve limits sight distance below required SSD.
	Deficiency may contribute to significant rear-end crash cluster along CR 537 approaches.
Northern CR 537 bridge abutment over Route 195 (MP 16.71)	Abutment in Route 195 clear zone without guide rail protection.
Southern Anderson Road bridge abutment over Route 195 (MP 16.91)	Abutment in Route 195 clear zone without guide rail protection.
Ramp Horizontal Curvature (MP 16.71)	All ramps contain substandard vertical curves.
Corridor Wide	Sidewalks, crosswalks, and curb ramps are generally not provided. Pedestrian accommodations exist at the Route 195 westbound off-ramp & CR 537 signal but are substandard and non-compliant with ADA requirements.
	No dedicated bicycle accommodations are currently provided.

• **Adjacent Projects:**

- **NJTPA / Monmouth County traffic and safety improvement project.** The project begins near the northern limit of NJDOT jurisdiction along CR 537, west of Burnt Tavern Road / Anderson Road at MP 41.83. The project ends east of Allyson Road near MP 42.50. The project is still in design. The project includes roadway widening, intersection widening of the CR 527 / CR 537 intersection and a roundabout at the Jackson Premium Outlets driveway. Improvements near NJDOT jurisdiction include altering the Burnt Tavern Road and Anderson Road approaches to CR 537 to be right-in, right-out.



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- **Route 195, Route 295 to Route 9:** Information was provided for this ITS project along Route 195, which includes ITS facility upgrades along the I-195 corridor. The project is anticipated to impact the existing ITS facilities near I-195 Interchange 16, replacing the current CSS with a new CSS system in the median of Route 195.