



**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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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #1**

Two comments submitted  
County responses included

**Subject:** Rumson-Sea Bright Bridge Contact us

**From:** [REDACTED]

**Date:** 6/25/2020, 11:50 AM

**To:** info@rumsonseabrightbridge.com

**Full Name:**

[REDACTED]

**Email:**

[REDACTED]

**Phone Number:**

[REDACTED]

**Comment:**

What is the current bridge clearance at high higher water and at low tide.

What will the bridge clearance be for the new bridge at high higher water and at low tide.

Do you want to be a stakeholder? No

[commstakeholder]

**Subject:** Rumson-Sea Bright Bridge Contact us - Online question  
**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**Date:** 7/10/2020, 9:34 AM  
**To:** [REDACTED]  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

In response to your Online questions regarding navigational clearance, the proposed bridge will provide a similar clearance to the existing bridge, which is 15-feet minimum at Mean High Water.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,  
Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.  
Monmouth County Division of Engineering  
Hall of Records Annex  
1 East Main Street  
Freehold, NJ 07728  
(732) 431-7760, Ext. 2963  
Andres.Roda@co.monmouth.nj.us

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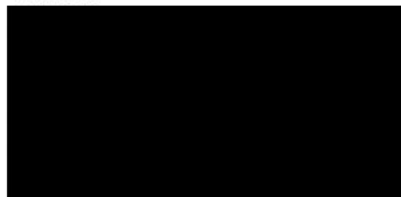
**Subject:** RE: Rumson-Sea Bright Bridge Contact us - Online question  
**From:** [REDACTED]  
**Date:** 7/10/2020, 10:48 AM  
**To:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Thanks for the response.

Do you mean 15 foot maximum at Mean High Water?

What is the clearance at Mean Low Water?

Thanks



**Subject:** RE: Rumson-Sea Bright Bridge Contact us - Online question  
**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**Date:** 7/10/2020, 11:13 AM  
**To:** [REDACTED]  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

The minimum 15-feet at Mean High Water (MHW) applies at a point next to either side of the bascule piers. Since the bascule girders are slightly curved, the clearance varies. At mean lower low tide (Lowest Astronomical Tide, LAT), the clearance increases. The reported MHW is Elevation 1.51, and the LAT is -2.94, thus the clearance increases by over 1-foot.

Again, Thank you for participation and interest in this important bridge replacement project.

Sincerely,  
Rumson-Sea Bright Bridge S-32 Project Team

Andrés

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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #2**

County response included

**Subject:** Rumson-Sea Bright Bridge Contact us

**From:** [REDACTED]

**Date:** 7/10/2020, 12:37 PM

**To:** info@rumsonseabrightbridge.com

**Full Name:**

**Email:**

**Phone Number:**

**Comment:**

Dear Mr. Roda,

It is most appreciated that the County has posted so much of the planning information online for all to access and comment. [REDACTED]

[REDACTED] I feel strongly about the protection, care and enhancement of the tree resource in the borough. The project area continues two areas of concern; one being the magnificent allee of London plane trees that run parallel to Rumson Road and the other is the significant vegetation in the park to the south of Rumson Road. It appears that several of the large london plane trees will be removed due to the realignment of the road and others will be impacted by construction activity. This allee of trees serves many purposes; shade to vehicles waiting to cross the bridge, interception of rainfall to minimize storm intensity, numerous health benefits and a beautiful physical feature for pedestrians and vehicles to experience to name a few. The proper planning for their protection and preservation during the completion of the construction documents is paramount. There are numerous examples of successful projects that have preserved significant trees and vegetation which have resulted in award winning projects. A few techniques that come to mind are minimizing grading changes in the dripline of the trees, prohibit parking and construction traffic in the critical root zone of ALL vegetation to be saved, retention of a professional arborist, root pruning and application of growth regulators as deemed appropriate, physical barriers installed and maintained around the critical root zone for the duration of the project. Implementation of these will greatly improve the survival rate of the vegetation to be preserved.

Ideally, the new landscape plan will incorporate the design elements of the existing allee of trees and will continued to the bridge. The large vegetation in the park will hopefully be preserved and embellished will complimentary plantings. A critical part of the landscape program will be the short term and long term care (watering, pruning, mulching, fertilizing) of the landscape plants to guarantee they survive and flourish in their new environment. A plant palette of seashore tolerant plants will aid in their survival and provide a vernacular landscape familiar to the area.

Thank you for the opportunity to comment and the [REDACTED] welcomes the opportunity to participate in the completion of the construction documents and execution of the project.

Best regards,

Do you want to be a stakeholder? Yes  
[commstakeholder]

**Subject:** RE: [EXTERNAL]Rumson-Sea Bright Bridge Contact us

**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>

**Date:** 11/6/2020, 1:36 PM

**To:** [REDACTED] "info@rumsonseabrightbridge.com"  
<info@rumsonseabrightbridge.com>

Good afternoon [REDACTED]

First and foremost, my sincerest apologies for the late reply to your comments on our project. I want to assure you that your comments were very important to us and we carefully considered your feedback. Our consultant has prepared responses, which we have reviewed with the State and Borough in order to have agreement with the entire project team. I have attached the memo to this email. Please let me know if you have any additional questions or concerns.

Again, Thank you for participation and interest in this important bridge replacement project.

Sincerely,

Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.

Monmouth County Division of Engineering

Hall of Records Annex

1 East Main Street

Freehold, NJ 07728

(732) 431-7760, Ext. 2963

Andres.Roda@co.monmouth.nj.us

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To: Brian Medino, PE  
Hardesty & Hanover  
File: 192510754

From: Tom Berenbrok, PLA  
Stantec, Mount Laurel, NJ  
Date: October 8, 2020

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**Reference: Replacement of Bridge S-32 on C.R. 520 (Rumson Road Over the Shrewsbury River)  
Stantec Responses to comments [REDACTED]**

The following responses are offered pursuant to comments furnished via email on Friday, July 10, 2020 by [REDACTED].

Comment 1:

The project area continues two areas of concern; one being the magnificent allée of London plane trees that run parallel to Rumson Road and the other is the significant vegetation in the park to the south of Rumson Road. It appears that several of the large London plane trees will be removed due to the realignment of the road and others will be impacted by construction activity. This allée of trees serves many purposes; shade to vehicles waiting to cross the bridge, interception of rainfall to minimize storm intensity, numerous health benefits and a beautiful physical feature for pedestrians and vehicles to experience to name a few.

Response:

We also recognize the high value and benefits that tree cover provides for communities and the natural environment. Unfortunately, due to the necessary realignment of the new bridge and roadway, impacts to some of the existing mature London plane trees that currently form the allée are unavoidable. However, the plan is to preserve these existing canopy trees to the greatest extent possible, and large-caliper London plane replacement trees are proposed in a similar spacing to continue the rhythm of the allée as a design element.

Comment 2:

The proper planning for their protection and preservation during the completion of the construction documents is paramount. There are numerous examples of successful projects that have preserved significant trees and vegetation which have resulted in award winning projects. A few techniques that come to mind are minimizing grading changes in the dripline of the trees, prohibit parking and construction traffic in the critical root zone of ALL vegetation to be saved, retention of a professional arborist, root pruning and application of growth regulators as deemed appropriate, physical barriers installed and maintained around the critical root zone for the duration of the project. Implementation of these will greatly improve the survival rate of the vegetation to be preserved.

Response:

Means for preventing soil compaction and structural damage to the existing trees have been included in the construction documents. Existing trees in the northern open space section of the park will be protected by placement of tree protection fencing at their drip line. Where tree protection fencing would conflict with construction staging areas, provisions will be included in the contract for a certified tree expert to perform monitoring during construction.

Comment 3:

Ideally, the new landscape plan will incorporate the design elements of the existing allée of trees and will continued to the bridge.

**Reference:** Replacement of Bridge S-32 on C.R. 520 (Rumson Road Over the Shrewsbury River)  
Stantec Responses to comments [REDACTED]

Response:

The proposed landscape plan does incorporate the design elements of the existing allée of trees and it will continue to the bridge.

Comment 4:

The large vegetation in the park will hopefully be preserved and embellished with complimentary plantings. A critical part of the landscape program will be the short term and long term care (watering, pruning, mulching, fertilizing) of the landscape plants to guarantee they survive and flourish in their new environment.

Response:

Provisions for care of the new plantings are included in the contract documents. Work included under the "Plant Establishment Period" bid item will commence upon acceptance of the completed project and will run for a period of 2 years afterward. This will encompass maintenance of all newly planted trees, shrubs, perennials and seeded lawns.

Comment 5:

A plant palette of seashore tolerant plants will aid in their survival and provide a vernacular landscape familiar to the area.

Response:

The planting design for this project utilizes native and naturalized species that are adapted to coastal conditions. These hardy plants should require less maintenance and upkeep over time. The plant community that is already growing on the site was also accounted for in the selection of new plant species.

**Stantec Consulting Services Inc.**



**Thomas Berenbrok** PLA  
Senior Landscape Architect

Phone: 856 234-0800  
Fax: 856 234-5928  
Thomas.Berenbrok@stantec.com

c. J. Grob



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**Borough of Rumson and Borough of Sea Bright, New Jersey**

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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #3**

County response included

**Subject:** Online PIC Meeting Comment Form

**From:** Rumson-Sea Bright Bridge S-32 Project <wordpress@rumsonseabrightbridge.com>

**Date:** 7/9/2020, 3:31 PM

**To:** info@rumsonseabrightbridge.com

**Name:** [REDACTED]

**Mailing Address:** [REDACTED]

**Telephone/Email:** [REDACTED]

**Message Body:**

The present proposal to eliminate most of the park and taking several business locations is wrong. There is ample land to the north-but that would mean taking some of the backyard of a few rich people with too much power. Do what is right and leave the businesses and the park alone.

--

This e-mail was sent from a contact form on Rumson-Sea Bright Bridge S-32 Project  
(<https://www.rumsonseabrightbridge.com>)

**Subject:** RE: [EXTERNAL]Online PIC Meeting Comment Form  
**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**Date:** 7/21/2020, 10:16 AM  
**To:** [REDACTED]  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

In response to your online submitted suggestion, please consider the following. The horizontal alignment was studied extensively during the previous phases of the project. There are several key reasons why the southern alignment was selected. The study demonstrated that West Park would be impacted from either a northern or southern alignment; and both communities concluded that a detour was not acceptable in order to maintain the existing alignment. A consensus was reached with both communities that the southern alignment was preferred versus a northern alignment as it avoids impacts to residential property and the Shrewsbury River Riverfront Park in Sea Bright, which is Green Acres encumbered. The southern alignment also provides a smoother highway geometry and allows for more optimal traffic configuration at the high volume movement from Ocean Avenue southbound to Rumson Road westbound. Further, once vacated, the existing approach roadway to the bridge will be restored and appended to the northern portion of West Park.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,  
Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.  
Monmouth County Division of Engineering  
Hall of Records Annex  
1 East Main Street  
Freehold, NJ 07728  
(732) 431-7760, Ext. 2963  
Andres.Roda@co.monmouth.nj.us

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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #4**

County response included

**Subject:** Online PIC Meeting Submitted Question

**From:** Rumson-Sea Bright Bridge S-32 Project <wordpress@rumsonseabrightbridge.com>

**Date:** 6/9/2020, 11:17 AM

**To:** info@rumsonseabrightbridge.com

**From:** [REDACTED]

**Email:** [REDACTED]

**Question:**

Can someone highlight the changes and decisions made after the last Stakeholders meeting?

--

This e-mail was sent from a contact form on Rumson-Sea Bright Bridge S-32 Project  
(<https://www.rumsonseabrightbridge.com>)



-----Original Message-----

From: Roda, Andres <Andres.Roda@co.monmouth.nj.us>

To: [REDACTED]

Sent: Fri, Jun 12, 2020 1:55 pm

Subject: Rumson-Sea Bright Bridge Online PIC Meeting Submitted Question

Hello [REDACTED]

I am following up on your question regarding changes and decisions made following the last stakeholder meeting. The Online PIC meeting project presentation video provides the bridge aesthetics determined since the Community Stakeholders Meeting No. 2. An updated West Park plan is included in the presentation and available in the display board gallery. The Community Stakeholders Meeting No. 2 Report located under Community Outreach documents, contains a section of Additional Notes which lists the items since the meeting.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,

Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.

Monmouth County Division of Engineering

Hall of Records Annex

1 East Main Street

Freehold, NJ 07728

(732) 431-7760, Ext. 2963

Andres.Roda@co.monmouth.nj.us

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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #5**

County acknowledges receipt

**Subject:** Online PIC Meeting Comment Form

**From:** Rumson-Sea Bright Bridge S-32 Project <wordpress@rumsonseabrightbridge.com>

**Date:** 6/24/2020, 5:13 PM

**To:** info@rumsonseabrightbridge.com

**Name:** [REDACTED]

**Mailing Address:** [REDACTED]

**Telephone/Email:** [REDACTED]

**Message Body:**

Thank you for the fine presentation.

[REDACTED]

--

This e-mail was sent from a contact form on Rumson-Sea Bright Bridge S-32 Project  
(<https://www.rumsonseabrightbridge.com>)



**MONMOUTH COUNTY**  
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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #6**

County response included

**Subject:** Online PIC Meeting Submitted Question

**From:** Rumson-Sea Bright Bridge S-32 Project <wordpress@rumsonseabrightbridge.com>

**Date:** 6/25/2020, 1:27 PM

**To:** info@rumsonseabrightbridge.com

From: [REDACTED]

Email: [REDACTED]

Question:

Plans sound great and an update is necessary. It looks as though all permits have been approved, but is it true that a living shoreline will be removed in order to build a bulkhead. Can someone speak to the reason behind this? I thought bulkheads were a thing of the past and frowned upon. The county is paying for the project, but do they also pay for the maintenance of that bulkhead? Thank you for your time.

--

This e-mail was sent from a contact form on Rumson-Sea Bright Bridge S-32 Project (<https://www.rumsonseabrightbridge.com>)

**Subject:** Online PIC Meeting Submitted Question  
**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**Date:** 6/29/2020, 8:17 AM  
**To:** [REDACTED]  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

In response to your Online PIC Meeting Submitted Question regarding the living shoreline; it is true that a bulkhead will be constructed along the shoreline of West Park. However, this bulkhead will be placed above the spring high tide line, so there will be no impact on the living shoreline. This bulkhead is being constructed as a security feature to prevent the erosion of the shoreline, particularly around the bridge, from becoming eroded by a severe, Sandy-like, storm event. Hurricane Sandy caused a massive amount of erosion along the abutment of the existing bridge, requiring extremely expensive emergency measures to be put in place to prevent damage to the bridge.

As noted, the new bulkhead will be placed landward of the living shoreline, and a majority of the bulkhead will be at or below existing grade. The Project Team provided NJDEP with sufficient data to demonstrate that the living shoreline would not be disturbed by the proposed bulkhead.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,  
Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.  
Monmouth County Division of Engineering  
Hall of Records Annex  
1 East Main Street  
Freehold, NJ 07728  
(732) 431-7760, Ext. 2963  
Andres.Roda@co.monmouth.nj.us

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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #7**

Two comments submitted  
Comment 1: County response included  
Comment 2: County acknowledges receipt

**Subject:** Online PIC Meeting Comment Form

**From:** Rumson-Sea Bright Bridge S-32 Project <wordpress@rumsonseabrightbridge.com>

**Date:** 6/30/2020, 11:31 PM

**To:** info@rumsonseabrightbridge.com

**Name:** [REDACTED]

**Mailing Address:** [REDACTED]

**Telephone/Email:** [REDACTED]

**Message Body:**

As an avid Boater [REDACTED]

I would like to make a couple suggestion that will help lower the risk while transiting this structure...

by reducing the tide flow rate, all while providing additional space when transiting the bridge at mid tides.

1. If the designers can make the span as wide as feasibly possible, this will allow boats to pass with greater distances between oncoming traffic.
2. Reduce or make smaller (narrower), the amount of abutments that enter the river. This will help slow the tide flow while within the abutment zones. Presently the tide runs through this area at close to 7-8+ knts, and larger vessels tend to create substantial wakes while pushing through, creating hazards for smaller vessels.
3. Provide two openings every hour. Ever since this bridge went to hourly only openings, we have seen an uptick in accidents, due to over crowding of vessels for the limited openings, and its only a matter of time before someone gets seriously hurt!
4. Dredging the length of the narrow section of the river around the bridge From The Rum Runner down to The Carriage House Marina will also slow the water flow, around the bridge and possibly eliminate the rapids that form on the south side of the bridge.

Thank you for the opportunity to provide my personal and professional concerns

--

This e-mail was sent from a contact form on Rumson-Sea Bright Bridge S-32 Project  
(<https://www.rumsonseabrightbridge.com>)

**Subject:** RE: Online PIC Meeting Submitted Question  
**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**Date:** 7/9/2020, 7:30 AM  
**To:** [REDACTED]  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

In response to your Online PIC Meeting submitted questions regarding bridge geometry and navigational concerns, we offer the following responses:

1. The bascule span was considered and discussed at various stages of the project. The design team coordinated with the federal agencies in control of the waterway, the US Coast Guard (USCG) and US Army Corps of Engineers (USACE). Based on their guidance, the Project Team proceeded with a bascule span that matched the existing bascule span.
2. The new bridge reduces the number of piers in the river from nine existing to five proposed. The geometry of the river, from the Rum runner down to The Carriage House, causes a bottle neck that increases stream velocities. This is beyond the scope of this project.
3. The Draw opening schedule was changed by federal rule last year, following a temporary trial of a once-per-hour opening schedule. US Coast Guard solicited public comment at that time, and based on their review, authorized the federal rule change. Please see this link for more information: [https://www.rumsonseabrightbridge.com/wp-content/uploads/2019/07/s-32-bridge\\_tempdev3\\_10jul2019--and-final-rule-attachment.pdf](https://www.rumsonseabrightbridge.com/wp-content/uploads/2019/07/s-32-bridge_tempdev3_10jul2019--and-final-rule-attachment.pdf)
4. Dredging is not an activity included in the Project Purpose and Need. The County does not have jurisdiction of the channel, the USACE is better equipped to respond to dredging questions.

For more information on the project, including decisions that have brought the project to this point, I invite you to visit our website at <https://www.rumsonseabrightbridge.com/>

Thank you for participation and interest in this important bridge replacement project.

Sincerely,

Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.  
Monmouth County Division of Engineering  
Hall of Records Annex  
1 East Main Street  
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**From:** [REDACTED]  
**Sent:** Friday, July 10, 2020 12:16 PM  
**To:** Roda, Andres  
**Subject:** [EXTERNAL]RE: Online PIC Meeting Submitted Question

Mr. Roda and bridge team,

Thank you for personally getting back to me, your response is very much appreciated.

While I kind of knew most of this was out of the controls you are all working under, and that you are nearing the end of the design stage. I only request your team consider some of my thoughts... In opinion my life experiences here, while in the [REDACTED] may be of an actual benefit to the community.

The bridge design looks to be a very nicely crafted and thought out piece, but my main concern is mainly with the span. During the tidal run, that span is only a little wider than what one average sized boat needs to maintain control, and the wakes created by larger vessel's while at the throttle levels they need to make headway and maintain control, is many times more than many small boats can or should have to deal with. Now throw in a couple more boats in there at the same time, and it's getting very hazardous. If the taxpayers are spending a great deal of money to replace this bridge, why would anyone want one that has basically the same minimal dimensions and hazards? Why not simply widen that span another twenty feet or so, and remove this obstacle completely, while reducing the tidal speed by minimizing the footprint in the water. With this new bridge schedule limited to "On the hour" (during "our" peak boating times), it really is a hazard at certain times of the day! Right now you have a chance to make this correction, and help prevent any future incidents (like the one just a couple weeks ago). This bridge is unlike most, and that it's hazards are solely due to the tidal flow there. I propose you all take a look at the Point Pleasant Canal "Loveland Town" & "Bridge Road" bridges (these two bridges created one of the most hazardous waterways in the nation before they were replaced). That team was able to widen the bridge spans, reduce the footprint in the water flow, and greatly reduce the tidal water speed through these spans (Sure a different design, but all done some thirty or so years ago). I think you guys could accomplish this with the present design!

Since the Shrewsbury River's boating public has already sacrificed (from the loss of the span bridge first proposed), maybe we can get something that takes into account the boaters safety and greatly reduces many risks while transiting this bridge? These changes will not affect the beachgoers or the resident's view of the ocean. (BTW some very trivial issues, when compared to what the boaters have been forced to experience, and will continue experiencing, if we can't make some minimal changes here). Please keep in mind that actual Federal Code requires these bridges over Navigable waters to prioritize the boating traffic over the road use (except in emergencies). From what I've been seeing over the past few years, this requirement has drastically changed here.... But it has not changed in the Federal Code.... Please review this a little more with your team, and try and understand my (the Boaters) perspective, and how this could help the general public. I think the term "Win Win" might very well apply!

Best Regards,

[REDACTED]



**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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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #8**

County response included

**Subject:** Online PIC Meeting Submitted Question

**From:** Rumson-Sea Bright Bridge S-32 Project <wordpress@rumsonseabrightbridge.com>

**Date:** 6/17/2020, 3:04 PM

**To:** info@rumsonseabrightbridge.com

From:

Email

Question:

In the artist rendering of the Bridge Operator's House, it shows the navigational lighting at the center of the span to be hanging extremely low. Is that a drawing error or is it really going to hang down that far? My vessel has an approximate height of 15' from the water line and I can usually get through without an opening when the tide is lower, but with those lights hanging that low, I'd hit them every time.

Can someone state whether they will be similar to how the lights hang down now or will it really be like the artist rendering.

--

This e-mail was sent from a contact form on Rumson-Sea Bright Bridge S-32 Project (<https://www.rumsonseabrightbridge.com>)

**Subject:** RE: Online PIC Meeting Submitted Question  
**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**Date:** 6/24/2020, 10:33 AM  
**To:** [REDACTED]  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

In response to your Online PIC Meeting submitted question concerning the height of the navigational lighting at the center of the span; the proposed navigation lights will be detailed and placed above the bottom of the new steel beams at the center of the span, which is similar to how the lights hang down now.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,  
Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.  
Monmouth County Division of Engineering  
Hall of Records Annex  
1 East Main Street  
Freehold, NJ 07728  
(732) 431-7760, Ext. 2963  
Andres.Roda@co.monmouth.nj.us

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**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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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #9**

County response included

-----Original Message-----

From: [REDACTED]

Sent: Saturday, July 18, 2020 9:06 PM

To: engineer

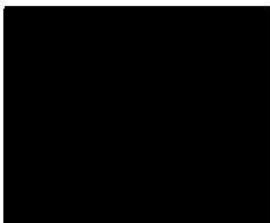
Subject: [EXTERNAL]Attention: Joseph Ettore

Recently read an article about the new bridge between Sea Bright and Rumson.

First, am I correct that the bridge will not be the same height as the Highlands-Sea Bright bridge because there is not enough room?

Secondly, (if the answer for the above is yes and given that you have probably already considered this), I hope that you will be constructing the bridge to the greatest height possible as it is a bear in the summer months when the bridge goes up. Traffic on Rt 36 is many times backed up to the Highlands bridge, and it is miserable for residents and drivers.

I understand that you probably have already considered this, but I thought it worth communicating to express what real life is like here in Sea Bright in the summer. Spending all this money and not really making much of a difference in the traffic flow doesn't make a whole lot of sense either.



**Subject:** Rumson Sea Bright Bridge - comment response

**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>

**Date:** 7/21/2020, 2:47 PM

**To:** [REDACTED]

**CC:** engineer <engineer@co.monmouth.nj.us>, "jrooney@seabrightnj.org" <jrooney@seabrightnj.org>, "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

Joe Ettore forwarded me your messages from Saturday and Monday afternoon to review and respond. Please see below for information related to your recent queries:

The vertical clearance and bridge height were studied extensively during the previous phases of the project. There are several key reasons why the height of the proposed bridge remains relatively the same as the height of the existing bridge. The study demonstrated, as you pointed out, that there is insufficient room to raise the bridge, as it would have significant impacts to properties, roadways, and the intersections at both approaches.

In particular, the signalized intersection at Rumson Road and Ocean Avenue was a significant factor in determining the height of the new bridge because of its proximity. If the height of bridge is increased then the intersection would have to be raised, consequently impacting the surrounding local streets, Sea Bright Riverfront Park, commercial properties, access/driveway locations and parking.

The project does propose traffic and safety improvements. In particular, the reconstructed traffic signal will improve upon existing traffic operations. The addition of the fourth leg to the intersection as the Sea Bright Beach Club driveway will provide club members with a safer means of ingress and egress. Currently, vehicles traveling from Rumson and points north on Ocean Avenue southbound must wait to turn left into the existing southern driveway. This creates queues along southbound Ocean Avenue and eastbound Rumson Road and has caused many rear end and left turn crashes.

Ocean Avenue northbound left turn and southbound right turn storage lengths will be increased which will allow more vehicles to queue in their respective lanes without spilling into the through lanes and creating blockages and excessive delays. During normal operations, the implementation of yield control in place of the existing signal control for Ocean Avenue southbound and Rumson Road eastbound right turn lanes will allow more vehicles to move through the intersection after yielding to pedestrians and opposing traffic. This will reduce queues and delay for these approaches.

During a bridge opening, Ocean Avenue southbound right turn lane and Ocean Avenue northbound left turn lane traffic will be stopped and queuing will occur as it does in existing conditions. However, the longer storage lengths provided in the proposed condition will allow more vehicles to queue within the turn lanes and reduce the time in which the queues spillover into the through lane, thus blocking through traffic. In addition, permission was granted by the US Coast Guard to reduce bridge openings from two per hour to one per hour, which provide additional relief to the motoring public.

The traffic signal timing also has been developed using current traffic volumes to allow for optimal operations at the intersection. Currently, the northbound left turn green arrow follows the green signal and vehicles waiting to turn left block vehicles wishing to go through the intersection. For the proposed condition, green signal times have been set to maximum throughput for each approach and Ocean Avenue northbound left turn lane will have the green arrow prior to Ocean Avenue southbound through traffic getting the green signal. This will allow the northbound left turn lane queue to clear prior to the northbound through lane green movement.

The signal has also been designed to maximize safety, with pedestrian countdown timers and accessible pushbuttons installed for all crossing locations, with abundant pedestrian warning signage for drivers.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,  
Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.  
Monmouth County Division of Engineering  
Hall of Records Annex  
1 East Main Street  
Freehold, NJ 07728  
(732) 431-7760, Ext. 2963  
Andres.Roda@co.monmouth.nj.us

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**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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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #10**

County response included



**Subject:** Rumson-Sea Bright Bridge Contact us  
**From:** [REDACTED]  
**Date:** 5/13/2020, 6:50 AM  
**To:** info@rumsonseabrightbridge.com

**Full Name:**

[REDACTED]

**Email:**

[REDACTED]

**Phone Number:**

[REDACTED]

**Comment:**  
I was looking for bicycle and pedestrian access facilities.

Could you please let me know what provision is being made.

Thank you

[REDACTED]

Do you want to be a stakeholder? No  
[commstakeholder]

**Subject:** Rumson-Sea Bright Bridge Contact Us  
**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**Date:** 6/29/2020, 8:19 AM  
**To:** [REDACTED]  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

I am following up on your question regarding bicycle compatibility for the Rumson-Sea Bright Bridge. Please see the information below:

The Online Public Meeting provides information on the pedestrian and bicycle improvements for safety and access. In the Project Overview video, Joe Ettore mentions the sidewalks and shoulders for improved mobility and connections for pedestrians and bicyclists. The project presentation video includes pedestrian and bicycle improvements on the bridge, in Rumson and in Sea Bright respectively on slide pages 6, 9, 12. Please feel free to re-visit the online meeting to view the presentation video and please see script excerpts below:

Page 6 (slide)

...The new bridge will provide improved safety for motorists, bicyclists, and emergency vehicles. The bridge will be approximately 12 feet wider than the existing bridge, providing two lanes towards Sea Bright and one lane towards Rumson. Nine-foot-wide roadway shoulders will be provided on each side of the bridge.

The new bridge will also provide improved pedestrian mobility for joggers, baby strollers, and children on bicycles. Sidewalks will be provided on both sides of the bridge and will extend along Rumson Road to the intersections at Ward Avenue in Rumson and Ocean Avenue in Sea Bright.

Page 10 (slide)

For pedestrians, sidewalk will be installed on the north side of Rumson Road so that both sides of the road have sidewalk that extends over the bridge and into Sea Bright.

Additional pedestrian safety improvements include flashing beacons that will be installed at the northwest and southwest corners of the intersection. Pedestrians will be able to activate them before crossing to warn motorists of their presence.

Crosswalks will be added across both Ward Avenue and South Ward Avenue, on both sides of Rumson Road, and across Old Rumson Road for safe access to West Park.

ADA compliant handicap ramps will be installed at all corners of the intersection including Old Rumson Road.

These enhancements will improve safety, walkability and access between Holy Cross School, neighborhoods, West Park and the bridge.

Page 12 (slide)

... Pedestrians will have new sidewalk on the east side of Ocean Avenue with crosswalks and ADA compliant ramps connecting to the existing sidewalks on the west side. All crosswalks at the intersection will have pedestrian push buttons as well as individual count down displays.

In addition, five-foot bike lanes will be installed on both sides of Ocean Avenue. Cyclists will also be able to use the shoulders on the new bridge.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,  
Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.  
Monmouth County Division of Engineering  
Hall of Records Annex  
1 East Main Street  
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## **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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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

#### **COMMENTER #11**

Two comments submitted  
County responses included

**Subject:** Rumson-Sea Bright Bridge Contact us  
**From:** [REDACTED]  
**Date:** 5/29/2020, 9:09 AM  
**To:** info@rumsonseabrightbridge.com

**Full Name:**  
[REDACTED]

**Email:**  
[REDACTED]

**Phone Number:**  
[REDACTED]

**Comment:**

How about separate bike line on each side of bridge so bikers do not have to bike on sidewalk against pedestrians.

Do you want to be a stakeholder? No  
[commstakeholder]

-----Original Message-----

From: Roda, Andres <Andres.Roda@co.monmouth.nj.us>

To: [REDACTED]

Sent: Fri, Jun 12, 2020 1:55 pm

Subject: Rumson-Sea Bright Bridge Submitted Question

Hello [REDACTED]

I am following up on your question regarding bicycle compatibility for the Rumson-Sea Bright Bridge. Please see the information below:

The Online Public Meeting provides information on the pedestrian and bicycle improvements for safety and access. In the Project Overview video, Joe Ettore mentions the sidewalks and shoulders for improved mobility and connections for pedestrians and bicyclists. The project presentation video includes pedestrian and bicycle improvements on the bridge, in Rumson and in Sea Bright respectively on slide pages 6, 9, 12. Please feel free to re-visit the online meeting to view the presentation video and please see script excerpts below:

Page 6 (slide)

...The new bridge will provide improved safety for motorists, bicyclists, and emergency vehicles. The bridge will be approximately 12 feet wider than the existing bridge, providing two lanes towards Sea Bright and one lane towards Rumson. Nine-foot-wide roadway shoulders will be provided on each side of the bridge.

The new bridge will also provide improved pedestrian mobility for joggers, baby strollers, and children on bicycles. Sidewalks will be provided on both sides of the bridge and will extend along Rumson Road to the intersections at Ward Avenue in Rumson and Ocean Avenue in Sea Bright.

Page 10 (slide)

For pedestrians, sidewalk will be installed on the north side of Rumson Road so that both sides of the road have sidewalk that extends over the bridge and into Sea Bright.

Additional pedestrian safety improvements include flashing beacons that will be installed at the northwest and southwest corners of the intersection. Pedestrians will be able to activate them before crossing to warn motorists of their presence.

Crosswalks will be added across both Ward Avenue and South Ward Avenue, on both sides of Rumson Road, and across Old Rumson Road for safe access to West Park.

ADA compliant handicap ramps will be installed at all corners of the intersection including Old Rumson Road.

These enhancements will improve safety, walkability and access between Holy Cross School, neighborhoods, West Park and the bridge.

Page 12 (slide)

... Pedestrians will have new sidewalk on the east side of Ocean Avenue with crosswalks and ADA compliant ramps connecting to the existing sidewalks on the west side. All crosswalks at the intersection will have pedestrian push buttons as well as individual count down displays.

In addition, five-foot bike lanes will be installed on both sides of Ocean Avenue. Cyclists will also be able to use the shoulders on the new bridge.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,

Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.

Monmouth County Division of Engineering

Hall of Records Annex

1 East Main Street

Freehold, NJ 07728

(732) 431-7760, Ext. 2963

Andres.Roda@co.monmouth.nj.us

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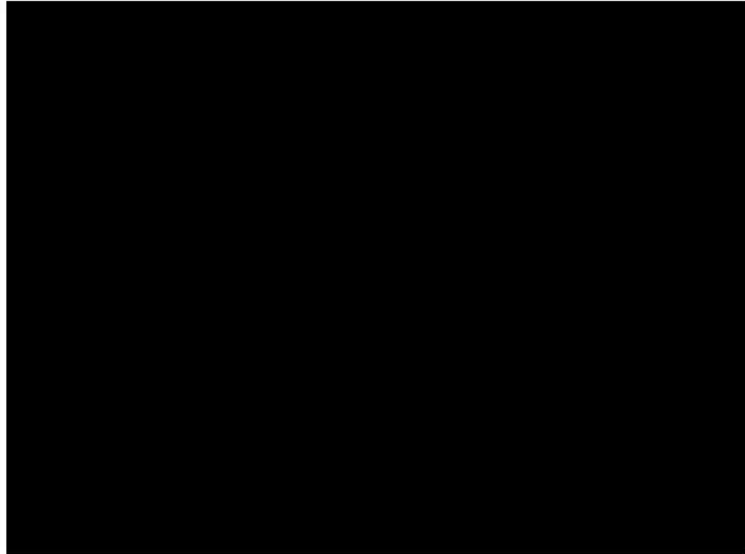
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**From:** [REDACTED]  
**Sent:** Monday, June 15, 2020 8:51 AM  
**To:** Roda, Andres  
**Subject:** [EXTERNAL]RE: Rumson-Sea Bright Bridge Submitted Question

Thank you very much for the reply. One last questions about the bike lanes....Will they just be lined on the road? Or have some sort of barrier between the bike lane and car lane? With kids riding their bikes maybe some sort of barrier is best?



**Subject:** RE: Rumson-Sea Bright Bridge Submitted Question  
**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**Date:** 6/15/2020 11:09 AM  
**To:** [REDACTED]  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Good morning [REDACTED]

Ocean Avenue (State Route 36) will have a bike lane and be striped accordingly to show a bike symbol and arrow. Our project is being coordinated with a State project for improvements to Ocean Avenue. The preliminary plans being developed by the State/NJDOT also show the same bike lane configuration beyond our project. Along Rumson Road (County Route 520) and on the new bridge, the shoulder will be designated by a white line only, bike markings will not be shown. There will not be a barrier placed to separate bicyclist and vehicles for both roads.

Sincerely,  
Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.  
Monmouth County Division of Engineering  
Hall of Records Annex  
1 East Main Street  
Freehold, NJ 07728  
(732) 431-7760, Ext. 2963  
Andres.Roda@co.monmouth.nj.us

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**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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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTS #12**

Two comments submitted  
Comment 1: County response included  
Comment 2: County acknowledges receipt



**Subject:** Online PIC Meeting Submitted Question

**From:** Rumson-Sea Bright Bridge S-32 Project <wordpress@rumsonseabrightbridge.com>

**Date:** 6/9/2020, 9:33 AM

**To:** info@rumsonseabrightbridge.com

From:

Email

Question:

How will bicycle and pedestrian safety be addressed ?

Currently Sea Bright is not a walking or biking community. In fact, current side walk patterns enhance the potential for pedestrian and the disabled significant harm by directing them directly into 36 traffic and not towards crosswalks. There are is one handicapped parking place that is not accessible to the side walk cut out.

Will crossing the bridge on foot and bicycle be improved ?

Thank you so much for your hard work !

--

This e-mail was sent from a contact form on Rumson-Sea Bright Bridge S-32 Project (<https://www.rumsonseabrightbridge.com>)

-----Original Message-----

From: Roda, Andres <Andres.Roda@co.monmouth.nj.us>

To: [REDACTED]

Sent: Fri, Jun 12, 2020 1:55 pm

Subject: Rumson-Sea Bright Bridge Online PIC Meeting Submitted Question

Hello [REDACTED]

I am following up on your question regarding bicycle compatibility and pedestrian accessibility. The Online Public Meeting provides information on the pedestrian and bicycle improvements for safety and access. In the Project Overview video, Joe Ettore mentions the sidewalks and shoulders for improved mobility and connections for pedestrians and bicyclists. The project presentation video includes pedestrian and bicycle improvements on the bridge, in Rumson and in Sea Bright respectively on slide pages 6, 9, 12. Please feel free to re-visit the online meeting to view the presentation video and please see script excerpts below:

Page 6 (slide)

...The new bridge will provide improved safety for motorists, bicyclists, and emergency vehicles. The bridge will be approximately 12 feet wider than the existing bridge, providing two lanes towards Sea Bright and one lane towards Rumson. Nine-foot-wide roadway shoulders will be provided on each side of the bridge.

The new bridge will also provide improved pedestrian mobility for joggers, baby strollers, and children on bicycles. Sidewalks will be provided on both sides of the bridge and will extend along Rumson Road to the intersections at Ward Avenue in Rumson and Ocean Avenue in Sea Bright.

Page 10 (slide)

For pedestrians, sidewalk will be installed on the north side of Rumson Road so that both sides of the road have sidewalk that extends over the bridge and into Sea Bright.

Additional pedestrian safety improvements include flashing beacons that will be installed at the northwest and southwest corners of the intersection. Pedestrians will be able to activate them before crossing to warn motorists of their presence. Crosswalks will be added across both Ward Avenue and South Ward Avenue, on both sides of Rumson Road, and across Old Rumson Road for safe access to West Park.

ADA compliant handicap ramps will be installed at all corners of the intersection including Old Rumson Road.

These enhancements will improve safety, walkability and access between Holy Cross School, neighborhoods, West Park and the bridge.

Page 12 (slide)

... Pedestrians will have new sidewalk on the east side of Ocean Avenue with crosswalks and ADA compliant ramps connecting to the existing sidewalks on the west side. All crosswalks at the intersection will have pedestrian push buttons as well as individual count down displays.

In addition, five-foot bike lanes will be installed on both sides of Ocean Avenue. Cyclists will also be able to use the shoulders on the new bridge.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,

Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.

Monmouth County Division of Engineering

Hall of Records Annex

1 East Main Street

Freehold, NJ 07728

(732) 431-7760, Ext. 2963

Andres.Roda@co.monmouth.nj.us

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**From:** [REDACTED]

**Sent:** Sunday, June 14, 2020 8:47 PM

**To:** Roda, Andres

**Subject:** [EXTERNAL]Re: Rumson-Sea Bright Bridge Online PIC Meeting Submitted Question

I can not thank you enough for your detailed response. I could not access the information you presented from the ER where I work or my phone.

I am so concerned because [REDACTED]

[REDACTED]  
they altered plans to make Sea Bright walkable and cyclable. All the original plans for safety were changed and never happened.

[REDACTED] safety is my mission.

I am very grateful for your plan and I am so hopeful it really does happen.

Please protect our elderly, children and disabled. Maybe Sea Bright leadership will follow your example.

Thank you for what you do.

[REDACTED]



**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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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #13**

County response included

**Subject:** Online PIC Meeting Submitted Question

**From:** Rumson-Sea Bright Bridge S-32 Project <wordpress@rumsonseabrightbridge.com>

**Date:** 6/15/2020, 2:08 PM

**To:** info@rumsonseabrightbridge.com

From:

Email:

Question:

Hi, I am just confirming that NJ Transit buses will be able to use the existing bridge like other vehicles, when the construction starts.

--

This e-mail was sent from a contact form on Rumson-Sea Bright Bridge S-32 Project (<https://www.rumsonseabrightbridge.com>)

**From:** Andres.Roda@co.monmouth.nj.us,

**To:** [REDACTED]

**Cc:** info@rumsonseabrightbridge.com,

**Subject:** RE: Rumson-Sea Bright Bridge Submitted Question

**Date:** Wed, Jun 17, 2020 1:34 pm

---

Good afternoon [REDACTED]

In response to your Online PIC Meeting submitted question regarding NJ Transit buses, that is correct. There are no restrictions for NJ Transit buses and they will be able to use the existing bridge and roads similar to other vehicles during construction.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,

Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.

Monmouth County Division of Engineering

Hall of Records Annex

1 East Main Street

Freehold, NJ 07728

(732) 431-7760, Ext. 2963

Andres.Roda@co.monmouth.nj.us

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## **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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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

#### **COMMENTER #14**

County acknowledges receipt

**Subject:** Online PIC Meeting Comment Form

**From:** Rumson-Sea Bright Bridge S-32 Project <wordpress@rumsonseabrightbridge.com>

**Date:** 6/9/2020, 12:42 PM

**To:** info@rumsonseabrightbridge.com

Name: [REDACTED]

Mailing Address: [REDACTED]

Telephone/Email: [REDACTED]

Message Body:

Very pleased with the accommodations provided for bicyclists.

--

This e-mail was sent from a contact form on Rumson-Sea Bright Bridge S-32 Project  
(<https://www.rumsonseabrightbridge.com>)





**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**

---

**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #15**

County response included

**Subject:** Rabbi Harry Levin: West Park concerns about bridge project

**From:** [REDACTED]

**Date:** 7/10/2020, 3:58 PM

**To:** info@rumsonseabrightbridge.com, trogers@rumsonnj.gov, [REDACTED]

[REDACTED] M A Culbertson <maculbertson@verizon.net>,  
[REDACTED]

**Dear Mr. Roda,**

**Attached to this email you will find straightforward expression of central concerns of the citizens of our West Park neighborhood in Rumson, as the time of bridge construction nears. We will await your prompt and thorough responses.**

**With gratitude,**

[REDACTED]

---

— Attachments: —

to bridge project manager Andres Roda\_issues for citizens of West Park in Rumson.docx

27 bytes

July 10, 2020

Dear Mr. Roda,

The central theme of our West Park neighborhood's concern, elucidated from an initial visit to Mr. Ettore's Freehold office, a few years back, with my beloved neighbor, [REDACTED] and affirmed at each opportunity to be heard since that first conversation with Mr. Ettore about the bridge project:

the absolute need to establish, and to sustain throughout construction,  
channels (plural) of immediate and telling communication,  
so that our neighborhood's circumstantial concerns,  
on a day-to-day basis,  
might be immediately heard, with requirement that issues be solved with maximal rapidity

The range of potential issues, on a given day, could involve our children's security, or automotive traffic preventing us to enter or leave our neighborhood on the only two available routes, or dangerous situations involving construction equipment, or the need for a stoppage in noise because of a funeral at one of the churches, or problems with construction refuse and dirt generated by the work, or parking issues.

A major concern for homeowners in West Park, and for the two churches, especially St. George's, an older structure more proximate to the river:

the potential for structural damage caused by drilling and pounding and blasting

At a meeting many months ago, at the new Sea Bright center, I raised the issue of potential structural damage to our home and churches caused by drilling / pounding / blasting, and then raised the issue again at my dining room table, in conversation with our superb mayor and town manager, Joe Hemphill and Tom Rogers.

Questions must be answered, and answered now:

- a) How widespread was the damage done to local homes and other structures during the construction of the bridge between Sandy Hook and Highlands? Please present a detailed report of damage done to homes and other structures during the course of that project, caused by drilling / pounding / blasting:
  - i) each complaint filed as a result of drilling / pounding / blasting, with the contact information of those who filed complaints,
  - ii) a comprehensive list of damages proven to be done to nearby structures by bridge construction techniques, the insurance companies involved in resolving claims, law suits filed against parties deemed potentially responsible for the damage
- b) What is the predicted starting date of drilling / pounding / blasting in the Sea Bright Bridge project?
- c) How many hours a day will there be drilling / pounding / blasting?

- d) **How many days a week will there be drilling /pounding / blasting?**
- e) **What is the predicted ending date of drilling / pounding / blasting in the Sea Bright project?**
- f) **Have techniques for drilling and pounding and blasting been refined since the Highlands bridge was built? Please explain in detail.**
- g) **How much damage to local architecture, to walls and foundations and ceilings, are you predicting?**
- h) **What measures are you taking to limit the potential for damage?**
- i) **What measures do you advise local property owners to take to limit potential damage to our buildings?**

**In our neighborhood, in response to the virus, a significant portion of the population is now working from home. We are deeply concerned that drilling and pounding and blasting will impair our abilities to earn our livings working from home. Precise and thorough communication, in advance of any day when there will be drilling /pounding / blasting, and throughout the course of any day of drilling / pounding / blasting, is absolutely required. Clear and immediately responsive lines of communication must be established to deal in particular with the repercussions of drilling / pounding / blasting.**

**Sincerely**



**Subject:** RE: [EXTERNAL] [REDACTED] West Park concerns about bridge project  
**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**Date:** 8/3/2020, 3:07 PM  
**To:** [REDACTED] <"trogers@rumsonnj.gov" <trogers@rumsonnj.gov> [REDACTED]>  
[REDACTED] <M A Culbertson <maculbertson@verizon.net>,&br/>[REDACTED]>  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

In response to your emailed letter regarding communication during construction, and vibration monitoring during construction, we offer the following responses:

**Construction Phase Communication:**

- Once the Construction Phase is initiated and a Contractor is under agreement, there will be a Public Information Center Meeting to present information on the vibration monitoring and other items related to activity during the replacement of the bridge, of particular concern to residents of West Park and other communities which travel within this area in addition to the general public.
- The Project Team will continue to respond to community and public feedback during the construction phase.
- The Project website will continue to be active and provide regular updates under Recent News, and the "contact us" page can be used to communicate with the Project Team at any time.
- As the assigned Project Manager, I will be available to respond to the public's queries related to construction.
- The design consultant, Hardesty & Hanover, and public outreach consultant, M A Culbertson, will provide support throughout construction to assist the County and communities.
- The County will retain a Resident Engineer (RE) to perform construction inspections in the field and provide additional coordination with the County and municipalities.
- Local officials will continue to receive periodic updates of construction activities.
- As needed over the Construction Phase, the County may provide community meetings to address specific concerns if appropriate either online or in-person keeping in mind everyone's health and safety.

**Vibration Monitoring during construction:**

Anticipated noise and vibrations during construction have been raised during previous project phases. The Project Team has considered these community concerns and has incorporated a series of measures to monitor, document and address vibration related issues during construction. To reduce noise and vibration, the use of drilled shafts in lieu of driven piles as well as noise dampening equipment, such as a vibratory hammer in lieu of an impact hammer to install drilled shaft casing, will be implemented. The contractor will be required to apply demolition methods, such as sawing bridge decks, which greatly lower noise and vibration levels when compared to impact demolition methods. In addition, nighttime activities and noise will be regulated through Rumson and Sea Bright ordinances. Note that blasting is not permitted for this project. Further specific information will be provided at the Public Information Center meeting to be held at the beginning of the Construction Phase.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,  
Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.  
Monmouth County Division of Engineering  
Hall of Records Annex  
1 East Main Street  
Freehold, NJ 07728  
(732) 431-7760, Ext. 2963  
Andres.Roda@co.monmouth.nj.us

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**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**

---

**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #16**

County response included

**Subject:** Online PIC Meeting Comment Form

**From:** Rumson-Sea Bright Bridge S-32 Project <wordpress@rumsonseabrightbridge.com>

**Date:** 7/10/2020, 10:01 PM

**To:** info@rumsonseabrightbridge.com

Name: [REDACTED]

Mailing Address: [REDACTED]

Telephone/Email: [REDACTED]

Message Body:

I still have concerns that you are taking away the area where the Rumson Police currently stop to monitor the traffic. This is the South East corner where the current turn to Rumson Road from the bridge exists. I fear I will never get out of Ward as the beach goers tend to block residents in the streets - without a spot for the police to be, someone should talk to them as they rather like being in that spot.- I fear we will be either trapped or then late night we will be exposed to everyone who wishes to race over the bridge! There will be no one there to monitor the situation. Maybe we could make a small space in the same general spot for the police cars. When cars have accidents there is no way of going around them with your current plan.

I also have many concerns about what my home will be exposed to during the construction of the bridge. Will the physical neighbors - just neighbors - be invited to a meeting to inform them of what to do when my home is possibly damaged by the construction vibrations, trucks, etc ?  
I look forward to your response.

--

This e-mail was sent from a contact form on Rumson-Sea Bright Bridge S-32 Project  
(<https://www.rumsonseabrightbridge.com>)

**Subject:** RE: Online PIC Meeting Comment Form  
**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**Date:** 8/3/2020, 2:47 PM  
**To:** [REDACTED]  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

In response to your online submitted suggestion, currently Rumson police position themselves on the existing island and striped shoulder that separate Rumson Road and Old Rumson Road. The proposed layout eliminates the existing island due to the realignment of Rumson Road to the north. But the intersection introduces a striped bullnose between Rumson Road and Old Rumson along with a 9 foot wide shoulder along Rumson Road where a police can position their vehicles and monitor traffic. That shoulder area can also be utilized for vehicle breakdowns or accidents.

Anticipated noise and vibrations during construction have been raised during previous project phases. The Project Team has considered these community concerns and has incorporated a series of measures to monitor, document and address vibration related issues during construction. To reduce noise and vibration, the use of drilled shafts in lieu of driven piles as well as noise dampening equipment, such as a vibratory hammer in lieu of an impact hammer to install drilled shaft casing, will be implemented. The contractor will be required to apply demolition methods, such as sawing bridge decks, which greatly lower noise and vibration levels when compared to impact demolition methods. In addition, nighttime activities and noise will be regulated through Rumson and Sea Bright ordinances. Note that blasting is not permitted for this project. Further specific information will be provided at the Public Information Center meeting to be held at the beginning of the Construction Phase.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,  
Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.  
Monmouth County Division of Engineering  
Hall of Records Annex  
1 East Main Street  
Freehold, NJ 07728  
(732) 431-7760, Ext. 2963  
Andres.Roda@co.monmouth.nj.us

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**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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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #17**

Two comments submitted  
County responses included

**Subject:** Rumson-Sea Bright Bridge Contact us

**From:** [REDACTED]

**Date:** 5/26/2020, 6:44 PM

**To:** info@rumsonseabrightbridge.com

**Full Name:**

[REDACTED]

**Email:**

[REDACTED]

**Phone Number:**

[REDACTED]

**Comment:**

I am a resident [REDACTED] think it insane to have the height of this bridge the same as the old one. Owning a boat and having to wait for a bridge, which opens on the hour is just ridiculous. I have run boats all over the East coast and many draw bridges are at least 30 feet. That height would help many get under and alleviate traffic issues. Just do not understand the bridge being the same height, it just seems like a crazy concept to me. I am sure this comment will go no where, but I felt the need to voice my opinion being a boat owner with a Master Captains License.

Do you want to be a stakeholder? No

[commstakeholder]

**Subject:** RE: [EXTERNAL]Rumson-Sea Bright Bridge Contact us

**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>

**Date:** 11/12/2020, 8:19 AM

**To:** [REDACTED] "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

My sincerest apologies for the delayed response. We are working diligently to complete the Final Design Phase and address everyone's comments regarding this important project. In response to your online question submitted regarding the vertical clearance (height) of the bridge, I offer the following response:

The vertical clearance and bridge height were studied extensively during the previous phases of the project. There are several key reasons why the height of the proposed bridge remains relatively the same as the height of the existing bridge. The study demonstrated that there is insufficient room to raise the bridge, as it would have significant impacts to properties, roadways, and the intersections at both approaches.

In particular, the signalized intersection at Rumson Road and Ocean Avenue was a significant factor in determining the height of the new bridge because of its proximity. If the height of bridge is increased then the intersection would have to be raised, consequently impacting the surrounding local streets, Sea Bright Riverfront Park, commercial properties, access/driveway locations and parking.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,

Rumson-Sea Bright Bridge S-32 Project Team

Andrés

---

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**From:** [REDACTED]  
**Sent:** Thursday, November 12, 2020 11:00 AM  
**To:** Roda, Andres  
**Subject:** Re: [EXTERNAL]Rumson-Sea Bright Bridge Contact us

I understand the concern but I also believe you did not have the best interest of boaters and Fishman in mind. I truly hope no accidents happen because of the lack of understanding of vessel movement around bridges especially in tight quarters. The height of the old bridge, has shown in the past, that accidents happen here. For something that can be fixed, your team ignores. (Especially in 2020, its not 1980) My feeling is if it is not higher, its a waste of time and money. I hope no one has a boating accident, however if it is does, the people on this project should be held responsible.

Respectfully.

[REDACTED]

**Subject:** RE: [EXTERNAL]Rumson-Sea Bright Bridge Contact us

**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>

**Date:** 11/18/2020, 7:37 AM

**To:** [REDACTED]

Hello [REDACTED]

As a federally funded project, the County and Project Team coordinate with State and Federal regulatory agencies responsible for all modes of transportation that are taken into consideration including marine activity regarding the design and construction of the bridge replacement. The navigational channel is under the jurisdiction of the U.S. Coast Guard who approves the vertical clearance of the bridge (in the closed position at the current mean high water) and all related regulations for safe access by boaters and fishermen.

The link to the U.S. Coast Guard website is listed on the Rumson-Sea Bright Bridge website by clicking 'Useful Links' in the upper left margin of the home page or for your convenience, here is the link: <https://www.uscg.mil/>

Thank you for your additional comments and continued interest in this important bridge replacement project.

Sincerely,

Rumson-Sea Bright Bridge S-32 Project Team

Andrés

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**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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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #18**

County response included

**Subject:** Sea bright Rumson Bridge

**From:** [REDACTED]

**Date:** 5/29/2020, 11:42 AM

**To:** info@rumsonseabrightbridge.com

Hi

Can I obtain an email copy of the meeting on the Sea bright Rumson Bridge

Thank you

[REDACTED]

-----Original Message-----

From: Roda, Andres <Andres.Roda@co.monmouth.nj.us>

To: [REDACTED]

Sent: Fri, Jun 12, 2020 1:55 pm

Subject: Rumson-Sea Bright Bridge Online PIC Meeting Submitted Question

Hello [REDACTED]

I am following up on your request to obtain an email copy of the meeting on the Sea bright Rumson Bridge. Have you visited the Online Public Information Center Meeting on the project website effective June 9th and open until July 10th. Is your request for an email copy of the Project Presentation on the online meeting? or is your request for a copy of Community Stakeholders Meeting held in February? The meeting report is now available under Community Outreach documents on the project website.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,

Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.

Monmouth County Division of Engineering

Hall of Records Annex

1 East Main Street

Freehold, NJ 07728

(732) 431-7760, Ext. 2963

Andres.Roda@co.monmouth.nj.us

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**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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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #19**

County response included

**Subject:** Rumson-Sea Bright Bridge Contact us

**From:** [REDACTED]

**Date:** 6/13/2020, 11:58 AM

**To:** info@rumsonseabrightbridge.com

**Full Name:**

[REDACTED]

**Email:**

[REDACTED]

**Phone Number:**

[REDACTED]

**Comment:**

I have read that the new bridge will be about the same height as the existing bridge which will be a waste of a rare opportunity to alleviate traffic in the area. Has a study been conducted to see if bridge openings could be minimized with an acceptable increase in height for the new bridge? As a casual, but often frustrated, observer, I believe that yacht masts cause an unacceptably high percentage of bridge openings. Understanding that there is not enough room for a fixed span bridge, I would imagine that an increase in height, possibly to the 20-30 feet range, would make a significant and positive impact on bridge openings for yachts and, hence, overall traffic.

I know that bridge heights have been a controversial issue with the Highlands-Sea Bright and Rumson-Middletown bridges, and my fear is that, like the latter, threats from the minority rich with views of the bridge are keeping the best choice for the majority general public from being made here.

Do you want to be a stakeholder? Yes  
[commstakeholder]

[REDACTED]

**Subject:** RE: Rumson-Sea Bright Bridge Submitted Question  
**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**Date:** 6/18/2020, 3:09 PM  
**To:** [REDACTED]  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

In response to your Online PIC Meeting submitted question; yes, the vertical clearance was studied extensively during the previous phases of the project. There are several key reasons why the height of the proposed bridge remains relatively the same as the height of the existing bridge. You are correct that increasing the bridge clearance to 20 to 30 feet would decrease the number of openings, based on boat height information obtained from bridge opening logs. However, increasing the clearance by, say, an additional 15 feet would have significant impacts to properties, roadways, and the intersections at both approaches.

In particular, the signalized intersection at Rumson Road and Ocean Avenue was a significant factor in determining the clearance for the new bridge because of its proximity. If the bridge clearance is increased then the intersection would have to be raised, consequently impacting the surrounding local streets, Sea Bright Riverfront Park, commercial properties, access/driveway locations and parking. Rumson's West Park also would require significantly more modifications that would affect the character of the park. Lastly, the increased bridge height would also result in impacts to the Rumson Road and Ward Avenue intersection and adjacent residential properties.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,  
Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.  
Monmouth County Division of Engineering  
Hall of Records Annex  
1 East Main Street  
Freehold, NJ 07728  
(732) 431-7760, Ext. 2963  
Andres.Roda@co.monmouth.nj.us

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**MONMOUTH COUNTY**  
**Final Design Phase for Rumson-Sea Bright Bridge S-32**  
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**Borough of Rumson and Borough of Sea Bright, New Jersey**

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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #20**

County response included

**Subject:** Rumson Sea Bright bridge

**From:** [REDACTED]

**Date:** 6/22/2020, 11:24 PM

**To:** info@rumsonseabrightbridge.com

Dear Mr. Roda: So I have been hearing about this new project and the studies that have been conducted and my understanding that the need to replace the bridge is due mostly to the fact that the condition of existing bridge is not great.

I can see from plans that you are basically moving the bridge about 60-80' south and making it a bit straighter. My concern is that I cannot see how tall will the bridge be? If the height of the bridge will remain as the existing one, then you have not alleviated the major traffic issues caused in Sea Bright and Rumson when the bridge is open. Would you please advise the height of the newly design bridge and can you confirm that the bridge will be the same type of bridge with two leaves.

Thanks  
[REDACTED]

**Subject:** RE: Online PIC Meeting Submitted Question  
**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**Date:** 6/24/2020, 7:36 AM  
**To:** [REDACTED]  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

In response to your Online PIC Meeting submitted question; the new bridge will be at relatively the same profile or height as the existing bridge; maintaining the existing clearance for marine traffic. The new Rumson Road & Ocean Avenue signalized intersection will improve the existing traffic conditions in Rumson & Sea Bright. Improvements are also being made to the Rumson Road & Ward Avenue intersection.

The vertical clearance and bridge height were studied extensively during the previous phases of the project. There are several key reasons why the height of the proposed bridge remains relatively the same as the height of the existing bridge. You are correct that increasing the bridge clearance could ease traffic issues by decreasing the number of bridge openings. However, increasing the clearance by, say, an additional 15 feet would have significant impacts to properties, roadways, and the intersections at both approaches.

In particular, the signalized intersection at Rumson Road and Ocean Avenue was a significant factor in determining the clearance for the new bridge because of its proximity. If the bridge clearance is increased then the intersection would have to be raised, consequently impacting the surrounding local streets, Sea Bright Riverfront Park, commercial properties, access/driveway locations and parking. Rumson's West Park also would require significantly more modifications that would affect the character of the park. Lastly, the increased bridge height would also result in impacts to the Rumson Road and Ward Avenue intersection and adjacent residential properties.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,  
Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.  
Monmouth County Division of Engineering  
Hall of Records Annex  
1 East Main Street  
Freehold, NJ 07728  
(732) 431-7760, Ext. 2963  
Andres.Roda@co.monmouth.nj.us

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**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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**Public Information Center (PIC) Meeting – June 9, 2020-July 10, 2020**

**COMMENTER #21**

County response included

**Subject:** Final Design Plans: Public Comments & Suggestions

**From:** [REDACTED]

**Date:** 7/8/2020, 5:11 PM

**To:** info@rumsonseabrightbridge.com

Please find enclosed a pdf submission form for a suggestion for the Rumson Seabright bridge.

I would appreciate it if you would acknowledge receipt of this email.

Regards,

[REDACTED]

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— Attachments: —

SeaBrightBridgeHt.pdf

27 bytes





## MONMOUTH COUNTY

Rumson-Sea Bright Bridge S-32 on Rumson Road (CR520)  
over the Shrewsbury River  
Borough of Rumson and Borough of Sea Bright, New Jersey

### Final Design Plans: Public Comments & Suggestions

Please use the space below to provide comments or suggestions (please print legibly):

Name: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

Telephone/Email: \_\_\_\_\_

Comments/Suggestions:

Please add as much bridge overhead clearance to the  
water as possible even moving the opening span or  
dredging the west spans where there is more rise  
available from Ocean Ave. This will reduce openings  
and make it safer for boat traffic. The current  
hourly openings and 2-3 knot current with small  
boats make this bridge more dangerous than many boaters  
realize. I've watched near disasters including demasting  
at this bridge over the years. Keeping the height unchanged  
seems untenable. Every additional foot of height is that  
many less openings which is good for all concerned.

Kindly submit the comments by Friday, July 10, 2020 to:

Andrés Roda, P.E.  
Project Manager  
Monmouth County Division of Engineering & Traffic Safety  
Hall of Records Annex  
1 East Main Street, 3<sup>rd</sup> Floor  
Freehold, NJ 07728  
Fax 732-431-7765  
info@rumsonseabrightbridge.com



**Subject:** RE: [EXTERNAL]Final Design Plans: Public Comments & Suggestions  
**From:** "Roda, Andres" <Andres.Roda@co.monmouth.nj.us>  
**Date:** 7/9/2020, 7:38 AM  
**To:** [REDACTED]  
**CC:** "info@rumsonseabrightbridge.com" <info@rumsonseabrightbridge.com>

Hello [REDACTED]

In response to your online submitted questions and suggestions; the vertical clearance and bridge height were studied extensively during the previous phases of the project. There are several key reasons why the height of the proposed bridge remains relatively the same as the height of the existing bridge. You are correct that increasing the bridge clearance could ease vehicular traffic issues by decreasing the number of bridge openings. However, increasing the navigational clearance would have significant impacts to properties, roadways, and the intersections at both approaches.

In particular, the signalized intersection at Rumson Road and Ocean Avenue was a significant factor in determining the clearance for the new bridge because of its proximity. If the bridge clearance is increased then the intersection would have to be raised, consequently impacting the surrounding local streets, Sea Bright Riverfront Park, commercial properties, access/driveway locations and parking. Rumson's West Park also would require significantly more modifications that would affect the character of the park. Lastly, the increased bridge height would also result in impacts to the Rumson Road and Ward Avenue intersection and adjacent residential properties.

With regards to dredging, this is not an activity included in the Project Purpose and Need. The County does not have jurisdiction of the channel, the USACE is better equipped to respond to dredging questions.

Thank you for participation and interest in this important bridge replacement project.

Sincerely,  
Rumson-Sea Bright Bridge S-32 Project Team

Andrés M. Roda, P.E.  
Monmouth County Division of Engineering  
Hall of Records Annex  
1 East Main Street  
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