



## MONMOUTH COUNTY

### Local Concept Development Study for Monmouth County Bridge S-32 on Rumson Road (CR520) over the Shrewsbury River Borough of Rumson and Borough of Sea Bright

#### PUBLIC INFORMATION CENTER NO. 2 MEETING REPORT

DATE: Wednesday, January 23, 2013  
TIME: 2:00 p.m. – 4:00 p.m. (Brief Presentation 2:30 p.m.)  
LOCATION: Borough of Sea Bright Municipal Building, Community Room  
1164 Ocean Avenue, Sea Bright, NJ  
ATTENDEES: Sign-In Sheets available upon request

#### PURPOSE OF MEETING

The purpose of Public Information Center Meeting No. 2 is to present the project status and schedule, inform the public of the conceptual alternatives and obtain public input and comment on the proposed Preliminary Preferred Alternative (PPA) for Monmouth County Bridge S-32 on Rumson Road over the Shrewsbury River.

#### MEETING SUMMARY

1. A total of 63 individuals attended the meeting as indicated on the Sign-In Sheets and a total of 13 project team members were in attendance to present information and assist with public questions. The meeting was designed as an open house format with display boards providing bridge condition information, environmental screening, alternatives analysis matrix, the preliminary preferred alternative and results of the community stakeholder meetings. The project team members were available to answer questions. A Project Information Update handout and blank Monmouth County Comment Form were distributed to the general public upon sign-in to the meeting. The Comment Form could be completed and handed in at the meeting or could be faxed, emailed or mailed to Monmouth County.

2. At 2:30 p.m., the brief presentation began with Monmouth County Freeholder John Curley welcoming everyone and opening the meeting on behalf of the Monmouth County. He noted that the County Administrator, Teri O'Connor and the Public Works Director, John Tobia were also in attendance. Freeholder Curley thanked everyone for their tenacity and sense of community to pull together after super storm Sandy. The County has over nine hundred bridges and is committed to maintaining and replacing them as needed to ensure safety and economic vitality. Freeholder Curley thanked everyone for taking time to attend this meeting and asked Joseph Ettore, Monmouth County Engineer to provide information on the Rumson-Sea Bright project.

3. Joseph Ettore welcomed everyone on behalf of Monmouth County, and the cooperating agencies of the North Jersey Transportation Planning Authority and the New Jersey Department of Transportation. He asked the project team to introduce themselves and then explained that this bridge project is on track. However, the process requires several years and as a movable structure the bridge requires maintenance and repairs that can't wait. Due to its age, some parts are no longer made and must be fabricated. This is one of four movable bridges in the County that requires updating of the traffic gates and load system. These are needed repairs that the Freeholders scheduled to have done this year prior to the summer season.
  - a. The work was to be done in November, but due to super storm Sandy the work was delayed until next Monday, January 28; and until February 15<sup>th</sup> the bridge will be closed. However with the recent opening of businesses in Sea Bright, Freeholder Director Thomas Arnone was able to negotiate with the Contractor to work on week days only and open the bridge on weekends. The bridge will close after 9:00 am on Monday and re-open after 4:00 pm on Friday. This work is still expected to be completed by February 15, 2013.
  - b. There is another rehabilitation contract scheduled to begin shortly which will repair scour damage to the west abutment from Irene, which was worsened by Sandy. This work will be done from below on barges in the water, so it will not impact roadway traffic directly. The work is expected to be completed prior to Memorial Day weekend.
  - c. This bridge improvement project is a long-term effort utilizing Federal funding and requiring compliance with NEPA (National Environmental Policy Act), so comments from the public are invited and appreciated. The County recognizes the importance of this bridge to both local communities and the region.
4. Bruce Riegel, Hardesty& Hanover Project Manager presented information on the project status and photos showing the existing condition of the bridge via a power point presentation which will be posted on the Monmouth County web site.
  - a. The existing Rumson Sea Bright Bridge S-32 was built in 1950 and is nearing the end of its useful life. Due to its age and the extent of repairs needed, it has been concluded that the bridge needs to be replaced. .
  - b. The project work commenced in November 2011. Field survey work is done and preliminary base mapping and environmental screenings have been completed. The project team, in coordination with both communities, developed a Project Purpose and Need Statement. Alternatives were developed which met the Project Purpose and Need as well as the goals and objectives of the project while minimizing environmental and Right of Way impacts.
  - c. The Conceptual alternatives were discussed at Community Stakeholders Meeting No. 2, and based upon that input, the project team determined that a northern alignment (Concept 2) or a southern alignment (Concept 3) were most favorable for the new bridge construction. Concepts which minimized any widening of Route 36 (Ocean Avenue), were favorable as well as the cul-de-sac option at Rumson Road and Ward Avenue (to reduce conflicts at this intersection). Concepts which require the new bridge to be constructed with a temporary bridge or a long-term detour were not favorable to either community. New Alternatives were developed using project elements favorable to both communities; which were Concepts 3E & 3F. . Bruce explained Concept 3E and 3F, where Concept 3F can be built in two years rather than three and would provide use of the existing bridge fully until the new bridge is constructed. The cost of Concept 3F is also approximately \$11 million less than Concept 3E. As such, Concept 3F was proposed as the Preliminary Preferred Alternative (PPA).

- d. Bruce also explained that the Project Team dismissed Concept 2 due to higher Right of Way costs and the need to displace and relocate residents at the Anchorage Apartments.
- e. There is a 30-day comment period in which the County and agencies are seeking public input. All comments will become part of the Concept Development documentation. The County will ask the local officials of Rumson and Sea Bright for resolutions of support for the PPA to move to the design phase. This CD phase will be completed by April 2013.

5. The meeting was open for any questions or comments. The following questions and comments were noted:

- *Comment/Question:* We are concerned about losing the Dunkin Donuts and with the Anchorage Apartments damaged and no one is living there now, can the northern alignment be re-evaluated?

*Response:* The project team will re-examine any changes due to the storm, however important to recognize that Dunkin Donuts would be relocated within the Sea Bright area and there are new possible relocation options since the storm.

- *Question:* Given the storm and acquiring the Anchorage Apartments, couldn't that dramatically improve the traffic since there is a lack of access traveling south to the beach clubs, it backs up for a mile along Ocean Avenue with idle cars and the pollution?

*Response:* There are no plans to take any additional width of the roadway along Ocean Avenue, but if space were possible to extend the right turn lane, it would not provide much relief since the bridge openings and one lane on the Rumson side are the limitations. The southern alignment, Concept 3F, actually provides better operation of the traffic flow.

- *Question:* Will the new bridge be able to withstand the next big storm and does it include plans for improving the roadway adding a sea wall?

*Response:* The new bridge would be designed to withstand scour and as an important evacuation route, is the reason the project team proposes Concept 3F over 3E, so the existing bridge will remain in operation until the new bridge is ready to open. This is a bridge replacement project. The construction of a potential sea wall is beyond the scope of this project and such an effort would need to be initiated by the municipality or agency with jurisdiction.

- *Question:* If the Dunkin Donuts and gas station property is to be taken, is there clean up superfund available?

*Response:* During the design phase, hazardous waste screening would be conducted to determine the condition of the property and what efforts would be needed to address any hazardous waste located on that site. It is a standard procedure on any parcel to be acquired with Federal funding.

- *Question:* What could the property be used for and what's the timeframe?

*Response:* During the design phase, further environmental screening and studies will be done to determine if the property has historic eligibility. Based upon the studies and determination, then the types of use can be explored. The estimated timeframe is 3 to 5 years.

- *Question:* As a resident and concern for property impacts, will we be notified?

*Response:* There will be on-going coordination with both communities as the project moves into the

design phase. More detailed engineering is needed to provide more information and details on the bridge replacement and associated improvements. The Monmouth County web site will provide current information on the project.

- *Comment/Question:* Having property across from the Anchorage Apartments, any additional lane width would cross my property. There are people on both sides of the bridge and to take any additional lane width on Ocean Avenue doesn't make sense since there is only one lane on the Rumson side. Rumson Road is only one lane, so people just have to wait a bit longer.

*Response:* The traffic studies did support only one lane going westbound given the one lane on Rumson Road and two lanes from Rumson into Sea Bright, since there are two directions for traffic to flow eastbound and only one lane going westbound given the one lane on Rumson Road. The traffic signal operation does work better with the southern alignment of Concept 3F, than with the northern alignment.

- *Question/Comment:* Will the vertical clearance be similar with the new bridge and have the same amount of bridge openings? Since the storm the efficiency of the openings has deteriorated, why is there a limited schedule of openings?

*Response:* The vertical clearance, height of the new bridge from the water, is expected to remain the same. The amount of bridge openings is determined by the U.S. Coast Guard. The schedule of openings is under their jurisdiction. Any comments concerning bridge openings will be forwarded to the U.S. Coast Guard. There will be continued coordination with them during the design phase.

6. In summary, Martine Culbertson, Meeting Facilitator, encouraged attendees to submit any comments or questions in writing either on the Comment Form, which can be handed in at the meeting or mailed, faxed or emailed to the County. Project team members were available to answer any specific questions for the next half hour around the display boards. All were welcomed to also attend the Rumson Public Information Center meeting to be held at the Rumson Fair Haven High School from 6 to 8 pm. It will be the same presentation given at 6:30 pm in the Media/Library room. The power point presentation and alternatives analysis matrix will be posted to the Monmouth County web site for further viewing and for those unable to attend the PIC meetings.

7. In closing, Joseph Ettore thanked attendees for taking the time to attend the PIC and provide comments. Monmouth County is working hard to move this bridge improvement project along in cooperation with the North Jersey Transportation Planning Authority (NJTPA) and the New Jersey Department of Transportation (NJDOT). All welcome community involvement and public input.

We believe the foregoing to be an accurate summary of discussions and related decisions. We would appreciate notification of exceptions or corrections to the minutes within three (3) working days of receipt. Without notification, these minutes will be considered to be record of fact.  
Bridge S32 LCD Study Project Team