

MONMOUTH COUNTY

Local Concept Development Study for Monmouth County Oceanic Bridge (S-31) On Bingham Avenue - Locust Point Road (CR8A) over the Navesink River Borough of Rumson and Township of Middletown, NJ

PUBLIC INFORMATION CENTER SUMMARY – Township of Middletown MEETING REPORT

DATE: Tuesday, October 25, 2016
TIME: 6:00 p.m. – 8:00 p.m.
LOCATION: Middletown Public Library, Community Room
55 New Monmouth Road, Middletown, NJ
ATTENDEES: Sign-In Sheets (*available upon request*)

PURPOSE OF MEETING

The purpose of the Public Information Center meeting was to introduce the project team, present the project status and schedule, and to obtain input from the general public on the community interests associated with Monmouth County Oceanic Bridge (S-31) over the Navesink River.

MEETING SUMMARY

1. A total of twenty-five (25) individuals signed-in at the Public Information Center (PIC) meeting in the Township of Middletown from 6:00 p.m. to 8:00 p.m. A few individuals visiting the library chose to view display boards, however preferred not to sign-in. Fourteen (14) project team members were in attendance.
2. The meeting was designed as an open house format with display boards to provide project information for viewing by the general public and to provide reference in addressing any questions from the public.
3. Two handouts were available at the sign-in table: (1) PIC Project Information handout and (2) blank PIC Comment Form distributed to the general public upon sign-in to the meeting. The Comment Form could be completed to hand in at the meeting or could be faxed, emailed or mailed to Monmouth County Project Manager, Inkyung Englehart. Both handouts were posted on the project website: www.monmouthcountyoceanicbridge.com (*handouts attached*).
4. Additional blank Community Input Survey forms were available for those interested, who had not already completed a survey. The Community Input Survey is also available on the project website to enter online or to print out. A total of six (6) completed individual Community Input Surveys were received at the evening meeting.
5. Additional blank Maritime Navigation Survey forms were available for those interested, who had not already completed a marine survey. The Maritime Navigation Survey is also available on the project website to enter online or to print out. A total of two (2) completed individual Maritime Navigation Surveys were received at the evening meeting.

6. The project display boards used to share information during the open house included: aerial map of project study area; environmental screening map; Local Project Delivery Program process table; Local Concept Development Phase flowchart steps; maritime navigation information; Community Input Survey results to date; comments received from Community Stakeholders Meeting No. 1; and draft of purpose and need statement with goals and objectives.
7. A screen presentation area was available with seating for viewing the PowerPoint presentation, which was presented at 6:30 p.m. The slide images continued to be displayed during the remainder of the open house for viewing.
8. The Mayor of Middletown, Hon. Gerard Scharfenberger opened the presentation welcoming attendees and noting the importance of the Oceanic Bridge to the community and thanked the County for the opportunity to review the project information and accept comments from the public.
9. After introductions from the Project Team, Joseph Ettore, Monmouth County Engineer, provided an overview of the project noting the following:
 - (a) Given the bridge's numerous repairs and its aging infrastructure, there is a need to make improvements to the Oceanic Bridge. The costs, if determined to be a major rehabilitation or replacement of the Oceanic Bridge, is too great for the County and necessitates the County to seek federal funding. The Federal Highway Administration (FHWA) and cooperating agencies, North Jersey Transportation Planning Authority (NJTPA) and NJ Department of Transportation (NJDOT), determined the data collected from the prior scoping study was outdated and require updating using the new process under the direction of the NJTPA.
 - (b) The NJTPA has a program in place, Local Project Delivery Process, to ensure compliance with federal requirements for funding, which includes work necessary for the National Environmental Policy Act (NEPA) compliance and community outreach. This is the same process that the Rumson-Sea Bright Bridge (S-32) is being advanced under. The first phase of this process is the Local Concept Development (LCD) Study phase, which the NJTPA co-administers with the County as the project sponsor.
 - (c) During the LCD Study phase, data will be collected and evaluated along with various bridge rehabilitation and replacement alternative options. The goal of the LCD Study phase is to have a Preliminary Preferred Alternative (PPA) with community support and municipal resolutions of support, which will be refined and advanced through subsequent design phases. The County, in coordination with NJTPA and NJDOT Local Aid, will then administer the project for the preliminary engineering, design and construction phases with federal funding through NJTPA.
 - (d) There will be three levels of community outreach effort for this project: (1) local officials with Middletown and Rumson; (2) stakeholders of both communities and the agencies involved in bridge improvements; and (3) the general public. Meetings on each level will be held at the appropriate time to present information, discuss findings, and obtain input.
10. Project Team members from Michael Baker International presented information using PowerPoint presentation slides on the project status, preliminary bridge condition, data to be collected, and estimated schedule in the Project Information handout (*Public meeting PowerPoint presentation available on the project web site*):
 - Data collection has started. There will be base map surveying, geotechnical boring, as well as other data collection activities to assess the project area.

- The project team is reviewing existing bridge inspection reports, has begun identifying existing substandard design elements and gathering accident and historic traffic count data. Both year-round and seasonal traffic are part of the analysis.
 - A marine navigation study to determine the marine activity on the Navesink River is currently underway.
 - Environmental screening such as identifying wetlands, endangered species and cultural resource will be performed as part of this LCD Study phase.
 - Initial summary to date of the marine navigation survey work and the community input survey were presented (*PIC PowerPoint Presentation is available on the project web site*).
 - The Local Concept Development Phase is anticipated to be completed in 24 months (Spring 2018).
11. At close of the brief presentation, Martine Culbertson, Community Involvement Facilitator, provided an overview of the community outreach as indicated on the Project Information handout and the comments received at the first Community Stakeholders Meeting displayed at the public meeting. She encouraged attendees to complete the PIC Comment Form to provide input on the information presented at the public meeting in helping to develop the Purpose and Need Statement from which the conceptual alternatives will be developed.
- Any questions can be addressed at any of the display area stations where members of the Project Team are available for further discussion and to answer any specific questions.
 - Attendees interested in becoming a stakeholder were reminded to complete a Community Input Survey and inform the sign-in desk.
 - Joseph Ettore thanked the Mayor and the Township of Middletown for hosting the public meeting and attendees for their time and input.
12. Attendees were encouraged to take copies of the handouts to share information with others. The 30-day comment period ends as of Friday, November 25, 2016 for the Purpose and Need. The next public meeting is anticipated to be in the spring/summer 2017 to present the Purpose and Need Statement and proposed conceptual alternatives for bridge improvements.
13. Attendees expressed their appreciation for the opportunity to review and comment on the project to individual Project Team members while viewing the display boards and upon leaving the open house public meeting. The PIC open house adjourned at 8:00 p.m.
14. A total of three (3) completed PIC Comment Forms were received at the evening meeting session in the Township of Middletown (6-8pm).

Additional Notes:

15. During the public meeting comment period, a total of thirty-two (32) PIC Comments were received and are provided in a separate file with personal contact information marked out. The file of PIC Meeting No. 1 Comments Received is posted on the project web site under Community Involvement, Activities to Date in the list of documents for Public Meeting No. 1, titled: PIC No. 1 Comments.
16. In response to frequency of similar questions asked by the attendees at the PIC meetings, a Frequently Asked Questions section was prepared and posted on the project website (www.monmouthcountyoceanicbridge.com).

We believe the foregoing to be an accurate summary of discussions and related decisions. We would appreciate notification of exceptions or corrections to the meeting summary within three (3) working days of receipt. Without notification, this meeting summary will be considered to be record of fact.

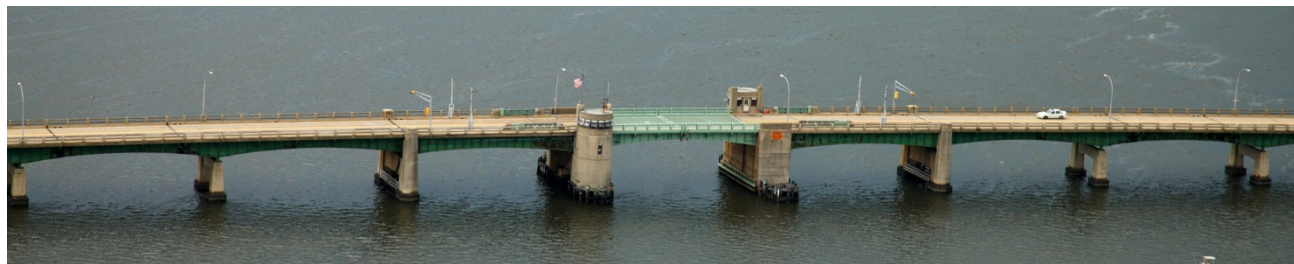




Local Concept Development Study for Monmouth County Oceanic Bridge (S-31) On Bingham Avenue - Locust Point Road (CR8A) over the Navesink River

Borough of Rumson and Township of Middletown

PROJECT INFORMATION



The North Jersey Transportation Planning Authority (NJTPA) and Monmouth County are conducting a study for major rehabilitation or replacement of the existing Monmouth County Oceanic Bridge (S-31) on Bingham Avenue – Locust Point Road (CR8A) over the Navesink River to address its structural deficiencies and to maintain an important transportation connection between the Borough of Rumson, Township of Middletown, and the surrounding communities. Due to its age, the bridge has deteriorated over time and routine maintenance is no longer sufficient.

Constructed in 1939, repaired and rehabilitated at various times, the bridge is in need of a major rehabilitation or replacement. The most recent Bridge Re-Evaluation and Structural Inventory and Appraisal (SI&A) (2015) concluded that the overall condition of the bridge is critical due to the condition of the superstructure and substructure.

The condition of the **superstructure** is “serious” due to heavy rust throughout steel members with small corrosion holes in girder webs, section loss to floor beam bottom flanges, and areas of severe section loss to rivet heads at connections and bottom flanges. There are several concrete approach spans that exhibit large spalls with exposed rebar and cracking in T-Beams. The counterweights in flanking spans exhibit up to 60% section loss to rivet heads and knife edge web plates. The steel approach spans feature main girders, floor beams, stringers, and cantilever brackets which exhibit heavy paint peeling, severe rusting with section loss and steel delamination. Girders show through-hole rust in the web and in the bottom lateral bracing, and heavy rust with up to 80% section loss to rivet heads at the girder to floor beam connection at the piers. Floor beams, shear keys, and suspended span rocker bearings exhibit heavy rust as well.

The **substructure** was found to be in “poor” condition due to wide cracking and deep spalls with exposed and severely rusted reinforcing steel (100% section loss to many bars) in the concrete columns, towers, and pier caps; severe spalling, missing or severely deteriorated steel pile jackets; heavy spalling of concrete encasements exposing steel H-piles; severe decay in timber piles in tidal zone with 75% section loss; deteriorated fender systems at the bascule piers and; missing fenders in bascule and flanking spans. Steel jackets have been installed around numerous piles to repair severe section loss in the tidal zone. This section loss is due to constant wetting and drying from tide cycles.

The Proposed Study

The current phase of this project is Local Concept Development (LCD). During this phase a Purpose and Need Statement will be developed focusing on the need to address structural and operational deficiencies of the Oceanic Bridge (S-31) over the Navesink River. The LCD Phase also includes data collection; coordination with the New Jersey Department of Transportation, Federal Highway Administration, local stakeholders, and permitting agencies; the development of a reasonable number of sensible and practical conceptual alternatives; and the selection of a Preliminary Preferred Alternative. Other considerations during this phase include; environmental screening, right of way, access, utilities, community involvement, constructability review, and cost estimates.

Community outreach is an essential component of the LCD Phase. To best gather and incorporate input, community outreach will take place on three levels: Outreach with Local Officials, Outreach with Community Stakeholders, and Public Information Center Meetings for members of the general public. The community outreach efforts will provide an open forum to discuss topics, provide comments, collaborate on ideas, ask questions, and stay informed. The project team will provide opportunities for the community to provide feedback and participate in the LCD Phase.

Concept Development Project Schedule (Major Milestones)

Develop Project Purpose and Need Statement	Fall 2016
Development of Conceptual Alternatives	Winter 2017
Selection of Preliminary Preferred Alternative	Fall 2017
Submission of Draft Concept Development Report	Winter 2018
Completion of Concept Development Phase	Spring 2018

Anticipated Community Involvement Schedule

Project Initiation	
Community Stakeholder Survey	Spring 2016
Existing Conditions and Project Purpose and Need	
Local Officials Meetings	Spring & Fall 2016
Community Stakeholders Meeting	Fall 2016
Public Information Center	Fall 2016
Input for Conceptual Alternatives	
Local Officials Meeting	Winter 2017
Community Stakeholders Meeting	Spring 2017
Public Information Center	Summer 2017
Alternatives Analysis and Preliminary Preferred Alternative (PPA)	
Local Officials Meetings	Fall 2017
Public Information Center	Winter 2018

Resolutions of Support for the Preliminary Preferred Alternative will be requested from the Borough of Rumson, Township of Middletown, and the Monmouth County Board of Chosen Freeholders prior to the completion of the Concept Development Report.

Contact Information

Ms. Inkyung Englehart, P.E., *County Project Manager*
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 732-431-7760 x3643
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For additional information visit the project website:
www.MonmouthCountyOceanicBridge.com



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Project Purpose & Need: Public Comments & Suggestions

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

Name: _____

Address & Email: _____

Comments/Suggestions:

Kindly submit the comments by Friday, November 25, 2016 to:

Inkyung Englehart
Project Manager
Monmouth County Division of Engineering & Traffic Safety
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Freehold, NJ 07728
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