

Chadwick Beach Island Bridge (Strickland Blvd) Over Barnegat Bay

Virtual Public Information Meeting January 2024

Public Comments

1. Comment: Hello: We have reviewed the link for the Chadwick Beach Island Bridge Virtual Public Information Center Meeting. As Stakeholders owning the property which is directly next to/abuts the CB Bridge, we find that this presentation may suffice for the general public riding over the Bridge, but it does not address our concerns whatsoever, which we raised many months ago in our In-person meeting.

At this point in time, please explain in writing:

1. Impact of the Bridge's width on our property: Ingress, egress to our side yard, (parking area), and the plan for the elevation, grading and water control mitigation as it relates to our property.
2. Construction details for the bulkhead to bridge abutment and tying into our existing bulkhead.
3. Please explain the process by which our request was considered and how the current design was arrived at. When we met in person, it was stated that the bridge design was still a work in progress and we emphasized that as Stakeholders, we should have a weighted vote as opposed to people just driving over it, and that we found the design to be the biggest/widest option possible, much like the Mantoloking Bridge. However, our span is to a small Island as opposed to connecting the Mainland. At that time, we asked for consideration as Stakeholders for the width to be scaled back and not the widest choice possible.
4. Our analysis of your presentation is that the enjoyment of our home will be severely impacted by this project which is projected to take place over two years, at a minimum. We will have major construction occurring from all angles of our sight. We will have: loss of privacy, loss of access to our parking/side yard. We will have loss of Rental income for the Summer Season for two and/or possibly more years if the project runs long. This will cause us severe financial hardship. What is the process in place for compensation for the loss of enjoyment of our home, loss of Rental income and the encroachment onto our private property for the Temporary pedestrian walkway. How will we be protected from potential legal action by the pedestrian general public being directed onto our property for walking to and from the Island.

Response: Thank you for your comments and noting your concerns about the Chadwick Beach Bridge project. Given your proximity to the bridge, it is understandable that you have concerns about the project's impacts. Please see our responses below following the numbering in your email.

1. The public right-of-way width of Strickland Boulevard is 60 feet as per Filed Map #B-46. The existing pavement width is approximately 40 feet. Therefore, the public right-of-way is approximately ten feet +/- from the edge of the asphalt pavement. The proposed improvements do not expand the pavement width beyond the existing edge of pavement in the final condition; however, an asphalt sidewalk will be constructed between your property line and the existing pavement, so that pedestrian access can be maintained during all stages of construction. While we are aware that pedestrian activity peaks during the summer months, it is important that pedestrians can safely cross between the main barrier island and Chadwick Beach Island at all times of the year. The temporary pavement will be removed upon project completion and the

stone buffer will be restored.

2. Bulkhead details will be developed during final design. The alignment of the new bulkhead will follow the existing alignment and will be set between the existing bulkhead and the proposed abutment. The limits of the bulkhead replacement to the north and south of the bridge will be determined in Final Design and will be selected to 1) ensure embankment stability in the event of a scoured condition, and 2) ensure a successful tie-in to the existing bulkheads during construction. However, it is expected that limits of the bulkhead reconstruction will be limited to the publicly owned ROW and will not encroach upon the bulkhead within your lot.

3. Engineer response to public comment - The Preliminary Preferred Alternative was selected from a range of alternatives and is the narrowest feasible bridge section that would provide the minimum width required to accommodate staged construction allowing for a single lane of alternating traffic over the bridge. While a sidewalk will be constructed along the south side of the proposed bridge in the final condition, that proposed additional bridge width must be used as the travel lane while the north side of the bridge is constructed. When construction of the north side is underway, pedestrians will walk over the waterway using a temporary bridge extension that will be removed upon completion of the north side sidewalk. This temporary sidewalk will tie in to meet the surrounding elevations as quickly as possible. It is understood that you use your wide side lot for parking vehicles; however, access through the public ROW between your house and the bridge will not be possible while the temporary sidewalk is in place.

Upon completion of the north side of the new bridge, traffic will be shifted to the north, the temporary sidewalk will be removed, and the proposed sidewalk on the south side will be constructed. This proposed sidewalk will extend across the bridge, continuing along the wing walls. At the end of the bridge the sidewalk will be eliminated, and pedestrians will walk within the existing roadway pavement as they do in the existing condition. The final width of the Strickland Boulevard approach pavement will be 40 feet which matches the pavement width of the approaches to the bridge. Pedestrians will share the road with vehicular and bicycle traffic, with no change to the existing configuration.

4. As noted, bridge construction and the construction of a temporary sidewalk will limit access to the west side of your lot during construction. However, pedestrians will not be directed to your property. While neither the bridge or the temporary sidewalk will be constructed on your property, grading changes will be required, and overhead utilities will be temporarily relocated from the north side of Strickland Boulevard to the south side to allow for reconstruction of the northern half of the bridge. The overhead lines will span over your property and a temporary utility pole will be placed on your lot. The County will engage a MAI certified Real Property Appraiser who will evaluate this project's impacts and will prepare a formal report of the value of the impacts to your property. Items that may be considered in the valuation of impacts include loss of access to parking, temporary construction easement limits, grading changes requiring reconstruction of front steps and planting beds. County Counsel will be involved with the process and any negotiations, which will be required to follow both Ocean County's and FHWA's processes for the acquisition of property rights pursuant to the Eminent Domain process.

2. Hi – Thank you for the video. I am the owner of 265 Strickland Blvd only one house away from the bridge and a full time resident. The video does not show the actual approach from the street side to the new bridge going east to west. Obviously the other side of the bridge has no homes near it. Cars drive too fast at times coming off and going towards the bridge near the homes.

I am also very concerned as to the approach from the street to the bridge now having a walkway on both sides. What impact will these 2 walkways /sidewalk approaches have to my property.

Please also keep in mind that for 9 -10 months of the year this bridge is extremely underutilized and its major use is in July and August during summer for these walkways. Please provide some information as to my concerns.

Response: Thank you for your comment and your interest in the Chadwick Island Bridge project. *As a resident of Chadwick Beach, you are certainly aware that Strickland Boulevard and the Chadwick Beach Bridge provide the only access to Chadwick Beach Island, the marina, and over 360 homes. Maintaining access to the island, as well as maintaining utility services is one of the priorities of the project. Minimization of impacts to adjacent property, such as your home, is also a project priority.*

The public right-of-way width of Strickland Boulevard is 60 feet as per Filed Map #B-46. The existing pavement width is approximately 40 feet. Therefore, the public right-of-way is approximately ten feet +/- from the edge of the asphalt pavement. The proposed improvements will not expand the pavement width beyond the existing edge of pavement in the final condition; however, an asphalt sidewalk will be constructed between your property line and the existing pavement, so that pedestrian access can be maintained during all stages of construction. While we are aware that pedestrian activity peaks during the summer months, it is important that pedestrians can safely cross between the main barrier island and Chadwick Beach Island at all times of the year. The temporary pavement will be removed upon project completion and the stone buffer will be restored to its original condition.

Sidewalks are proposed on both sides of the bridge to satisfy both requests from project stakeholders during the Alternatives Analysis phase of project development, but also primarily due to the width required to construct the bridge in two stages. The Preliminary Preferred Alternative was selected from a range of alternatives and was the narrowest feasible bridge section that would provide the minimum width required to accommodate staged construction allowing for a single lane of alternating traffic when construction is active.

While a sidewalk will be constructed along the south side of the proposed bridge, that proposed sidewalk area will be used as the travel lane while the north side of the bridge is constructed. When construction of the north side is underway, pedestrians will traverse the waterway using a temporary bridge extension that will be removed upon completion of the north side sidewalk. The sidewalk on the south side will then be added. If a sidewalk were not included on the southside, the travel lanes would be wider than proposed, which could lead to higher travel speeds, which is not desirable.

The proposed sidewalk will extend across the bridge, continuing along the wing walls. At the end of the bridge the sidewalk will be eliminated, and pedestrians will walk on the existing roadway pavement as they do in the existing condition. The final width of the Strickland Boulevard approach pavement will be unchanged at 40 feet. Pedestrians will share the road with vehicular and bicycle traffic, with no change to the existing configuration.

Virtual Public Information Meeting #4

Public Comments

1. Comment: We are stakeholders and located immediately adjacent to the bridge. We want to see detail on how this impacts our property specifically. How the extra width of the bridge will impact access to our parking area and the additional pedestrian walkway's proximity to our Front Door/front of the house. The presentation while interesting, doesn't address the impact of the proposed new width of the bridge to our property.

Response: Thank you for your comments and your interest in the project. The County Engineer's office will reach out to you directly to schedule a time to meet to discuss the impacts to your property. Every effort is being made to maintain access to your parking area. The additional pedestrian walkway on the south side of the bridge will be constructed after the summer season and will only be in place for one off-peak (Fall-Spring) construction season and will be removed before the start of the next summer.

2. Comment: There is no link in this page to show us the work stages. It says to click the link below and there is no link. Please assure us we will at no time lose access to our residence.

Response: Thank you for your comments and your interest in the project. The staging is provided within the "View Presentation Link". One of the primary goals of the project is to ensure that access is maintained to the island. During the off-peak (Fall-Spring) construction season, traffic will be maintained using a single alternating lane, controlled by temporary traffic signals on each side of the bridge. During the summer between the two construction seasons, westbound traffic will travel on the portion of the existing bridge that was not removed during the first stage, and eastbound traffic will use the use bridge constructed in the first stage.

3. Comment: The proposed start of construction is not to 2026. The condition of the existing deck cannot wait that long for repairs. The deck has numerous nails protruding which is extremely dangerous to bicycles and cars. This needs to be addressed immediately and cannot wait to the bridge replacement. Also what happens to the water line? How do you maintain water service to the island? Is the funding in place? Who is funding the project? Who is responsible for cost overruns? When and how will the responses to the comments be presented?

Response: Thank you for your comments and your interest in the project. The County will continue to maintain the existing bridge deck until construction begins. The project is following the state's Local Capital Project Delivery Process which is required to remain eligible for federal funding. The County performs regular bridge inspections to identify repair needs and also responds to issues raised by local stakeholders. The water line (and gas line) that on the bridge will be relocated in coordination with the staged replacement. Federal funds are being used for design and are expected for construction of the project. Overruns may also be federally, state, or County funded, depending upon the type of circumstances of the extra work.

4. Comment: The Chadwick Beach Island Bridge is a nostalgic part and major contribution to the charm of the Chadwick Island community. Consideration of the environment and community character are not provided in this concrete cookie cutter span. The residents of the community should be provided with a better alternative. Understanding that public safety and bridge

longevity are necessary, the New Chadwick Bridge should have been designed as a Modern Timber Bridge. There are numerous studies and real examples, even in NJ, with sustainable, cost comparable wooden timber designs that meet all modern safety and environmental concerns. In summary, a Timber Chadwick Bridge would be more environmentally friendly, far superior and better suited aesthetically and a cost comparable solution. What timber bridge alternatives were considered? A timber bridge alternative should be considered and proposed.

Response: Thank you for your comments and your interest in the project. During Concept Development, an alternatives analysis was completed which included evaluation of alternatives for staging (temporary bridge vs. staged reconstruction), typical section (lane, shoulder, and sidewalk widths/sidewalks on one side or both sides), profile (raise profile to accommodate larger vessels/fire boat), and materials (Steel, concrete, and timber). The Preliminary Preferred Alternative was selected based on each alternative's impacts, cost, and stakeholder input.). As noted, construction of a timber structure was evaluated, but dismissed for the following reasons: Timber structures are best suited for bridges with spans less than 60 feet; Timber structures must be treated with preservatives, which are incompatible with the marine environment; Timber structures will provide a service life of approximately 50-60 years, when properly treated and maintained - the FHWA requires the federally funded projects provide a 75 year minimum service life; timber structures require significant more maintenance than concrete/steel structures.

5. Comment: Thank you this was very informative.

Response: Thank you for your comments and your interest in the project. We will continue to keep the public informed as the project develops.

6. Comment: I have read the information on the site and have a concern/question. During the actual construction when lanes are alternating will there be enough room and stability on the bridge for emergency vehicles. There was a house fire within the last two years or so on the island and the Fire Department and emergency vehicles were required. My concern is that with/during construction will the bridge be able to accommodate fire trucks. Many fire trucks carry water and are large and heavy. I believe this to be a major item on the table because in the event of a fire the bridge needs to be able to handle trucks and emergency vehicles....especially at high speeds if lives are on the line. I appreciate your attention in this matter.

Response: Thank you for your comment and your interest in the Chadwick Beach Bridge replacement project. The minimum travel lane width during construction will be 11 feet, while the maximum size of an emergency vehicle is 102 inches or 8 ft-6 in wide. Therefore, the bridge can accommodate fire trucks and all regulation sized vehicles during all stages of construction. In addition, the existing bridge meets the legal NJ vehicular loading limits. Project design and construction methods include evaluation of temporary conditions to ensure safe passage during construction for vehicles meeting allowable loading limits.