



MONMOUTH COUNTY

Local Preliminary Engineering Phase for Monmouth County Bridge S-32 on Rumson Road (CR520) over the Shrewsbury River

Borough of Rumson and Borough of Sea Bright, Monmouth County, NJ

COMMUNITY STAKEHOLDERS MEETING NO. 2 MEETING REPORT

DATE: Tuesday, April 5, 2016

TIME: 6:00 – 8:00 p.m.

LOCATION: Holy Cross Parish Gymnasium, 40 Rumson Road, Rumson, NJ

ATTENDEES:

First Name	Last Name	Representing
		Attendees
Robert	Barrett	Seabright Lawn Tennis & C. Club
Tommy	Bonfiglio	Tommy's Tavern + Tap
Thomas	Calvanico	Resident
Betty	Croft	Resident
Tom	Dooley	St. George's Episcopal Church
Linda	Ferrogine	Resident
Will	Gilbert	Resident
Allison	Gehlhans	Resident
Hank	Gehlhans	Resident
Kate	Grossarth	Resident
Nancy	Haaren	Resident
Rusty	Hawley	Resident
Kate	Johnson	Resident
Harry	Kegelman	Resident
Nancy	Kegelman	Resident
William	Keeler	Borough of Sea Bright Council
Marc A.	Leckstein	Borough of Sea Bright Council
John	Lewis	Friends of Oceanic Bridge Assoc.
Am	Littlefield	Resident
Dina	Long	Borough of Sea Bright Mayor
David	Marks	Borough of Rumson Engineer
Dennis	McLynn	Resident, Nautilus Condo Owner
Gregory	Milne	Representative for John Regan
Jeff	Nixon	Borough of Rumson Police Dept.
Jen	Packer	Resident
John	Regan	Property Owner,
Pat	Regan	Property Owner's Daughter

David	Rivkin	Resident
Thomas	Rogers	Borough of Rumson
Dominic	Sequeira	Dunkin Donuts (DDJ Mgmt, Inc.)
Chalmer	Taylor	Resident
Megan	Tencza	Resident
Roger N.	Trendowski	Holy Cross Parish
Clay	Wilbanks	Sea Bright Beach Club
Ilene L.	Winters	Oar Fitness
Gwendolyn	Wisely	Resident
Jack	Wisely	Resident
Pete	Zillger	Resident
		Project Team
Thomas	Berryman	NJDOT, Economic Dev.
Martine	Culbertson	M. A. Culbertson, LLC
Inkyung	Englehart	Monmouth County Engineering
Pamela	Garrett	NJDOT, Environmental
Daria	Jakimowska	Monmouth County Engineering
Sarbjit	Kahlon	NJTPA
Paul	McEachen	Richard Grubb & Associates, Inc.
Brian	Medino	Hardesty & Hanover, LLC
Sean	Ream	NJDOT, Environmental
Bruce	Riegel	Hardesty & Hanover, LLC
Glen	Schetelich	Hardesty & Hanover, LLC
Matt	Witkowski	Hardesty & Hanover, LLC
		Agencies
James M.	Moore	U.S. Coast Guard

PURPOSE OF MEETING

The purpose of this meeting was to provide the project status and schedule, and present the proposed design refinements to the Preliminary Preferred Alternative (PPA). The refinements included proposed improvements at the Rumson Road and Route 36/Ocean Avenue intersection in Sea Bright and at the Rumson Road and Ward Avenue intersection in Rumson. The results of the additional archeology studies conducted in West Park were also presented (Agenda attached).

MEETING SUMMARY

1. Welcome and Introductions

Martine Culbertson, Community Involvement Facilitator, opened the meeting on behalf of Monmouth County and the cooperating agencies of the North Jersey Transportation Planning Authority and the New Jersey Department of Transportation.

- (a) Martine welcomed new stakeholders and thanked everyone for providing updated contact information as listed on the handouts. New stakeholders or those who had not attended prior meetings received a Project Portfolio containing the meeting handouts: Agenda, Project Team List, Stakeholders List, Project Information Sheet, and the Local Project Delivery Process Chart. Meeting reports are posted on the Monmouth County web site.
- (b) After introductions by the Project Team and upon request by the attendees to bypass stakeholders' introductions, Martine reviewed the Agenda and purpose of the meeting as on the Agenda handout.

2. Local Preliminary Engineering (LPE) Phase - Status and Schedule

Inkyung Englehart, Monmouth County Project Manager, presented an overview of the on-going work effort that is part of the Local Preliminary Engineering (LPE) Phase (listed on the Project Information Sheet).

- (a) The County requires the assistance of Federal funding for the bridge replacement and that requires compliance with the NEPA process. There are engineering and environmental studies to be completed as part of this phase along with Public Information Center (PIC) meetings that will be held to obtain input from the communities and the general public.
- (b) The County will continue to coordinate with the community stakeholders, local officials, the agencies and the design engineers as the project advances.

3. Preliminary Engineering Bridge Replacement Plan

Bruce Riegel, Hardesty & Hanover (H&H) Project Manager, presented an overview of the bridge replacement plan.

- (a) The engineering studies have evolved establishing the footprint for the entire project.
- (b) With the footprint determined, the environmental studies and documentation for this phase of work are progressing forward.
- (c) Bruce referred to the NJTPA Local Project Delivery Process Chart to show the work to be completed during the LPE phase. The question was raised as to the estimated time frame for each of the phases remaining. The following estimated schedule was given:
 - LPE Phase: ends Winter 2017
 - Final Design (FD) Phase: Spring 2017 - Fall 2019
(includes any needed Right-of-Way acquisitions, 24 - 30 months)
 - Construction Phase: Winter 2020 - Fall 2022 (anticipated 2.5 years duration)

4. Traffic Signal and Access Improvements at Rumson Road and Route 36/Ocean Avenue intersection

Matt Witkowski, Hardesty & Hanover (H&H) Traffic Engineer, presented the proposed traffic signal and four-way intersection plan.

- (a) With the proposed new bridge built to the south of the existing bridge, the signalized Route 36 intersection will be relocated to the south. The southern shift allows for longer storage length for Route 36 southbound right turn lane. However, Route 36 northbound left turn storage length is reduced from what is available under existing conditions. Providing additional northbound left turn lane storage length, as existing or better, introduces a violation of the State Highway Access Management Code at the existing Sea Bright Beach Club's (SBBC) southern driveway and also at the Chapel Beach Club's existing driveway. Proposed improvements include realigning the SBBC's southern driveway as the fourth leg of the signalized intersection and relocating the Chapel Beach Club's driveway to the south side of the property.

- (b) The traffic signal and Route 36/Ocean Avenue are under State jurisdiction and the project team has reviewed the plans with NJDOT's Bureau of Traffic Engineering Subject Matter Experts (SMEs) for approval.
- (c) With the inclusion of the fourth leg of the intersection into the Sea Bright Beach Club, plans for reconfiguring the parking lot will be developed as part of the project during the Final Design phase.
- (d) The operation of the traffic signal will allow for optimized timing and phasing, thus provide for better level of service over existing conditions. The new intersection configuration allows for more free flow of vehicles.
- (e) *Question #1:* Can't the intersection just be shifted more north to allow more cars to go through the intersection?

Response #1: The bridge location determines where the intersection will tie in. If the intersection were more north, then there would be less storage of the vehicles heading south and there would still be a need to adjust the access points for the existing driveways to meet current NJDOT access design standards.

- (f) *Question #2:* If you increase the thru lane for the beach club, then won't there be more back-ups north and south?

Response #2: There will not be more back-ups since southbound Route 36 traffic that currently backs up waiting for cars to make the left turn into the Sea Bright Beach Club would be eliminated. The modifications to the traffic signal phasing and timing should also provide better operations and shorter delays over what is currently experienced under existing conditions.

- (g) *Question #3:* What will the pedestrian crossing be like with the yield condition?

Response #3: Pedestrian crosswalks will be striped at unsignalized channelized ramps operating under yield condition and at the traffic signal. Vehicles turning right utilizing channelized ramps will stop for pedestrians within the crosswalks and/or yield to them waiting to cross just as they do to oncoming vehicles. If there are key areas of concern such as at the bridge during the summer peak season, various pedestrian alert signage can be examined during the Final Design phase by the Project Team and coordinated with NJDOT for review and approval (State jurisdiction).

Additional Comment #3: The project will be adding sidewalk on both sides of the Route 36 where there is no sidewalk currently which should also improve pedestrian mobility and safety; as well as provide connectivity that currently does not exist.

5. Proposed Improvements at Intersection of Rumson Road and Ward Avenue in Rumson

Brian Medino, Hardesty & Hanover (H&H) Roadway Engineer, presented the proposed access improvements along Route 36/Ocean Avenue in Sea Bright, the proposed revised Rumson Road and Ward Avenue intersection improvements and the proposed walkway in West Park.

- (a) The access points along Route 36/Ocean Avenue are required to follow the NJDOT Access Management Code since the roadway is under State jurisdiction. Under the proposed scheme, Old Rumson Road will become right in and right out only onto Route 36/Ocean Avenue southbound and will serve as limited access to the Dunkin Donuts and Oar Fitness property.

This property will not have the existing direct access to Route 36/Ocean Avenue due to its proximity to the proposed signalized intersection and the northbound left turn lane.

- (b) The County is proposing to acquire the current Sunoco property to provide continued access to the existing Nautilus Condominiums complex, provide for missing movements at Old Rumson Road, and to compensate for the loss of parking at the Dunkin Donuts / Oar Fitness property due to the proposed new bridge footprint. The number of parking spaces dedicated to the Dunkin Donuts / Oar Fitness property may be dependent on the minimum parking spaces associated with Borough's approval for each business and/or available spaces at the Sunoco property.
- (c) The Right of Way (ROW) phase and the Final Design Phase of the project will start concurrently and are expected to commence in Winter/Spring 2017. Negotiations between the County and the property owners will begin at that time.
- (d) *Question #4:* How do you access the Dunkin Donuts from Route 36/Ocean Avenue northbound?
Response #4: Access to the property will be from the southern driveway to be proposed on the Sunoco property.
- (e) *Question#5:* Will property go up to the new wall?
Response#5: The existing building structure will not be affected by the proposed retaining wall, only the existing parking spaces.
Additional Comment #5: The County proposes to provide parking at the Sunoco property as discussed per (b) above. The Borough ordinances and previous planning/zoning board approvals will be reviewed. The specific configuration and details are to be determined during the ROW and Final Design phases.
- (f) *Question #6:* How much wider will the roadway be?
Response #6: The proposed bridge roadway will be approximately 12 feet wider (52 feet total) than the existing bridge roadway (40 feet total) from curb to curb with the addition of the outside shoulders.
- (g) *Question #7:* Is the bridge set in stone?
Response #7: The alignment for the proposed new bridge has been finalized with Resolutions of Support passed by both municipalities and the County Board of Chosen Freeholders. The determination of the Preliminary Preferred Alternative (PPA) for a bridge replacement to the south of the existing structure was reviewed and received concurrence from the Federal and State cooperating agencies under the previous Concept Development Study phase. Preliminary Engineering is progressing to advance the approved PPA bridge replacement alignment to the Final Design phase that includes the right-of-way process.
- (h) *Question #8:* What happened to the suggestion of a two-staged construction scheme for the new bridge? The PGA Boulevard Bridge in Florida example was cited.
Response #8: This inquiry was raised at the Focus Group Meeting held on May 21, 2015 at Bingham Hall. The PGA Boulevard Bridge is a different structure than the Rumson-Sea Bright Bridge. For the PGA Bridge, removing half the structure while maintaining traffic on the other half is achievable because the remaining two girders will support the bridge (in fact the PGA Bridge is actually two independent bridges). Since Rumson-Sea Bright Bridge only has two girders, removing half the bridge will involve removing one girder rendering the remaining portion of the bridge unstable. The piers for the PGA Bridge are partially demolished, not

replaced, which allows the bridge to be built on-line. In order to keep the existing Rumson-Sea Bright Bridge stable during construction, the piles for the new pier footings need to be constructed far enough away from the existing foundations for safe construction while the existing bridge continues to be operational. For additional information, please see the Focus Group Meeting Summary Report available on the Monmouth County web site: www.visitmonmouth.com, select Departments, select Engineering, select from upper right menu box: Bridge & Road Projects, select Rumson & Sea Bright Rumson-Sea Bright Bridge (S-32)

- (i) *Question/Comment #9:* How will the access change for the Nautilus Condominiums (property behind the Sunoco property)?

Response #9: Access onto Route 36/Ocean Avenue northbound and southbound will remain the same as today by means of the Sunoco property. Route 36/Ocean Avenue southbound access to the property will continue to originate from Old Rumson Road. Route 36/Ocean Avenue northbound access will be different. Left turns will only be permitted into the Sunoco driveway, not Old Rumson Road. Vehicles will traverse through the proposed parking lot to Old Rumson Road and then continue to the condominiums.

- (j) *Comment/Question #10:* If we are looking to acquire the Sunoco property, how certain are the proposed right-of-way plans for the new bridge construction, and is it possible to discuss access at this property?

Response #10: The proposed Right-of-Way (ROW) impacts may be adjusted as the bridge design and associated roadway improvements are finalized. The County cannot officially initiate ROW acquisition discussions with the property owner until the actual ROW process commences in the Final Design phase. The County has contacted potentially impacted property owners to informally discuss impacts to their property. Prior to the ROW process, for any parcels under contract, the actual property owner can meet with the County for an informal discussion of potential impacts with the proposed bridge project.

Additional Comment #10: The bridge is in poor condition and needs to be replaced; the County is following the local project delivery process to ensure Federal funding for construction is provided as soon as possible as maintenance and operation of the existing bridge has become very costly.

- (k) *Question #11:* What is the cost of the bridge replacement?

Response #11: The estimated cost of the bridge replacement is 5 million dollars for Final Design, 5 million dollars for Right-of-Way acquisitions and 60 million dollars for Construction, for a total of approximately 70 million dollars.

- (l) *Question #12:* Will the bridge ever be closed during construction? And any detours?

Response #12: The existing bridge will remain in operation while the new bridge is constructed to the south of existing bridge. There may be temporary closures and a detour in place while the roadway approach work is completed to connect the new alignment to the existing roadway alignment. However, roadway closures and detours would be out of the summer season, with adequate advance notice.

Additional Comment #12: The project team is aware that it's not just summer seasonal traffic but that many children from Sea Bright attend school at Holy Cross and many residents in Rumson do frequent the businesses in Sea Bright. The County anticipates continued communication and coordination with both municipalities during the Final Design phase, which will include traffic

staging design for all modes of transportation through the project site. Detours and construction layout will also be discussed. During construction, there will also be on-going communication with both communities.

- (m) *Question #13:* How much area will the project impact in front of the church and is the church aware of the impacts?

Response #13: The County has met with Holy Cross Parish and they are aware of the impacts to their property. Their sign may have to be relocated since it would be obstructing the view of Ward Avenue drivers making a left onto Rumson Road.

- (n) *Question #14:* What are the south side impacts?

Response #14: There is less impact on the south side of the intersection since Rumson Road is being realigned slightly to the north. Driveways along Rumson Road will be reconstructed and will require temporary easements to complete that work.

- (o) *Questions/Comments #15:* Why have two-way traffic on Old Rumson Road instead of one-way? Why has the existing left turn movement from Rumson Road westbound to Old Rumson Road been revised – to changing a portion of Old Rumson Road as two-way movement and the Old Rumson Road ramp as right turn out ramp from Old Rumson Road onto Rumson Road eastbound? Some of the stakeholders expressed interest in keeping Old Rumson Road one way, remove the existing left turn ramp into Old Rumson Road from Rumson Road westbound and convert the area as additional green space extending the park to the intersection.

Response #15: Due to the overwhelming public comments against the proposed cul-de-sac at the intersection of Rumson Road, Ward Avenue and Old Rumson Road at the final Public Information Center meeting during the Local Concept Development phase, the project team agreed to revisit this intersection during the Local Preliminary Engineering phase. Based on input from the LPE phase initial community stakeholders meeting and a follow up focus group meeting regarding the Rumson Road and Ward Avenue intersection, the intersection was redesigned, presented to local officials with additional refinements and presented at this community stakeholders meeting for input.

Additional Comment #15: In consultation with Rumson Borough officials, the proposed modification of existing one-way Old Rumson Road to two-way for a section between the ramp and Waterman Avenue was created to provide the West Park residents an alternate route from South Ward Avenue for eastbound exiting from the West Park neighbourhood.

Additional Response #15: The County and Borough will review the stakeholders' and public comments received at the next Public Information Center meeting regarding the proposed design of intersection improvements for safety, access, and revise the proposed design that will be supported by the community.

- (p) *Question #16:* How will you keep the intersection clear when traffic backs up due to the bridge opening?

Response #16: By law, traffic should not block the intersection. Improved efficiency will be gained with the proposed traffic signal timing in Sea Bright and the reduced time to open and close the new movable span bridge than that of the existing condition.

- (q) *Question #17:* Can you put a traffic signal at Rumson Road and Ward Avenue?

Response #17: This intersection has been evaluated; however, due to the operational constraints associated with the bridge openings, the traffic signal at the Sea Bright intersection and

detrimental effect on traffic flow, a traffic signal at the intersection of Rumson Road and Ward Avenue was not considered a viable improvement option.

- (r) *Question#18:* Post 911, wasn't there a policy to not allow access under bridge structures for safety?

Response#18: The County and the project team are not aware of any Post 911 policy regarding access under bridge structures.

- (s) *Question/Comment #19:* Why is there a path proposed that leads to no where? No one uses that side of the Park.

Response #19: With the shift of the bridge to the south, the Borough of Rumson would like to allow for future improvements in the northern section of the West Park and requested access between the two sections of the park. The proposed walkway provides connectivity of West Park meeting ADA requirements and allows ease of access without having to walk back to the Ward Avenue intersection to cross the road safely.

6. Cultural Resources Studies & Archeology Results in West Park

Paul McEachen, Richard Grubb & Associates (RGA, Inc.), presented an overview of the cultural resources efforts and archeology work performed in West Park over the past months.

- (a) The cultural resources studies included a Phase I archeological survey that revealed the presence of two archeological sites within West Park. The sites included a prehistoric resource and historic resources related to a late nineteenth century occupation of the parcel.
- (b) The Phase II archeology work consisted of digging test pits and five-foot square excavation units that yielded small pieces of stone waste from stone tool making/sharpening, stone cutting tools, and pottery fragments. No intact prehistoric features (i.e. hearths, refuse/ storage pits) were present in the subsoil and a high frequency of historic artifacts were related to the former residence called Miramare that laid on the parcel from the late nineteenth century to 1937. These included historic ceramics, bricks, glass, etc. Some foundation remains were present; however, the historic site was not considered to have the necessary integrity to be considered significant.
- (c) A metal detector survey was performed by Battlefield Restoration and Archaeological Volunteer Organization (BRAVO) to determine if any metallic artifacts related to Joshua Huddy's 1780 escape during the Revolutionary War. None were identified.
- (d) The materials collected will be reviewed by NJDEP State Historic Preservation Office (SHPO) and determine where pieces will be archived; some may be able to be displayed in the Rumson Historical Society Room at Borough Hall pending State and County review and approval.

7. Community Involvement – Input, Q&A and Public Information Center (PIC) Meeting

The meeting was opened for community discussion. Martine asked attendees to share any interests or issues associated with the proposed refinements to the PPA for the approach roadway intersections in Rumson and in Sea Bright. The following discussion items and comments were noted:

- Concern for pedestrians crossing in the area where drivers have yield only in Sea Bright
 - Pedestrian crossing – *consider pedestrian warning signs*
 - Install Pedestrian count down lights at both intersections

- Busy intersection in summer months and year round - children attend Holy Cross school
 - Push button lights for pedestrians at signals
 - Consider pedestrian crossing at Chapel Beach Club (many children cross Ocean Ave)
 - *Borough of Sea Bridge requested a mid-block crossing from the State but was denied*
 - Concern for location of parking spaces for the Dunkin Donuts and Oar Fitness
 - Consideration of stairs for direct access to Dunkin Donuts – *sidewalk must be ADA compliant*
 - Movement / access at Nautilus Condominiums – *share any proposed plans with project team*
 - Temporary detour coordination during construction –*will examine year round, school & OEM*
 - Pedestrian concern crossing at Ward and Rumson Road to West Park
 - Vehicles cutting through neighbourhood - *local jurisdiction*
 - Summer time parking is an issue in summer season – *local jurisdictional issue*
 - Consider parking blocks and areas of no parking on Old Rumson Road and in West Park neighbourhood, maybe parking permits for residents - *local jurisdictional issue*
 - Suggestion to remove two-way operation at Old Rumson Road and add more green to park
 - Holy Cross sign will relocate – *to provide improved sight distance for vehicles at intersection*
 - Consider traffic signal at Ward Avenue & Rumson Road
 - West Park comments:
 - use of both sides of park
 - green acres program for recreational facilities / not approved for permanent parking
 - soccer field consideration / gardens / landscaping
 - dog park
 - Neighbourhood quality of life is a major concern and its importance should be considered during all phases of the project delivery process for this bridge replacement project.
 - Provide landscaping within West Park for screening – *coordination during Final Design*
 - Flooding and evacuation are concerns, as well as detour concerns during construction
 - Tourists get lost in West Park looking for parking or alternative way to the beach that should be secondary to needs of residents – preference for one-way noted by stakeholders at meeting
- (b) Martine Culbertson also noted during the meeting if anyone wished to submit comments or questions on blank white index cards placed on the tables, their comments could be left at the sign-in table to be included in the meeting summary.

Two white index cards were provided at the meeting:

- West Park Plantings
 - Ask Shade Tree Committee of Rumson to move young trees before they are too old to move
- Please, come visit us in the summer to enjoy traffic!

8. Next Steps – Public Information Center (PIC) Meeting

In summary, Inkyung Englehart noted the next step would be for a Public Information Center (PIC) meeting to share the Local Preliminary Engineering phase project information with the general public and the opportunity to receive input on proposed bridge and intersection improvements.

- (a) The County will schedule the PIC meeting with afternoon and evening sessions to maximize attendance; with one session in Sea Bright and the other session in Rumson.
- (b) The County anticipates scheduling the PIC in early fall, so not to conflict with summer vacations and while schools are in session.

9. Feedback and Closing Comments

In closing, the following comments were noted:

- Request to obtain copies of the PPA with the proposed refinements of the approach roadway intersection improvements – the refined plans will be posted on the County project web site once it has been presented to the public at the Public Information Center meetings.

Response to Request: The proposed plans are available at the County office for viewing and to be presented at the PIC meeting sessions.

- PIC meeting in the fall is late. Consider holding it earlier.
- There will be continued community involvement and input during the Final Design and Construction phases of the project. Community interests noted for next phase include: landscaping, signage, lighting, construction staging locations and detours.
- An email notice will be sent to community stakeholders once the meeting summary is posted on Monmouth County website:
www.visitmonmouth.com, select Departments, select Engineering, select from upper right menu box: Bridge & Road Projects, select Rumson & Sea Bright Rumson-Sea Bright Bridge (S-32)

Inkyung Englehart thanked community stakeholders for their input. Martine Culbertson thanked Holy Cross for the use of their facility for the meeting. The meeting summary will be posted to the Monmouth County web site and a PIC Meeting notice will also be distributed via email and posted to the web site once a date is scheduled. Meeting adjourned at 8:00 p.m.

KEY ACTION ITEMS

1. The County will discuss with Rumson Borough regarding the interest in removing the ramp at Old Rumson Road.

KEY ACTION ITEMS (*continued*)

2. County and Project Team will investigate having the Public Information Center meetings earlier than Fall 2016, potentially Spring 2016 as requested by community stakeholder attendees.
3. H&H Project Team to finalize preliminary engineering work effort and coordinate with the on-going environmental studies work effort required for this phase.
4. Martine Culbertson will send out an email notice once meeting summary is posted to the County web site and an email notice for the PIC meeting once a date is determined.

NEXT MEETING - Public Information Center (PIC) Meeting – Two Sessions

Date: *to be determined*

Time(s): generally (2-4pm) afternoon session in one community and
(6-8pm) evening session in other community

Location(s): *to be determined* in Borough of Sea Bright and Borough of Rumson

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

Inkyung Englehart, Monmouth County Project Manager
Martine Culbertson, Bridge S-32 Community Involvement Facilitator
Bruce Riegel, Hardesty & Hanover Project Manager
Sarbjit Kahlon, NJTPA Project Manager



MONMOUTH COUNTY

**Local Preliminary Engineering Phase for Monmouth County Bridge S-32
on Rumson Road (CR520) over the Shrewsbury River
Borough of Rumson and Borough of Sea Bright, Monmouth County, NJ**

Community Stakeholders Meeting No. 2

Tuesday, April 5, 2016

Holy Cross Gymnasium, 40 Rumson Road, Rumson, NJ, 6:00 - 8:00 pm

AGENDA

The purpose of this meeting is to provide the project status and schedule, present the proposed design refinements to the Preliminary Preferred Alternative (PPA). The refinements include proposed improvements at the intersection with Route 36/Ocean Avenue in Sea Bright and at Rumson Road and Ward Avenue intersection in Rumson. The results of the additional archeology studies conducted in West Park will also be presented.

I. *WELCOME AND INTRODUCTION*

- Project Overview & Update
- Local Preliminary Engineering Phase - Status and Schedule

II. *MONMOUTH COUNTY BRIDGE S-32 ON RUMSON ROAD OVER SHREWSBURY RIVER*

- Preliminary Engineering Bridge Replacement Plan
- Proposed Traffic Signal and Access Improvements at Intersection of Bridge and Route 36/Ocean Avenue in Sea Bright
- Proposed Improvements at Intersection of Rumson Road and Ward Avenue in Rumson
- Cultural Resources Studies & Archeology Results in West Park

III. *DISCUSSION AND NEXT STEPS*

- Public Information Center (PIC) Meeting
- Q&A
- Feedback and Closing Comments