



## Virtual Public Information Center

Date: January 26- February 1, 2021

### Route 88 Bridge Replacement over the Beaver Dam Creek

General Study Area: Route 88 crossing of the Beaver Dam Creek  
Brick Township and Point Pleasant Borough

The New Jersey Department of Transportation (NJDOT) is committed to developing transportation improvements that effectively balance transportation needs, environment, community concerns, and costs. NJDOT is holding a **Virtual Public Information Center** to inform local residents, officials, and the business community about the **Route 88 Bridge Replacement Over Beaver Dam Creek (MP 7.60)** located at the border between Brick Township and Point Pleasant Borough, Ocean County. You are encouraged to actively participate by attending the meeting and providing comments at the virtual meeting, or by email.

#### The Meeting

Due to the COVID-19 Public Health Emergency, the Public Information Center will be held virtually. Please visit the following website any time between January 26<sup>th</sup> and February 1<sup>st</sup> to learn more about the project and leave comments:

<http://visualmedia.jacobs.com/NJDOT-Route-88/>

You will have an opportunity to review a presentation, exhibits of the draft plans, submit questions, and leave feedback. Property owners with rental units are advised that tenants are also invited and encouraged to participate.

#### Background

Built in 1923, the Route 88 Bridge is approximately 29 feet long and currently carries two lanes with reduced shoulders. There are no sidewalks on the bridge. The NJDOT Cycle 21 (September 2018) inspection report identified the bridge as structurally deficient due to the poor superstructure condition. The deck geometry illustrates substandard cross slopes, shoulder widths, and the absence of sidewalks in the highly urbanized area. Therefore, NJDOT intends to replace the structure.

#### The Project

This Bridge Replacement will resolve the structural deficiencies of the Route 88 Bridge superstructure, address substandard cross slopes and provide sidewalks on the bridge. The proposed bridge has an elongated clear span and a higher roadway profile as much as practical in order to minimize flooding of the bridge and minimize ROW impacts. The shoulders will be widened in both directions, and the drainage system will be improved. Additional work involves utility relocations, guide rail replacement, and landscaping. The project will help maintain the critical highway infrastructure at this location.

Most of the proposed work will be accommodated within the existing highway right-of-way with minimal property acquisitions required. Construction operations are anticipated to take place during multiple stages due to the complex nature of the project. Work is expected to be performed during daytime hours with occasional work during nighttime hours.

#### Maintenance and Protection of Traffic

To minimize construction impacts to the roadway and motoring public, a two-stage bridge construction will be utilized. During Stage 1, a temporary signal will be used to alternate eastbound and westbound traffic on the single-lane bridge. Additionally, an eastbound and westbound alternate route will be signed to allow non-local drivers to avoid traffic delays across the bridge. VMS signs will be placed at key decision points to alert drivers and allow them to take the alternate route. The signed eastbound alternate route will direct traffic onto Rt.70 from Jack Martin Blvd to Bridge Avenue, then onto Rt.88 at the Rt.88 and Bridge Avenue intersection. The signed westbound alternative will direct traffic onto Bridge Ave, then onto Route 70. Afterward, there are multiple routes onto Rt. 88 from Rt. 70. Variable Message Signs will be placed at key intersections and will show the travel time for Route 88 versus the alternate route.

- During stage 1, traffic will alternate on the bridge as described above on the northside of the existing bridge. The southside of the new bridge will be constructed to maintain two lanes during stage 2. Drainage pipes and outfalls will be constructed during this stage. Aerial utilities will be relocated prior to this stage.
- During stage 2, two lanes of traffic will be placed on the newly constructed bridge and the northbound side of the bridge will be completed. Underground utilities such as the gas line will be relocated during this stage.
- Variable message signs will also be placed to notify motorists of the upcoming construction and when lane reductions occur. NJDOT provides construction updates at [www.nj511.info](http://www.nj511.info).

#### Estimated Schedule & Cost

- Construction is estimated to begin in September 2023 and is anticipated to be completed in March 2025. Lane reductions will not occur during the summer months.
- Approximate construction cost is \$11 Million.

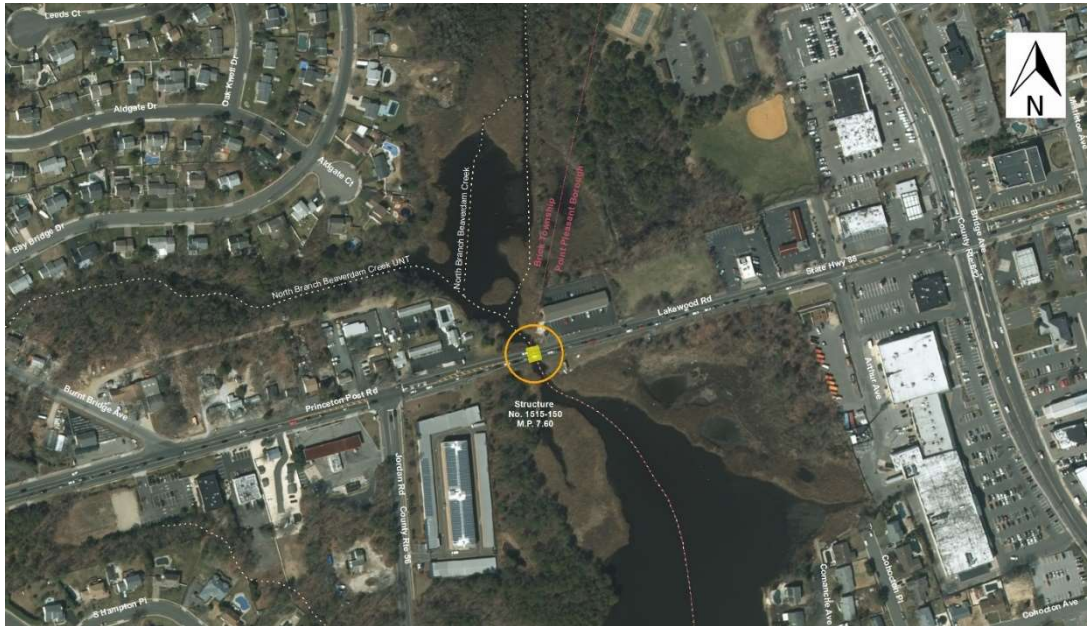
#### For further information, please contact:

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### Project Location



### Permitting

Required permits/ approvals:

- NJDEP Flood Hazard Area (FHA) Individual Permit (IP)
- NJDEP Freshwater Wetlands
- NJDEP Water Quality Certification
- NJ State Historic Preservation Office (SHPO) Approval
- Army Corps of Engineers (USACOE) Nationwide Permit
- NJDEP Coastal Wetlands Permit
- NJDEP Tidelands
- NJDEP Waterfront Development Permit

### Section 4(f)

The Federal Highway Administration (FHWA) intends to make a finding of de minimis impact for proposing to take a small portion of Beaver Dam Creek Park for right-of-way to allow replacement of the existing Rt. 88 Bridge over Beaver Dam Creek. The Beaver Dam Creek 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 (0.09 acres) of park property which will allow for needed right-of-way to replace the Rt. 88 Bridge over Beaver Dam Creek to current design standards and improve public use and safety.

Section 4(f) of the Department of Transportation Act of 1966 stipulates that FHWA and other state transportation agencies may determine a 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). Officials with jurisdiction over the property are informed of the intent to make the de minimis impact and provide written concurrence of the determination. The public must be afforded 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, P.O. Box 600, Trenton, NJ 08625-0600. Public Comment on the proposed impact to Beaver Dam Creek Park will be accepted until March 1<sup>st</sup>, 2021.

### Cultural Resources

Federal regulations pertaining to the protection of historic properties, referred to as the Section 106 process, require the NJDOT to take into account the effect of proposed projects upon historic resources listed in, or eligible for listing in, the National Register of Historic Places. NJDOT has obtained a no effect to historic properties within the project area by the State Historic Preservation Office signed on 10/5/17. Information about the process is available at <https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>.