Jacobs

Route 88 Bridge over Beaver Dam Creek
Virtual Public Information Center
Frequently Asked Questions

1. How will this project help me?
    a. This project will replace the existing structurally deficient bridge with a new structure that will have sidewalks and 8-foot shoulders in both directions. The new structure will be raised about 1 foot to elevate most of the bridge close to or above FEMA Tidal 100-year water elevation. The new bridge will also prevent the roadway from flooding from the 100-year fluvial (rainfall non-tidal event).

2. What is the project timeline?
    a. The project will move into the design phase in the Spring of 2021, which will be completed by Spring 2023. After, construction will begin in September 2023 to ensure that Stage 1 construction will not occur during the area's peak summer season. The construction duration is approximately 18 months, therefore, construction is estimated to be completed by March of 2025.

3. How will traffic be maintained during construction/will there be a detour?
    a. The bridge will be built in 2 phases. During Phase 1, there will only be one lane of traffic crossing the bridge. Each direction will be controlled by a temporary signal to alternate traffic across the bridge. To help reduce congestion at the bridge there will be a signed alternate route that will direct traffic onto Route 70. At the main entrances to the alternate route, there will be variable message signs (VMSs) that will show the travel speed of either route so drivers can choose which route they will take.

4. Why are you modifying the driveways for the residential/commercial building east of the bridge?
    a. One driveway for the mixed-use building is being modified to allow a crash cushion to be installed on the proposed bridge. In order to provide the space needed for the crash cushion, the driveway closest to the bridge will be reduced. The existing two-way driveway will become a one-way driveway that only allows exit traffic.

5. Will the project be constructed during the off-season?
    a. Stage 1 of the project will be restricted to the off-season (non-summer months), so the restricted traffic condition across the bridge will not affect the area's peak summer traffic. Stage 2 will provide one lane in each direction, identical to that of the existing bridge.

6. How will the project and the new bridge affect Beaver Dam Creek?
    a. The new structure will not have a negative impact on the waterway. The new structure will be approximately1 foot higher so the bottom of the bridge will not

get wet during some storms and will help prevent overtopping. Lastly, the project will not cause additional impacts to offsite properties as compared to existing conditions.

7. How will the project affect the drainage system?
    a. Two water-quality device systems will be installed to treat drainage water before it reaches the creek. Two new drainage outfalls will also be installed as part of the project. Additional inlets will be added to increase runoff collection from the roadway.

8. What are the Section 4(f) impacts of the project?
    a. The project proposes acquiring less than 0.1 acres of park property southwest of the bridge in order to replace the existing structure. This portion is immediately adjacent to Route 88 and does not adversely affect any significant features of the park and will not restrict any use of the park. Ocean County officials have been notified that FHWA intends to consider the impact as minor. The public is encouraged to review and comment on the effects of the project on the Section 4(f) property. Comments can be submitted in writing until March 1, 2021, to John Mikusa, Supervising Environmental Specialist, NJDOT, P.O. Box 600, Trenton, NJ 08625-0600.

9. Will the proposed project cause increases in noise levels?
    a. There will be increases in noise levels during the proposed construction periods. Construction activities will take place at the appropriate times of day as specified in the noise ordinances of Point Pleasant Borough (Sec. 3-1.7) and the Township of Brick (Chap. 281). Following construction, the bridge replacement will not result in any increases in noise levels as it will not result in any traffic increases.

10. Will the project result in impacts to air quality?
    a. The bridge replacement will not result in an increase in traffic, so no long-term impacts to air quality are expected. Temporary impacts to air quality may result during construction activities due to the increase in construction traffic. These impacts will be minimized through the use of appropriate best management practices and minimization measures.

11. Will there be an effort to maintain the aesthetics of the existing bridge?
    a. Route 88 over Beaver Dam Creek is not individually eligible as a historic bridge according to the State Historic Preservation Office. Therefore, there are no current plans to provide architectural features and/or treatments that mirror those on the current structure.

12. What is the NJDOT ROW taking process?
    a. Once the design engineer establishes the ROW needs for the project, NJDOT will reach out to each affected landowner to present the ROW acquisition needs for their property. NJDOT will perform an independent cost assessment for the ROW acquisition required. NJDOT will then negotiate with each affected owner to purchase the ROW.

13. How do I coordinate changes with my driveway access?
    a. NJDOT and the design engineer developed the project to meet NJDOT Access needs and eliminate code violations. NJDOT will reach out to each affected landowner to present the access changes.

14. Will the project require permits from the NJDEP Division of Land Use?
    a. The proposed construction of the bridge will require disturbances to Beaver Creek and associated wetlands. The project will be designed to meet the conditions of the Freshwater Wetlands Protection Act Rules (N.J.A.C. 7:7A), the Flood Hazard Area Control Act Rules (N.J.A.C. 7:13), and the Coastal Zone Management Rules (N.J.A.C. 7:7). These regulations contain requirements and conditions to ensure the project is designed and constructed to protect wetlands, streams, and associated resources. A Nationwide Permit will also be required from the U.S. Army Corps of Engineers to address disturbances within waters of the United States.

15. Does the project address any potential impacts to threatened and endangered species?
    a. The NJDEP's Landscape Project (Version 3.3) maps potential habitat for several state-listed bird species (bald eagle, least tern, black-crowned night heron, and osprey). The USFWS' IPaC online mapping application indicates that one federally-listed bird (eastern black rail) and two federally-listed plant species (Knieskern's beaked rush and swamp pink) may be affected by the project. NJDOT will consult with both the NJDEP and USFWS in order to minimize any potential impacts to these species. Since the project is replacing an existing bridge and will minimize any impacts beyond existing disturbed area, no significant impacts are expected for these species.

16. Will there be any impacts to historic or cultural resources?
    a. A Phase I cultural resource survey was performed by Richard Grubb associates, which concluded that no potentially significant archaeological sites were identified and no significant historic structures are located within the Area of Potential Effects. This information will be presented to the State Historic

Preservation Office during permit review for the wetlands, flood hazard area, and coastal permits.

17. Are there contamination/hazardous waste issues associated with this project?
    a. A hazardous waste screening for the project was conducted by NJDOT early in the design phase. The intent of the screening was to identify locations of existing or potential hazardous waste and/or contamination within the proposed Right of Way (ROW) plus 250 feet beyond the project corridor. This screening identified a known groundwater contamination area and a service station within the project area. Construction activities on or near these sites will require an evaluation of the contamination level, if any, and determine the procedure to be used for disposal of this material if removal is necessary. Hazardous material evaluation, impacts, and disposal will be further investigated in the Final Design phase.

18. What measures have been taken to address environmental justice?
    a. To ensure fair involvement of all people in the decision-making process, the Public Involvement Action Plan included an environmental justice component, which included an evaluation of the study area to determine the presence of minority and low-income populations and an assessment of any potential adverse impacts on these communities. The demographic data indicate that there does not appear to be a significant minority population that would require an extensive environmental justice effort on the project.