



**MONMOUTH COUNTY**  
**Final Design Phase for Rumson-Sea Bright Bridge S-32**  
**on Rumson Road (CR520) over the Shrewsbury River**  
**Borough of Rumson and Borough of Sea Bright, New Jersey**

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**COMMUNITY STAKEHOLDERS MEETING NO. 1**  
**MEETING REPORT**

DATE: Wednesday, April 10, 2019  
 TIME: 10:00 a.m.  
 LOCATION: Sea Bright Beach Pavilion, 3<sup>rd</sup> Floor  
 1097 Ocean Avenue, Sea Bright, NJ

**ATTENDEES:**

First Name	Last Name	Representing
<b>Attendees</b>		
Joann	Adams	Sea Bright Property Owner
Thomas A.	Arnone	Monmouth County Board of Chosen Freeholders
James	Barry	Jim's Gym
Susan	Binns	Rumson Resident
Kevin	Birdsall	Borough of Sea Bright Council
Ruth	Blaser	Sea Bright Resident
Wendy	Bonett	Shore Regional High School
Robert	Boyer	Rumson Police Department
Paula B	Bralow	Rumson Property Owner
Lauren	Bumbera	Monmouth County Freeholder Aide
Mike	Cantor	Rumson Property Owner
Chris	Cappillo	Sea Bright Resident
Daniel	Chernavsky	Sea Bright Police Dept.
Christopher	Coffey	Sea Bright Resident
Lauren	Coutu	McLoone's Restaurants
Lance	Cunningham	Carriage House Marina
Stephen	Cutler	Chapel Beach Club (SBBP, LLC)
Kevin	Delia	Rumson Parks & Recreation
Tom	Dooley	St. George's-by-the-River Episcopal Church
Ray	Eckhoff	Eastern Monmouth Area Chamber of Commerce
Donna	Fernandez	Rumson Resident
Brett	Friedman	Sea Bright Police Department
Peter	Gabra	Foss, San Filippo & Milne, LLC
Frank	Gripp	Rumson-Fair Haven Regional High School
John	Grossarth	Rumson Property Owner
Nancy	Haaren	Rumson Resident
Kristen	Hall	Rumson Resident
Donald	Hearn	Rumson Property Owner
Joseph	Hemphill	Borough of Rumson
Kate	Johnson	Rumson Resident
Chuck	Jones	Rumson BOE

Michael	Kalaka	Sea Bright Resident
William J. (Jack)	Keeler	Borough of Sea Bright Council
Harry	Kegelman	Rumson Property Owner
Mary D	Kenney	Rumson Property Owner
J. Clayton	Kingsbery	Rumson Borough Council
Frank	Lanziano	Rumson Property Owner
Frank	Lawrence	Borough of Sea Bright
Brett	Lawrence	Sea Bright Beach Club
Marc A.	Leckstein	Borough of Sea Bright Council
Elizabeth	Leonardis	Angler's Marina
Rabbi Harry	Levin	Rumson Resident
John	Lewis	Friends of the Oceanic Bridge Association
B	Mahon	Rumson Resident
Robert	Malone	Rumson Property Owner
David	Marks, PE, CME, CFM	T&M Associates
Christopher	Marrone	Rumson Property Owner
Dennis	Mc Lynn	Nautilus Condo Resident / Owner
Mary A.	Mc Lynn	Nautilus Condo Resident / Owner
James	McCue	Sea Bright Police Department
Ross	Millhiser	Rumson Resident
Wayne	Morrison	Long Branch Ice Boat Ramp & Yacht Club
Anthony	Okupski	Molly Pitcher Inn Marina / Oyster Point Hotel Marina
Janice	Pattison	Nautilus Condo Assoc Board / Resident / Owner
Thomas	Pattison	Nautilus Condo Assoc Board / Resident / Owner
Jack	Pettit	Sea Bright Resident
Patricia	Quigley	Barnacle Bill's Restaurant & Marina
Pat	Regan	John Regan LLC / Sea Bright Property Owner
Danielle	Reid	Rumson Resident
Judith	Rivkin	Rumson Property Owner
Thomas	Rogers, RMC	Borough of Rumson
Jessica	Rohr	Office of U.S. Congressman Smith
Charlie	Rooney	Borough of Sea Bright Council
P.J.	Rotchford	Gloria Nilson & Co. Real Estate / Rumson Resident
Cynthia L	Russo	Rumson Property Owner
Frank	Russo	Rumson Property Owner
Keith	Seeley	Oceanport Landing
Dominic	Sequeira	DDJ Management, Inc.
Beth	Sherrard	Sea Bright Resident
Stephen	Smith	Sea Bright Resident
Mark	Stewart	Friends of the Oceanic Bridge Association
Nina E	Tatarski	Rumson Property Owner
Annette	Taylor	Rumson Property Owner
Lawrence	Taylor	Rumson Property Owner
James	Trainor	Holy Cross Parish
Joseph L. (Joe)	Verruni	Borough of Sea Bright

Mary	Weir	
Patricia	Whittemore	Rumson Property Owner
Christopher	Widdis	Long Branch Ice Boat Ramp & Yacht Club
Clay	Wilbanks	Sea Bright Beach Club
Gwendolyn	Wisely	Rumson Resident
James	Wright	Sea Bright Resident
<b>Project Team</b>		
Joseph	Ettore, PE	Monmouth County Engineering
Andrés	Roda, PE	Monmouth County Engineering
Sarbjit	Kahlon	North Jersey Transportation Planning Authority (NJTPA)
Deval	Desai	NJDOT, Local Aid District 3
Pamela	Garrett, PMP, CPM	NJDOT, Bureau of Environmental Program Resources
Inkyung	Englehart	Monmouth County Engineering
Glen	Schetelich, PE	Hardesty & Hanover, LLC
Bruce	Riegel, PE	Hardesty & Hanover
Brian	Medino, PE	Hardesty & Hanover
William	Romaine	Amy S. Greene Environmental Consultants, Inc.
Martine	Culbertson	M. A. Culbertson, LLC
Allee	Davis	Richard Grubb & Associates, Inc. / RGA, Inc.
Thomas	Berenbrok	Stantec Consulting Services Inc
Myron	Mariano	Stokes Creative Group
Val	Aylesworth	M.A. Culbertson, LLC
Veronica	Murphy	NJDOT, Local Aid District 3
Zac	Stokes	Stokes Creative Group
Arnab	Biswas	NJDOT, Local Aid District 3
Tremaine	Ward	NJDOT, Local Aid District 3

## **PURPOSE OF MEETING**

The purpose of this meeting is to introduce the Final Design phase Project Team, present the project status, provide an update of the proposed Rumson-Sea Bright Bridge replacement and approach roadway improvements, and to obtain local input on community interests during this phase of the project. (See attached Agenda)

## **MEETING SUMMARY**

### 1. Welcome and Introductions

Monmouth County Freeholder Director Thomas Arnone opened the meeting on behalf of Monmouth County and thanked everyone for their attendance and support for this bridge replacement project. He noted the local officials from Rumson and Sea Bright who were present in the room and his appreciation for their ongoing participation and support. The County appreciates the efforts of both communities working with the State and Federal agencies to advance the Rumson-Sea Bright bridge replacement project which is so important to the local and regional transportation network and economy.

## 2. Project Overview & Background

Joe Ettore, Monmouth County Engineer, thanked Freeholder Director Thomas Arnone and the Board of Chosen Freeholders' support in advancing this project from the Local Concept Development (LCD) Study into the design phases with State and Federal funding through the FHWA (Federal Highway Administration) along with oversight assistance from the NJTPA (New Jersey Transportation Planning Authority) and the NJDOT (New Jersey Department of Transportation). The County also appreciates the Resolutions of Support from both the Borough of Rumson and the Borough of Sea Bright.

- (a) Joe Ettore provided information on the existing Rumson-Sea Bright Bridge S-32, which was built in the early 1950s and is nearing the end of its life. Due to its age, maintenance and repairs are escalating, so it's important the design for the bridge replacement continues to advance.
- (b) He reviewed the project schedule, as shown in the PowerPoint presentation, indicating the completion of the Local Concept Development Phase in 2013 and the Local Preliminary Engineering Phase (LPE) ending in 2017. The project is now in the Final Design Phase for an estimated 24-month duration.
- (c) Community involvement has been and will continue to be part of the process during the final design phase and into construction.

## 3. Rumson-Sea Bright Bridge Replacement – Community Outreach

After introductions from the Project Team members, Martine Culbertson, Community Involvement Facilitator, asked attendees to introduce themselves and share if representing any organizations or entities.

- (a) Martine reviewed the Agenda and handouts that were provided in a teal colored twin-pocket Bridge S-32 Project Portfolio for the Final Design phase including the Project Team list, Draft Stakeholders List, Project Information Sheet, and a copy of the preliminary engineering plan displayed at the last PIC meeting held in the LPE Phase (June 2016).
- (b) Martine explained the blank white index cards that were distributed are an opportunity to provide any questions or comments that would be shared later in the meeting or may be handed in at the end of the meeting at the sign-in table. The comments and questions will be included in the meeting summary report.

## 4. Rumson-Sea Bright Bridge Replacement – Final Design Phase

Bruce Riegel, Hardesty & Hanover Project Manager reviewed the Local Capital Project Delivery process steps completed for the LCD & LPE Phases and presented information on the Final Design Phase steps in the PowerPoint.

- (a) As indicated on the Project Information Sheet handout, the Final Design Phase began in Fall 2018 and is anticipated to be completed by Summer 2020.
- (b) The work effort includes: obtaining construction permits, securing needed Right-of-Way (ROW), and completing the utility and engineering design plans for the bridge replacement and approach roadway intersection improvements. The project team is currently working on these various aspects in coordination with Federal and State regulatory agencies in addition to NJDOT Subject Matter Experts (SMEs) and County Engineering staff. The ROW process is being implemented by Monmouth County with the assistance of the NJDOT ROW SMEs.
- (c) The new bridge will be constructed to the south of the existing bridge with adequate space to ensure that the existing bridge is not structurally compromised, and will remain in operation until traffic can be shifted to the new bridge. Bridge openings will continue to accommodate marine traffic during the replacement of the bridge. The navigable channel of the Shrewsbury River is under the jurisdiction of the United States Coast Guard (USCG), with whom the Project Team coordinates. A USCG Permit is needed for the bridge replacement.

## 5. Rumson-Sea Bright Bridge Replacement – Approach Roadway Intersection Improvements

Brian Medino, Hardesty& Hanover Project Engineer, presented the intersection improvements in association with the replacement of the bridge. The new alignment for the bridge will require the Rumson Road & Ocean Avenue (Route 36) intersection to be modified. The new signalized intersection will include a connection to the Sea Bright Beach Club parking lot.

- (a) The PowerPoint presentation included a slide showing the proposed design at Rumson Road & Ward Avenue.
- (b) A slide was also presented showing the proposed intersection design for Rumson Road & Route 36/Ocean Avenue. Brian explained the traffic turning motions that will be a four-way intersection in the future condition with a dedicated left turn lane for vehicles turning west over the bridge on Rumson Road.
- (c) To allow for stacking of vehicles in the dedicated left lane and to allow for safe access and turning movements at this intersection, driveway access points will need to be modified to meet the NJDOT Access Code requirements as Ocean Avenue (Route 36) is under State roadway jurisdiction.

## 6. Rumson-Sea Bright Bridge Replacement – Environmental Permits

Bill Romaine, Environmental Specialist Team Leader from Amy Greene Consultants, presented an overview of the permits required from the regulating State and Federal agencies for this project.

For this project, permit applications will be submitted to the United States Coast Guard (USCG), the United States Army Corps of Engineers (USACE) and the New Jersey Department of Environmental Protection (NJDEP).

## 7. Community Outreach – Project Website

Martine Culbertson, Community Involvement Facilitator, explained that the County has requested a project specific website be developed to share project information and enhance communication exchange during the final design and construction phases.

- (a) The web site will contain project information and the ability to submit comments.
- (b) The web site address will be: [www.rumsonseabrightbridge.com](http://www.rumsonseabrightbridge.com) and the email address: [info@rumsonseabrightbridge.com](mailto:info@rumsonseabrightbridge.com)
- (c) An email blast will be sent to inform local officials and community stakeholders once the site is available for viewing online.

## 8. Community Outreach –Interests and Input

During the Final Design Phase, there are elements for the design that the County and Project Team would like input from local officials and community stakeholders. Martine presented five areas that will involve future meetings and discussion. The timing, logistics and format for each are to be determined in the future. The Project Team will send out information and notices as applicable. If interested, attendees could sign up for focus groups related to each area. A fifth area was added for Boating and Marina interests. There were sign-up lists at the sign-in table for each focus group as follows:

- Bridge & Street Aesthetics Focus Group (*lighting, railing, Rumson Road Streetscape*)
- Staging and Traffic Mitigation Focus Group
- Ocean Avenue /Sea Bright Public Park Intersection Focus Group
- Rumson Ward Avenue/West Park Intersection Focus Group
- Boating and Mariners Focus Group

## 9. Community Input

During the meeting presentation, questions and comments were raised which are listed below. In addition, the meeting was opened for further questions and comments after the presentation ended, which are also noted below.

- *Item #1 – Question:* With the bridge shifting over, what will happen with the expanded West Park?

*Response:* New sidewalk will be provided from the newly aligned Rumson Road to the park. The park will not be permanently impacted by the new bridge construction.

*Additional Comment:* The Borough of Rumson requested the walkway under the new bridge to connect both sides of West Park along the river; so as to avoid crossing Rumson Road.

- *Item #2 – Question/Comment:* With the bridge replacement and intersection improvements, won't it encourage more traffic turning? Concern Rumson Road (CR520) westbound left turn lane to South Ward Avenue.

*Response:* The dedicated left turn lane provided on Rumson Road to South Ward Avenue will allow for better flow of through traffic. The signal timing and bridge openings contribute to the through traffic volumes. With shoulders provided on the new bridge, safety and accessibility for emergency vehicles is improved.

- *Item #3 - Question:* Will the left-hand turn from Rumson Road (bridge) onto Ocean Avenue in Sea Bright still be permitted?

*Response:* Yes, the traffic signal will be phased for each turning movement.

- *Item #4 - Question:* Where is there widening of which driveway (*along Ocean Avenue*)? Will Chapel Beach Club driveway increase in width?

*Response:* In order for the four-way intersection to operate safely with all movements, the NJDOT has requirements for the distance needed from the intersection to points of access for driveways to limit points of conflict between vehicles entering and exiting the roadway. The preliminary engineering plan, as shown on the PowerPoint slide, indicates the approximate location for each driveway access point noted in yellow. The current Chapel Hill Beach Club driveway access will be moved to the south. The distance and width of the driveway will be determined as part of this final design phase.

*Additional Comment:* The County and/or NJDOT will contact each property owner to discuss the specific details of the proposed Right of Way and/or access impacts. Each impacted property owner will receive a letter in the mail with further information concerning any temporary easement or access impact to their property.

- *Item #5 - Question:* When traveling north on Ocean Avenue/Route 36 will it be permitted to turn left onto Old Rumson Road in Sea Bright?

*Response:* No, due to its proximity to the left-hand turn lane for the bridge, NJDOT will not allow the left hand turn across the double yellow line since it will be in violation of the State Access Code. However, a left-hand turn into Tommy's Tavern driveway and through their parking lot is permissible for access to Old Rumson Road for Nautilus residents as was approved by Tommy's and the Sea Bright Planning Board in association with Tommy's approval for their expanded restaurant parking lot.

- *Item #6 – Question/Comment:* Is there a mountable island proposed at Old Rumson Road? Sea Bright Council and Police representatives at meeting do not support mountable curb at this location due to the turning radius for fire engines and emergency response time and access for police and fire vehicles to this location. Sea Bright views this as Ocean Avenue, not State Highway 36, with over seven beach clubs and local businesses heavily populated during the summer season; in addition to the need to get

emergency vehicles into the Nautilus condominium complex. Painted striping was recommended as a possible alternative at this location.

*Response:* The mountable curb was recommended by the NJDOT to assist in deterring vehicles from left turns to and from Old Rumson Road onto Ocean Avenue which will be in violation of the State Access Code. The County and Project Team will forward the Borough's concerns with island to NJDOT for discussion and review.

*Additional Comment by Councilman:* Sea Bright hasn't gotten one thing. Give us this for our residents at Nautilus. There's something fundamentally wrong when a private beach club gets own signalized driveway and residents are left out.

*Additional Response:* The Rumson-Sea Bright Bridge replacement and intersection improvements as a major evacuation route is a benefit to Sea Bright for the safety of its residents. The traffic signal is not for the purpose of a single beach club driveway but for safer and efficient traffic flow on Rumson Road and Ocean Avenue, which also benefits local citizens. It was suggested to create a walkway under the bridge to link the Sea Bright public park to area near Dunkin Donuts, however there is insufficient vertical clearance under the bridge to create a safe headway for pedestrians or bikes with the roadway profile reducing as it approaches the Rumson Road/Ocean Avenue intersection. The Project Team will be working with Sea Bright to develop a safe pedestrian crossing at the Rumson Road/Ocean Avenue intersection to connect to the proposed Riverfront Park.

- *Item #7 - Question:* Will the bridge be replaced with another movable bridge?

*Response:* Yes, the bridge will be a double leaf bascule movable bridge which is the same as the existing bridge.

- *Item #8 - Question:* How high will the new movable bridge be?

*Response:* The new bridge will be at nearly the same profile (height) as the existing bridge and will open at the same frequency as the existing bridge; however, with new modern equipment the opening and closing operation will be faster.

- *Item #9 - Question:* How about the size of the bridge?

*Response:* The new movable bridge will be wider than the existing bridge in order to provide for shoulders on both sides. There will also be sidewalks on both sides and will be more bicycle compatible than the existing bridge. The existing bridge does not allow for bike riding due to the open steel grating at the movable span where tires can get caught and cause potential injuries.

- *Item #10 - Question:* What is the life expectancy of the bridge?

*Response:* The new bridge is being designed for a serviceable life of 75 to 100 years.

- *Item #11 - Question:* Is there online social media dialogue? Or an online forum for the project?

*Response:* A project specific web site is being developed for the final design phase and will continue during the construction phase. It does not include social media dialogue, Twitter or Facebook, however it will provide project information and an opportunity to submit comments and questions and will provide updates on the status of the project and future meeting information. An email blast will be sent once the website is active online. The web address: [www.rumsonseabrightbridge.com](http://www.rumsonseabrightbridge.com)

- *Item #12 - Question:* Is the U.S. Coast Guard part of the process?

*Response:* Yes, the United States Coast Guard (USCG) is a Federal regulatory agency with jurisdiction over the navigable channel and will determine the vertical clearance needed for marine vessels traversing the river under the bridge. The USCG has their own public notification process which will be triggered upon submission of the USCG permit application.

• *Item #13 – Question/Comment:* Why isn't the bridge being elevated? Why isn't the bridge elevated even two feet and if spending a lot of money, why can't you make the navigation channel wider? You are not improving the waterway at all for the mariners.

*Response:* The new bridge is not being elevated due to the controlling element, which is the grade at the Rumson Road/Ocean Avenue intersection. If the bridge profile was increased to significantly reduce the frequency of bridge openings, it would result in major impacts to businesses and properties along Ocean Avenue. The river channel width is under the jurisdiction of the United States Army Corps of Engineers (USACE). Through coordination with USACE, it was concluded that the main channel span should be 75-feet; the same as the existing width.

• *Item #14 – Comment/Question:* It takes 30-40 minutes to get to the bridge from southern Sea Bright and with all the condos going up in Long Branch, it's going to get worse. Can engineers observe the water/marine traffic during busy summer weekends? Will they consider safety netting when boats stall out and can run into the bridge?

*Response:* The new bridge will be designed with a fender protection system and safety measures as determined by the USCG. The USCG has a public comment process and the Project Team will coordinate with USCG in obtaining the permit for the new bridge.

• *Item #15 - Comment/Question:* West Park is heavily populated including many children that play in West Park. What will you do to ensure safety of our children during construction?

*Response:* There will be fencing to separate the area open to the public in the park from the area the contractor will be using for construction of the new roadway and bridge; as well as improvements to the park.

• *Item #16 - Comment/Question:* What percentage of the park will be open for use during construction and where will the heavy equipment be stored?

*Response:* Details on staging are to be developed during the final design phase but it is anticipated that the contractor will likely stage from the north side of the park given the level (flat) area available.

• *Item #17 - Question:* In replacing the bridge if there is pile driving what can be expected of vibration and noise?

*Response:* Vibration monitoring will be included in the construction contract. Local noise ordinances will be included in the contract specifications. For properties within the affected area a pre-construction survey with video is conducted to pre-determine the condition of houses and buildings and a post process to address potential impacts from construction vibrations.

• *Item #18 - Question:* What type of noise impact can be anticipated during construction?

*Response:* There will be hours of operation as part of the contract specifications that will be controlled by local noise ordinances unless an exception is made to address some type of specific activity or deadline.

• *Item #19 - Question/Comment:* What will happen with the right-hand turn lane if heading south in Sea Bright at the bridge? Please continue the free moving right on red that exists now.

*Response:* The continuous right on the red condition will remain as a right turn yield in the future condition with the four-way intersection, however as a signalized intersection there will be a phasing for the pedestrian crossing for safety.

• *Item #20 - Comment/Question:* At 7:00 a.m. taking a left on Ocean Avenue to turn into Dunkin Donuts is regularly done by the community and will be a hardship to take away. Why does the design include such a restriction?



*Response:* In the future condition, the dedicated left-hand turn for vehicles going over the bridge will be extended southward in conjunction with the relocated Rumson Road & Ocean Avenue intersection. Accordingly, left turn movements from and to Old Rumson Road will be prohibited as they will be in violation of the New Jersey State Highway Access Management Code safety requirement since it would be crossing two lanes of opposing traffic. The dedicated left lane vehicle storage capacity is needed to address the traffic back-ups for improved safe operation of the intersection.

*Additional Response Comment:* It would only be possible to keep the left turn into the property if the dedicated left turn lane to go over the bridge is removed from the future design. The operation of the intersection would be less than desirable and congestion back-ups would be greater along Route 36/Ocean Avenue.

- *Item #21 - Question:* Will the Dunkin Donuts property remain or be acquired?

*Response:* The footprint of the building will not be impacted so it is not required as a property taking, however because the intersection is shifting south and closer to the building, there is an impact on parking and access. Discussion with the property owner is needed once the Right-of-Way process commences. The Right of Way funding authorization was recently approved as part of the Final Design Phase and letters will be mailed to property owners shortly. The Project Team will be coordinating with NJDOT Right of Way (ROW) Department that is assisting the County with this effort; including the Access process.

- *Item #22 - Question:* There is no problem outside of the summer season making a left-hand turn and the businesses depend on customers getting into the parking lot. When will you start the dialogue with the property owners?

*Response:* Once the letters have been mailed, the County will begin meeting with property owners. Negotiations with private property owners are private until the negotiations are completed.

- *Item #23 - Question:* What is the right-of-way easement for the Nautilus apartments to access their property once the bridge is replaced?

*Response:* Access to Route 36/Ocean Avenue is under the jurisdiction of the NJDOT as a State roadway. The County has jurisdiction of the bridge and Rumson Road (County Route 520) but not of Ocean Avenue/Route 36, so the County can only act as a ‘good neighbor’ in coordinating between Sea Bright and NJDOT.

*Additional Response Comment:* There is an easement through Tommy’s driveway and parking lot for Nautilus Condominium residents to access Old Rumson Road based on a Resolution of Approval from the Borough of Sea Bright Planning Board with the Tommy’s Restaurant’s submitted plan for the permit to construct the parking lot.

- *Item #24 – Question/Comment:* What will happen to parking for West Park residents during construction? Where will trucks park during construction given the staging in West Park? West Park residents won’t be able to drive around with folks trying to get to the beach and parking on our streets. There is limited parking now and especially during the summer season.

*Response:* It is anticipated that all contractor vehicles will be restricted to areas within West Park where the contractor is permitted access for staging the construction for the new bridge. The County will work with the Borough of Rumson in identifying any needed off-site location for parking construction vehicles.

*Additional Response Comment:* The Borough of Rumson is also looking into testing of local parking permits for the West Park area.

- *Item #25 - Question:* When is construction to begin? How long will it take?

*Response:* The Construction Phase is anticipated to begin Fall 2020 and end Fall 2023. As the Final Design Phase progresses a detailed schedule will be developed for all construction activities of the project.

- *Item #26 - Question:* Will the bridge operate any quicker? (*opening & closing time*)

*Response:* The existing bridge and mechanics date back to 1950. The replacement bridge will include new modern equipment which will result in the bridge opening and closing more quickly than the existing vintage apparatus.

- *Item #27 - Question:* Will there be new lighting on the bridge? What will it look like? Will the new lighting be similar to the old bridge with brightness? Light intensity?

*Response:* Lighting is one of the final design elements that will be discussed with local officials and community stakeholders. The light intensity and ‘spillage’ will be examined so there is safe aesthetically pleasing lighting of the bridge but not ‘light pollution’ near residential properties. For example, shields can be implemented if appropriate to prevent too much light where not warranted or desired.

- *Item #28 - Question:* Will there be lots of equipment in West Park?

*Response:* The Contractor will have equipment in the Park but only in designated areas needed for staging the construction for the new roadway and bridge which will be included in the contract specifications to be developed in the Final Design Phase. The County will require the Contractor to fence the staging areas to protect the public and prevent trespassing near equipment.

- *Item #29 - Question:* Is road noise expected to increase with the new bridge?

*Response:* It is expected to decrease on the bridge. The noise with vehicles traveling over the bridge will be reduced since the existing open steel grate decking will be replaced with solid concrete or asphalt which will eliminate the noise from steel open grating. The new design will also allow bikes to be ridden over the new bridge whereas cyclists need to walk over the existing bridge for safety.

- *Item #30 - Question:* Can cyclists be educated to not ride in the middle of the road?

*Response:* The new bridge will have shoulders provided for cyclists; however, State and County law does permit bicycles to occupy vehicle lanes and cars are expected to allow shared use.

- *Item #31 - Question:* Will the pedestrian walkway on the south side remain in the future condition and will it be open during construction?

*Response:* Yes, there will be sidewalks provided on both sides of the bridge that will connect to approach roadway sidewalks. During construction, the sidewalks on the bridge will be maintained however; the sidewalk along the north side of West Park will be closed for access to the contractor for construction staging.

- *Item #32 - Question:* Is the project totally funded?

*Response:* The bridge replacement project is being funded with State and Federal dollars that are allocated through the NJTPA capital program which budgets for projects as they progress from one phase to the next. The project is anticipated to commence construction in 2020 with funding allocation anticipated at that time. The County is unable to fund this project without State or Federal funding.

- *Item #33 - Question:* What is the status of the Oceanic Bridge?

*Response:* The County had hoped the Oceanic Bridge would advance before the Rumson-Sea Bright Bridge but it is still in the Local Concept Development Phase. Before a preliminary preferred alternative can be recommended, a pre-determination from the U.S. Coast Guard (USCG) on the vertical clearance is needed to determine the most viable replacement option. A Navigation Impact Report is required as a

federally funded project for bridges over navigable waterways under USCG's jurisdiction. The Rumson-Sea Bright bridge project has moved forward before the Oceanic Bridge's new construction.

- *Item #34 - Question:* Will the bridge construction involve any impact to marine traffic?

*Response:* The bridge replacement construction will likely involve use of barges and/or construction of temporary trestles in the waterway over 2 to 3 years. The channel will remain open to marine traffic duration construction in accordance with the US Coast Guard's Federal Register Notices.

*Additional Comment/Question:* If talking two seasons of boat traffic, it is one of the fastest currents in the country, what will be done?

*Additional Response Comment:* Marine traffic in the navigable channel is to be maintained as required by the USCG and will be part of the permit to be issued. Any temporary disruption must be coordinated and approved by the USCG.

- *Item #35 - Question:* Why isn't U.S. Coast Guard here to answer our questions? Will we have an opportunity to meet with them?

*Response:* The USCG will perform their own public outreach during their permit application review process. They are one of the cooperating government agencies involved in transportation improvement projects that were notified of this community stakeholders meeting and invited to attend. The USCG will receive the meeting summary and any marine related comments will be forwarded to them. There is on-going coordination among the cooperating agencies of NJDOT, FHWA and USCG and the project specific web site will share any announcements that the USCG provides for public outreach.

- *Item #36 - Comment/Question:* There is a tide measurement station on the bridge structure. Will it be replaced on the new bridge? Where will it be relocated?

*Response:* The Project Team will contact the authority responsible for the operation and maintenance of the device to determine if a transfer of the equipment is possible or replacement of the device is needed. The current location of the tide measuring station is on the bulkhead on the Sea Bright side.

## 10. Next Steps - Closing Comments

In summary, Martine provided information on future outreach meetings to be held during the Final Design Phase; including local officials meetings, focus group/community stakeholder meetings and public information center meetings.

- (a) Focus group meetings may be held individually or possibly as breakout discussions at a Community Stakeholders Meeting No. 2 in late summer or early fall. Logistics to be determined once more design information is developed and available for presentation and discussion.
- (b) It is anticipated that the Public Information Center meetings would be later in fall or winter and will be advertised in local papers and posted on the Borough, County as well as the project web sites. There will be an afternoon and an evening session to maximize opportunity to attend. Property owners within 250 feet of the bridge in both Boroughs will receive a Public Meeting Notice letter in the mail and any community stakeholders who have provided a mailing address. Both PIC meeting sessions will be an open house format with display boards providing project information on the final design. There will be a brief presentation at each and comment forms available for the general public to provide input.
- (c) Martine asked attendees and the project team for feedback/closing comments. The following comments were noted:
  - More information for the boating community - coordination with US Coast Guard.
  - Well informed.
  - Back and forth dialogue and sharing of information appreciated.

- On schedule with time but agenda seemed rushed – consider more time for next meeting.
- School district bus operations appreciated invite and opportunity to attend meeting.
- Well presented - process explained.

(d) Joe Ettore thanked the local officials and community stakeholders from the Borough of Sea Bright and Borough of Rumson for their continued participation and support for the project.

(e) A summary meeting report will be drafted and posted to the project web site. An email will be sent to local officials and community stakeholders once the project website is available online for viewing. Meeting adjourned at noon.

#### Additional Notes:

1. Eighteen (18) white index cards with comments were dropped off at the sign-in table. Please see attachment with list of comments and questions.
2. The project website is now online, for latest project information, please visit:  
[www.rumsonseabrightbridge.com](http://www.rumsonseabrightbridge.com)
3. Due to continual coordination and agency reviews required for final design engineering and environmental resource mitigation, the next round of community outreach meetings to present & discuss final design elements moved to the anticipated schedule listed below under Next Meetings.

#### **KEY ACTION ITEMS**

1. Attendees to review Project Portfolio Handouts and Draft Stakeholders List and provide any suggestions and contact information for potential stakeholders to include.
2. County will coordinate with NJDOT concerning Sea Bright council and police representatives' comments of the proposed mountable curb and access along Route 36/Ocean Avenue under State jurisdiction.
3. Project Team will continue final design efforts in coordination with County and cooperating regulatory agencies in preparation for presentation at future outreach meetings.
4. Martine will provide: notice of web site online availability via email, meeting summary report, update the Stakeholders List, and the meeting notice for the next outreach meetings.

#### **NEXT MEETING**

##### **• Community Stakeholders Meeting No. 2 / Focus Groups**

Date: Late Summer/Fall 2019 moved to Winter 2020 (*date to be determined*)

Time: to be determined

Location: Rumson and/or Sea Bright (*location to be determined*)

##### **• Local Officials Meeting No. 3 Rumson & Sea Bright - Spring 2019 moved to late Fall 2019**

##### **• Public Information Center Meeting (*Afternoon and Evening Sessions*) – Spring 2020**

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.

Rumson-Sea Bright Bridge S-32 Project Team



**MONMOUTH COUNTY**  
**Final Design Phase for Rumson-Sea Bright Bridge S-32**  
**on Rumson Road (CR520) over the Shrewsbury River**  
**Borough of Rumson and Borough of Sea Bright, New Jersey**

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**Community Stakeholders Meeting No. 1**

**Wednesday, April 10, 2019**

*Sea Bright Beach Pavilion, 3<sup>rd</sup> Floor, 1097 Ocean Avenue, Sea Bright, NJ, 10:00 a.m. - Noon*

**AGENDA**

The purpose of this meeting is to introduce the Final Design phase project team, present the project status, provide an update of the proposed Rumson-Sea Bright Bridge replacement and approach roadway improvements, and to obtain local input on community interests during this phase of the project.

I. *WELCOME AND INTRODUCTION*

- Project Overview and Background
- Project Status and Schedule – *Final Design Phase*

II. *RUMSON-SEA BRIGHT BRIDGE S-32 IMPROVEMENTS*

- Design Plans – *Bridge & Approach Roadway Intersections*
- Staging and Traffic Mitigation
- Environmental Resources – *Mitigation and Permits*
- Community Involvement Update – *Project Website*

III. *DISCUSSION & FUTURE INPUT*

- Bridge Aesthetics – *Operator's House, Railing and Lighting*
- Streetscape Elements – *Rumson West Park & Sea Bright Public Park*
- Community Interests – Q&A

IV. *NEXT STEPS*

- Community Stakeholders – *Focus Group Meetings, Summer 2019*
- Public Information Center (PIC) Meeting – *Afternoon and Evening Sessions*
- Feedback and Closing Comments



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**Community Stakeholders Meeting No. 1**  
**Report Attachment**  
**Stakeholder Index Card Comments/Questions**  
April 10, 2019

- The left turn into S. Ward from the bridge will encourage traffic to divert to Shrewsbury Ave from Rumson Rd where build up already exists during summer hours in both directions.
- There seems to be little or no input from the boating community. Vehicles have multiple route choices. Boaters have one way only.
- Where will Dunkin' be relocated? Is 1002 Ocean Ave property available for redevelopment? Why no left turn access into 1002 Ocean Ave?
- Since the bridge is moved south, why wasn't bridge straightened and used "Old Rumson Road" approach and build?
- Openwork railings – not like the Red Bank bridge.
- Deepen, widen channel.
- Provide off road parking for SB park to the north of bridge.
- Issue: Safety for pedestrians/bicycles to get to/from bridge to east side of Ocean Ave.
- Sea Bright – Need a walkway from N of bridge (park area) into S part of town. Thanks!
- Sea Bright – Rte 36 becomes Ocean Ave in Sea Bright. It is our main street!!
- Old Rumson Rd is off of Ocean Ave. Must be able to make a left going north!!!
- Traffic mitigation: Rumson Rd traffic overflows to Shrewsbury Dr which is NOT safe.
- Safety concerns: re L turn into Old Rumson Rd while going north on Ocean Ave. L turn needed!!!! We want no island – would prevent ambulances, fire trucks from ease of getting into Old Rumson Rd. Thanks!
- Speed limit on Rumson Rd leading to bridge – must be lowered.
- Details on vibration/pilings – what are parameters? How is it monitored – distances

- There should be a forum held with US Coast Guard for concerns of navigating the bridge and schedule of openings.

[REDACTED]

- Regarding the bridge and navigating the river. – vertical and horizontal clearance needs to be increased for both. This will contribute to safer navigation for vessels. Also would require less bridge openings. That would help vehicle traffic flow.

[REDACTED]

- Traveling east over bridge, does the right turn lane have a dedicated right turn signal or can it be right on red turn? If not traffic backs up over bridge.

[REDACTED]

- What about frequency of the bridge openings. How to make it convenient to residents??

[REDACTED]

- Traffic mitigation – left turn at Old Rumson Road – no barrier or island – there is a walkway. NO easement through TTT lot – not safe

[REDACTED]

- The “park” that is now on the north side of bridge in Sea Bright needs to be improved. No one uses it – it has 2 benches, not attractive.

[REDACTED]

- I live on border of Sea Bright & Monmouth Beach - to turn left on Ocean Ave out of Ocean Reef in summer no one lets you out. If you can turn left it takes up to 40 minutes to go from Ocean Reef, 1540 Ocean Ave, to the bridge. You have 6 cross walks in Sea Bright and need to stop for people crossing. There are hundreds of people who are going to move in Long Branch townhouses being built. Where is this traffic going to go??

[REDACTED]

- I have a concern about keeping the width of the opening remaining the same. It is antiquated & dangerous. It should be widened. The height should be elevated – reduce the number of openings.

[REDACTED]

- When vessels “queue up” to go under the bridge, the current, usually 8 mph or better, causes a dangerous condition with boats trying to hold their positions.

