

Virtual Public Information Center Transcript

Chadwick Beach Island Bridge (Strickland Blvd) over Barnegat Bay

Toms River, Ocean County

January 2024

Slide 1: Title Slide

Welcome to the Virtual Public Information Center for the replacement of the Chadwick Beach Island Bridge over the Thoroughfare Inlet of the Barnegat Bay. Ocean County, in coordination with the NJTPA and the NJDOT, are committed to delivering infrastructure improvement projects with the interests of the public as a top priority. This Public Information Center is intended to share the project's progress and to obtain feedback from the public to enhance the project as it progresses into Final Design and through Construction.

Slide 2: Presentation Overview

This presentation will begin with a brief summary of the project delivery process and an update of the project's current status. This will be followed by an overview of the Preliminary Preferred Alternative. Finally, a description of the construction stages and the anticipated impacts to traffic during each of the stages will be presented. You will be given an opportunity to provide feedback or ask questions at the end of the presentation.

Slide 3: Local Capital Project Delivery Program

The Local Capital Project Delivery Program consists of four phases: Local Concept Development phase, Preliminary Engineering phase, Final Design/Right of Way phase, and the Construction phase. This Program is consistent with the NJDOT's Capital Delivery Process and ensures that local projects remain eligible for Federal funding. Local Concept Development was completed in June 2020. During that phase, the Preliminary Preferred Alternative was selected.

Local Preliminary Engineering began in May 2022 and is currently nearing completion. The Preliminary Preferred Alternative was refined and environmental documents were prepared to meet the requirements of NEPA (National Environmental Policy Act).

The project will move into Final Design, where environmental permits will be prepared, final construction documents will be developed, and all ROW easements will be acquired. Upon receipt of the final approvals, construction will be initiated.

Slide 4: Preliminary Preferred Alternative

The Preliminary Preferred Alternative proposes replacement of the all-timber bridge with a 3-span steel girder superstructure with a cast-in-place concrete deck and a thin polyester polymer concrete overlay. The substructure will be reinforced concrete abutments and pier caps supported on deep foundations.

The proposed bridge will maintain the same vertical clearance over the water at the center of the bridge.

Slide 5: Preliminary Preferred Alternative

The proposed bridge will carry one 10' lane and one 5' shoulder in each direction over the waterway. Five-foot wide sidewalks will be provided on both sides of the bridge. The existing 60' wide roadway

ROW will be maintained with no permanent impacts to private property; however, temporary construction easements will be required to allow access to the bridge during construction, temporary utility impacts, and temporary construction impacts.

Slide 6: Staged Construction

The bridge will be constructed in stages and the bridge will be reduced to a single lane with alternating traffic during non-summer months. Temporary traffic signals will be provided at each end of the bridge to control traffic. Pedestrian access will be provided on one side of the bridge throughout construction.

Slide 7: Staged Construction – Fall Peak Hour

This video simulates the anticipated traffic backups created by restricting the bridge to one lane of alternating traffic. The simulation is based on actual traffic counts during a typical fall peak hour.

Slide 8: Stage 1 Construction

During Stage 1, a single lane of alternating traffic will be maintained on the north half of the existing bridge while the south half of the bridge is replaced. The existing sidewalk will remain open to pedestrians. This stage will begin after Labor Day and finish before Memorial Day to limit summer traffic impacts.

Slide 9: Stage 1 – Work Platform

This is an overall view of what the construction area may look like during Stage 1. The Contractor will likely build a work platform, or trestle, for equipment to access the bridge, which is shown in the plan view in dark brown. Please note that this is a viable or probable construction approach, but the Contractor may choose his own means and methods of how to proceed with the work.

Slide 10: Stage 1: Work Platform

The cranes will set up on the work platform as shown, which will be at an elevation above water similar to the bridge to retain the navigation through the construction zone.

Slide 11: Stage 2 Construction

Stage 2 will take place during the summer months and have limited impacts to both traffic and in water recreation. Two lanes of traffic will be maintained using half of the existing bridge and half of the proposed bridge. Pedestrian traffic will be maintained on the existing sidewalk, as well as on a temporary pedestrian structure, once it is completed. This lull in bridge construction will allow for the temporary relocation of the overhead utility lines and the relocation of the work platform.

Slide 12: Stage 3 Construction

After Labor Day, construction will continue with Stage 3. During this stage, a single lane of alternating traffic will be maintained on the south half of the proposed bridge while the north half of the bridge is replaced. A temporary pedestrian structure will be open for pedestrian traffic on the south side of the bridge.

Slide 13: Stage 3 – Work Platform

Similar to Stage 1, a work platform, or trestle, will likely need to be constructed on the north side of the bridge. The platform allows equipment to access the bridge.

Slide 14: Stage 3 – Work Platform

Again, this is a depiction of the work platform and crane in relation to traffic. Note that the overhead electric, cable, and telephone lines along the north fascia of the bridge will need to be temporarily relocated south of the bridge so that the cranes can access the construction zone.

Slide 15: Stage 4 Construction

During Stage 4, the proposed bridge will be opened to provide two travel lanes while the temporary pedestrian bridge is removed. The permanent sidewalk will be installed along the south side of the bridge. During brief half bridge closures, a 1" polyester polymer concrete overlay will be installed on top of the concrete deck.

Slide 16: Final Bridge Section

The bridge should be fully open to traffic by Memorial Day, Year 2. The overhead utilities will be relocated back to their original location and any outstanding construction activities will finish up with limited impacts to summer traffic and in-water recreation.

The proposed bridge section will provide improved access for vehicles, bicycles, and pedestrians meeting current design standards.

Slide 17: Final Bridge Section

This is a rendering of what the finished bridge will look like.

Slide 18: Comments/Questions

Thank you for your interest in the Chadwick Beach Bridge Replacement project. We welcome your comments which can be sent via email to ocengineering@co.ocean.nj.us or by clicking on the provided link.