

- **Slide 1:** Hello and welcome to the Virtual Public Information Center for NJDOT's Route 88 Bridge over Beaver Dam Creek replacement project.
- **Slide 2:** Structure No. 1515-150 has been identified to be structurally deficient and this project proposes a full bridge replacement. The overall purpose of this project is to address the structural and roadside deficiencies and to provide a safe and efficient bridge crossing in conformance with current NJDOT standards.
- **Slide 3:** The roadway is classified as an urban principal arterial and is an undivided two-lane highway with one 11-foot lane and varying shoulders in each direction. The roadway width is 30 feet including shoulders. The right of way width is 49 and a half feet. The posted speed limit in this area is 35 miles an hour and the milepost for the bridge is 7.6. The bridge carries Route 88 over the Beaver Dam Creek and serves as the border for Brick Township and Point Pleasant Borough.
- **Slide 4:** The existing structure was built in 1923, so it's 97 years old. The bridge has a length of 29 feet and an out-to-out bridge deck width of 34 feet. The bridge is a single-span bridge made with concrete-encased steel beams and reinforced concrete full high abutments, founded on spread footings. The bridge has been found to be structurally deficient and functionally obsolete. The last inspection was done in 2018 and found that the bridge has a sufficiency rating of 47 out of 100. The superstructure was rated as poor, while the substructure and deck were rated as fair.
- **Slide 5:** The proposed structure will be 41'-8" in length while having an out-to-out bridge deck width of 53'-4". The proposed bridge will be a single span bridge made with prestressed concrete spread box beams and reinforced concrete stub abutment with a pile foundation with permanent sheeting. The bridge will have an 11-foot Lane and an 8-foot shoulder in each direction. Sidewalks will only be installed on the bridge. The eastbound sidewalk will be 7'-4", the westbound sidewalk will be 6 feet.
- **Slide 6:** As previously mentioned, the bridge crosses over the Beaver Dam Creek, which is tidally controlled. The FEMA tidal elevation for the Creek is 7 feet. The bridge low chord or the bottom of the bridge, for the existing structure, is about 3 feet. For the proposed structure, it will be about four feet. The top of the road at the bridge for the existing structure is approximately 6 feet and will be approximately 7 feet for the proposed structure. The proposed bridge passes the 100-year fluvial Design Storm, which means that river flows during a 100-year rainfall event will not overtop the bridge deck.
- **Slide 7:** The drainage area for the project is over 8,000 acres. The proposed bridge changes the drainage pattern and adds new impervious area requiring water quality treatment. Two manufactured treatment devices will be installed here, and here, to provide that needed

treatment and to clean the water before discharging into the creek. A 48-inch outfall pipe will replace the existing 36-inch pipe on the southeast side here. An 18-inch pipe will be installed here to connect to the MTD.

- **Slide 8:** Despite its age, the bridge is not eligible for historic registers. Also, the project area is surrounded by map wetlands up and downstream of the bridge. The Beaver Dam Creek is classified as a freshwater, saline, non-trout waterway, and there's an NJDEP Green Acres property southeast of the bridge. Additionally, there's known groundwater contamination near the project area. And lastly, the project area has been mapped to be a potential habitat to a number of threatened and endangered bird and plant species, including the Bald Eagle, Black Crowned Night Heron, Osprey, Least Tern, Swamp Pink, and Knieskern's Beaked Rush.
- **Slide 9:** Underground utilities that will be relocated for this project include a New Jersey Natural gas line, Verizon conduits, and a Point Pleasant Public Works water main and hydrant. Aerial utilities that will be relocated include Comcast, JCP&L, and Verizon Cables, as well as utility poles owned by JCP&L and Verizon. Also, there will be temporary and permanent easements on the properties and tideland parcels closest to the bridge. There will be partial fee-takes which will be finalized during the next design phase.
- **Slide 10:** The Federal Highway Administration intends to make a finding of de minimis impact, or minimal impact, for proposing to take a small portion of the Beaver Dam Creek Park for right-of-way to allow replacement of the existing Route 88 Bridge over Beaver Dam Creek. The park is owned by Ocean County and is considered a Section 4(f) resource. The proposed impacts include the taking of approximately 3,975 square feet of park property which will allow for needed right away to replace the Route 88 bridge to meet current design standards and to improve public safety use and safety. Section 4(f) of the Department of Transportation Act of 1966 stipulates that the FHWA and other state transportation agencies may determine the project will have a de minimis impact provided that the project will not adversely affect the activities, features, or attributes qualifying a park recreation area or refuge for protection under Section 4(f).
- **Slide 11:** Officials with jurisdiction over the property have been informed of the intent to make the de minimis impact and have provided written concurrence of that determination. The public also has an opportunity to review and comment on the effects of the project on the Section 4(f) resource. Comments may be provided at this PIC or they may be submitted in writing to John Mikusa, Supervising Environmental Specialist, NJDOT, PO Box 600, Trenton, NJ 08625. Public comments will be accepted until March 1, 2021.
- **Slide 12:** There will be minimal access impacts to the mixed-use building northeast of the bridge. Both driveways for the property will be affected. The first driveway, here, will be shifted over approximately 15 feet due to the raised bridge profile, bridge widening, and to

add the updated crash barrier, here. The driveway will only allow exiting traffic to allow a 12' offset from the property line. The one-way exit will accommodate circulation for delivery vehicles and reduce conflicts between exiting and entering left-turn movements. The other driveway, here, will be slightly reduced to 34 feet in order to comply with the state's access code and to allow a 12' offset from the property line.

- **Slide 13:** The proposed bridge will be constructed in two stages. During stage one, which will occur between September 15th and May 15th, the south side of the bridge will be constructed while a single lane will be open on the bridge. Eastbound and westbound traffic will alternate on the bridge and will be controlled by a temporary signal. Once the south side of the bridge is built, traffic will be moved onto the newly built portion of the bridge, where one lane in each direction will be provided. The contractor will then finish building the rest of the bridge.
- **Slide 14:** As mentioned on the last slide, a temporary signal will control eastbound and westbound traffic across the bridge. Driveways for the motel and mixed-use building adjacent to the bridge will be controlled by temporary signage which will restrict turning movements on to Route 88. To help reduce the amount of traffic at the bridge, a signed alternate route will also be provided during stage one, which will direct traffic onto Route 70.
- **Slide 15:** As you can see on the map, traffic will have the option to use Route 70 to avoid backups at the bridge, here. At major decision points, here and here, temporary message signs will be installed to show drivers how long it would take to travel along the alternate Route 70, here, or along Route 88. Traffic signals along the alternative route will also be optimized to handle the additional traffic.
- **Slide 16:** The project is currently in the preliminary engineering phase, which should be completed by March 2021. After, the final design phase should start in May 2021 and be completed by May 2023. Then stage one construction for the project should start in September 2023 and then stage two construction will start in May 2024. The entire project should be completed by March 2025. The total construction cost for the project, including the right-of-way acquisitions, is \$11,000,000.
- **Slide 17:** Thank you. If you have questions or comments about the project, you can contact Vanessa Meades who's the regional coordinator for the NJDOT Office of Government and Community Relations at 609-963-1982. Or you can email her at Vanessa.Meades@dot.nj.gov. You can also contact the Jacobs Project Manager, C. Lakshan Wickramarachchi at 862-242-7301 or email him at Lakshan.Wickramarachchi@jacobs.com. Thank you and have a great day.