Dewberry

ROUTE US 40/ROUTE NJ 50 BRIDGE OVER GREAT EGG HARBOR RIVER PUBLIC INFORMATION CENTER

ENGLISH TRANSCRIPT

Slide 1 - Introduction

00:00 Welcome to the Virtual Public Information Center for the Route 40/Route 50 Bridge over Great Egg Harbor River project. The New Jersey Department of Transportation, referred to as NJDOT, is committed to providing transportation improvements that best balance transportation needs, the environment, community concerns, and costs. This Virtual Public Information Center, which is open to all members of the public, is being held to provide local residents, officials, businesses, and the general public with information on the project.

Slide 2 – Presentation Agenda

00:36 The following topics will be covered during this Virtual Public Information Center:

- A general overview of the project study area
- The existing conditions
- The project purpose and need and other project goals and objectives
- A summary of the studied alternatives
- A detailed description of the preliminary preferred alternative, referred to as the PPA; and
- The anticipated project schedule
- At the end of the presentation, you will be provided information on how to submit comments and ask questions about the project

Slide 3 - Project Location Map

01:12 The Route 40/Route 50 Bridge over Great Egg Harbor River is located in Mays Landing, which is within Hamilton Township in Atlantic County. Route 40 and Route 50 merge at the intersection with County Route 616 near the left side of the map and continue as a dual highway from west to east until the intersection with County Route 559 at the right side of the map. This roadway is locally known as Harding Highway, and the subject bridge is highlighted in red. The project study area extends from Central Avenue to River Drive (CR 617) for a total of length of approximately 1,700 feet.

The bridge is situated within an urban setting with a combination of residential and commercial properties bordering the Route 40 Corridor. Immediately east of the bridge is Mays Landing Marina, which is accessed via River Drive.

Slide 4 – Existing Bridge Information

02:08 The existing bridge was built in 1928 and carries Route 40 and Route 50 over the tidally influenced Great Egg Harbor River. It is a single span structure with a 73’-0” span length and an overall width of 54’-11”.

The superstructure consists of three 96” deep concrete encased steel deck girders with 30” deep concrete encased steel floorbeams supporting an 8.5” thick concrete deck.

The substructure consists of concrete gravity abutments and wingwalls supported on 12” diameter timber piles.

Slide 5 – Existing Bridge Information

02:49 The existing bridge furnishes a roadway width of 40’-9” between curbs. There are sidewalks on both sides of the bridge supported on cantilever brackets mounted on the steel deck girders. The sidewalk along the north side of the bridge is 3’-6“ wide behind a bridge mounted guiderail, but sidewalks are not present at the roadways approaching the bridge. The sidewalk along the south side of the bridge is 5’-0” wide.

The only utilities supported by the bridge are Verizon conduits, which are located beneath the north sidewalk.

Slide 6 – Existing Roadway Information

03:25 Route 40/Route 50 is classified as an Urban Principal Arterial within the project study area with an Average Daily Traffic volume of around 26,000 vehicles per day.

The posted speed limits are 40 miles per hour for the westbound direction and 30 miles per hour for the eastbound direction.

Slide 7 – Existing Roadway Information

03:48 To the west of the bridge there are two travel lanes with both the westbound and eastbound lanes varying from 12 to 14 feet wide. The westbound shoulder varies from 7 to 9 feet and the eastbound shoulder varies from 4 to 7 feet.

Slide 8 – Existing Roadway Information

04:06 To the east of the bridge, there are two through lanes and a right a turn lane for vehicles turning onto River Driver from the eastbound roadway.

The westbound lane is 16 feet wide. The eastbound through lane and right turn lane are both 10 feet wide. The westbound shoulder varies from 4 to 6 feet wide, and there is no eastbound shoulder.

Slides 9 and 10 – Existing Intersection

04:30 There is a four-way signalized intersection between Route 40/Route 50, River Drive and Taylor Avenue east of the bridge. The right turn lane between the bridge and the intersection with River Drive is approximately 120 feet long. The eastbound shoulder width transitions across the bridge to accommodate the right turn lane.

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Slide 11– Utilities

04:53 Utility companies that own and operate aerial facilities along Route 40/Route 50 include Comcast Cable, Atlantic City Electric and Crown Castle Fiber. Verizon Communications owns both aerial and subsurface telephone facilities along this stretch of roadway. Hamilton Township Municipal Utilities Authority operates sanitary sewer and water facilities east of the bridge.

Slide 12 – Substandard Design Elements

05:21 During this study, two conditions were identified that do not meet current highway design requirements. First, the eastbound lane taper leading into the right turn lane at River Drive is only 120 feet long, whereas current design standards require a minimum of 180 feet. The second is that the westbound shoulder varies from 4 to 9 feet wide, while current standards require a minimum of 8 feet.

Slides 13 thru 15 – Existing Intersection

05:49 Improvements to the Route 40/Route 50 intersection with River Drive and Taylor Avenue are proposed under this project due to its proximity to the bridge.

The radius of the existing curb for the right turn onto river drive is tight, which leads to large trucks mounting the curb and sidewalk when navigating the turn.

There is a newer traffic signal pole at the southwest corner of the intersection because the previous one was hit by a semi-trailer attempting to turn onto River Drive in 2017.

Slide 16 – Pedestrian Facilities

06:24 There is a sidewalk along the south side of Route 40/Route 50, but it does not continue past the intersection. At the intersection there is one crosswalk with push buttons on the traffic signals for pedestrians crossing Route 40/Route 50. However, sidewalks and curb ramps are not present at the ends of the crosswalk.

NJ Transit Bus Route 553 operates within the project study area. There is a bus stop along Route 40/Route 50 near the intersection with Central Avenue, approximately ¼ mile west of the bridge.

Slide 17 – Environment at the Site

07:01 The Great Egg Harbor River is a tidal waterway, and the project is located within a coastal area, shaded in pink on the figure to the right. Therefore, the project is expected to be permitted via Coastal Area Facility Review Act, or CAFRA, and Waterfront Development regulations.

The project study area is also situated within the Pinelands, with the roadway splitting a New Jersey Pinelands Management area to the north and the Pinelands National Reserve to the south.

Slide 18 – Environment at the Site

07:31 The river is classified as Pineland Waters north of the bridge and Saline Waters south of the bridge.

The project study area is within a Tidal Flood Hazard area.

This section of the Great Egg Harbor River is classified as a Wild and Scenic River and is also mapped as an Essential Fish Habitat.

Several federal and state listed Threatened & Endangered species have potential habitat within the project area.

Slide 19 – Cultural Resources

08:00 The Mays Landing Historic District is National Register and State Register Listed.

The existing bridge is not a contributing resource to the Historic District.

Slide 20 – Purpose and Need

08:13 The purpose of this project is to replace the bridge with a cost-effective and low maintenance structure.

The design of the project will also consider several goals and objectives in addition to addressing the project's Purpose and Need, including to:

- Increase the resiliency of the bridge for extreme events
- Maintain vehicular, pedestrian, and bicycle traffic during construction
- Raise the low chord of the bridge to meet current design requirements
- Avoid or minimize environmental, utility, and right-of-way impacts
- Accommodate multi-modal users and ensure ADA-compliance
- Accommodate future NJDOT ITS projects as well as Hamilton Township MUA improvements
- And finally, minimize or eliminate substandard design elements

Slide 21 – Bridge Replacement Alternatives

09:06 A "No-Build" and five build alternatives were considered under this study. The "No Build" option serves as the baseline for evaluation of the build alternatives. Early in the study, Alternative 2 - Rehabilitate Existing Bridge was eliminated from detailed consideration due to the condition of the substructure. The remaining four "build" alternatives that were studied in detail are:

- Alternative 3 - Shift the Bridge Alignment North with three construction stages
- Alternative 4 - Shift the Bridge Alignment North with four construction stages
- Alternative 5 - Maintain the existing bridge alignment and maintain traffic with a detour or one lane of alternating traffic
- Alternative 6 - Maintain the existing bridge alignment with the use of a temporary bridge to maintain both traffic lanes, which was selected as the preliminary preferred alternative (PPA)

Slide 22 – Maintain Existing Alignment with Temporary Bridge – Preliminary Preferred Alternative

10:05 The Preliminary Preferred Alternative provides a 73'-6" long single span structure. The proposed superstructure will consist of prestressed concrete NEXT beams, and the substructures will be comprised of cast-in-place abutments supported on driven piles.

The new bridge will be constructed in the footprint of the existing structure to maintain the existing roadway alignment and will raise the low chord of the structure by approximately four and a half feet.

Construction will be completed in four stages with both directions of traffic maintained throughout construction on a temporary bridge located immediately north of the existing bridge.

Slides 23 and 24 – Proposed Bridge Section

10:46 The proposed bridge furnishes a 52 foot clear roadway between curbs, which is 11'-3" wider than the existing bridge.

The proposed section provides two 12 foot lanes, a 12 foot right turn lane circled in red, two 8 foot shoulders, and a 6 foot sidewalk along the south side of the roadway.

Slides 25 thru 30 – Plan and Profile

11:09 The proposed bridge and retaining walls are shown in blue on the plan view at the top half of this drawing, and the roadway profile which shows the top of the roadway is shown at the bottom.

The PPA will maintain the existing span length of approximately 74 feet. The existing bridge location is shown in orange which shows the new bridge will be in the same location as the existing bridge and maintain the same waterway opening between abutments.

At the intersection, new traffic signals will be installed, and crosswalks will be provided at all four legs of the intersection to meet current standards.

The right hand turn onto River Drive radius will be improved, which will require a retaining wall along the Mays Landing Marina property to limit right-of-way impacts.

And finally, the roadway profile shows the new bridge will not change the roadway surface elevation.

Slides 31 and 32 – Preliminary Preferred Alternative

12:13 The proposed structure will be approximately 6 feet wider than the existing. The south fascia line near the Mays Landing Marina property will be maintained, and the bridge will be widened to the north.

The proposed superstructure is shallower than the existing, and it is anticipated that the clearance below the bridge will be increased by approximately four and a half feet.

Slides 33 thru 36 – Construction Staging Plan – Stage 1

12:39 The next series of slides will show the construction staging and traffic control for the project. On each slide, demolition is shown on the top half, and proposed construction shown on the bottom half. Bridge cross sections for demolition and construction looking east towards River Drive are provided on the left side of the drawing. These construction staging schematics utilize the following color scheme as shown in the legend at the lower right hand corner:

- Current stage demolition is shown in orange
- Current stage construction is shown in red
- Previous stage construction is shown in blue
- Temporary structures built in previous stages are shown in green

A temporary pedestrian bridge is constructed in Stage 1. First, traffic is shifted to the north side of the bridge as depicted by the traffic arrows.

Then, existing south bridge wingwalls will be partially demolished.

Next, a temporary pedestrian bridge will be constructed to maintain pedestrian access across the river in later stages. Aerial and underground utilities will be relocated to the temporary pedestrian bridge. Pedestrian access will be maintained on the existing structure during construction of the temporary pedestrian bridge.

Slides 37 thru 40 – Construction Staging Plan – Stage 2

14:04 In Stage 2, the temporary vehicular bridge is built.

Stage 2 begins with opening the temporary pedestrian bridge and shifting traffic to the south side of the existing bridge.

The north bridge sidewalk will be demolished in this stage to make room for the temporary vehicular bridge.

Then, a temporary vehicular bridge and bypass roadway will be constructed north of the existing structure.

Slides 41 thru 44 – Construction Staging Plan – Stage 3

14:40 Construction of the new bridge starts in Stage 3.

Both lanes of traffic are shifted to the temporary bridge.

The remainder of the existing structure is then demolished.

Then a sufficient width of bridge will be constructed to carry two lanes of traffic in the next stage.

Slides 45 thru 48 – Construction Staging Plan – Stage 4

15:09 In Stage 4, both temporary bridges are removed, and the remaining portion of the proposed bridge is constructed.

Vehicular and pedestrian traffic is shifted to the portion of bridge constructed in Stage 3.

After the traffic shift, the temporary vehicular bridge will be removed, and the remainder of the existing substructure will be demolished.

Then, the remainder of the proposed structure and retaining walls will be constructed, and the aerial and underground utilities will be moved into their final positions. Once the utilities are relocated, the temporary pedestrian bridge will be removed, and the final traffic pattern will be established.

Slide 49 – Project Schedule and Next Steps

15:57 The project is currently in the Concept Development phase which is scheduled to be completed in Fall 2025. The next phase of the work is Preliminary Engineering, in which the PPA is further refined, and the Environmental Document is prepared. This is expected to start in Spring 2027. Contract plans and documents will be completed in Final Design, which would then start in Fall 2028. Construction is expected to occur between Spring 2031 and Spring 2033.

Slide 50 – Public Feedback

16:32 Thank you for taking the time to learn about the Route 40/Route 50 Bridge over Great Egg Harbor River project.

If you have any questions or comments about the project, you may submit them using the comment fields in the survey or via email at Rt4050Bridge@dewberry.com, or contact Sandra Opoku from the NJDOT Office of Government and Community Relations at SandraO.Opoku@dot.nj.gov.

The New Jersey Department of Transportation appreciates your participation and comments.

Thank you.