

Mayor Fernandes called the meeting to order and requested those present to join her in the Pledge of Allegiance to the Flag.

Mayor Fernandes read the following statement:

THE NOTICE REQUIREMENTS OF THE OPEN PUBLIC MEETINGS LAW FOR THIS MEETING HAVE BEEN SATISFIED; THE NOTICE WAS ADVERTISED IN THE COURIER ON JANUARY 24, 2008; A COPY OF THE NOTICE WAS ALSO SENT TO THE LINK, TWO RIVER TIMES, THE HUB AND THE ASBURY PARK PRESS, AND IT WAS POSTED IN BOROUGH HALL AND FILED IN THE OFFICE OF THE BOROUGH CLERK.

3. ROLL CALL:

PRESENT: Bills, Long, Markson, Scriven, Mayor Fernandes, Keeler, Kelly, Borough Engineer Hoder

ABSENT: Attorney Arnette

Mayor Fernandes said that their goal is to continue having Smart Growth workshops in 2009. The U.S. Army Corp of Engineers, Councilmembers Keeler, Kelly and I will be meeting on December 29, 2008 to discuss replacing the bulkheads in the Downtown area. We are also pursuing Court services with neighboring municipalities. As was previously discussed Judge Lawson, Superior Court Assignment Judge has given Sea Bright a December 31, 2008 deadline to submit a plan for a court office.

Mayor Fernandes said that after contacting the Monmouth County Engineering Department regarding the status of the proposed replacement of the Rumson Bridge; she received a powerpoint presentation of their study. Since the proposed relocation of the new bridge may affect the adjacent Sea Bright property to the south of the existing bridge; she called property owners Rick Hennessey of the Sea Bright Gas Station and Dominick Sequierra business owner of Dunkin Donuts and Jack Reagan who is a property owner to attend tonight's meeting. We feel it is important to share our recommendations and concerns with the County while this project is in its early planning stages.

4. RUMSON BRIDGE - POWERPOINT PRESENTATION - Councilman Kelly said that the location would be south of the current bridge. The original 1920's location extended from Rumson Road to the current location of Swing Bridge Park. The current bridge was built in 1950. The bridge opens for boat traffic approximately 4000 times a year: about 50 times a day during summer weekends and 15 to 20 times during summer weekdays. In 1999, Ocean Avenue had an Average Daily Traffic Count of 13,175 vehicles per day for both directions. During the month of July, the ADT was 17,270 vehicles per day.

Monmouth County Bridge S-32 carries County Route 520 over the Shrewsbury River, linking the Borough of Rumson with the Borough of Sea Bright. Due to its shore location, the bridge experiences seasonal fluctuations in volume of traffic, but is used year-round. Route 520 serves as one of

three flood evacuation routes for Sea Bright. During periods of tidal flooding or coastal/northeasterly storms, Ocean Avenue frequently becomes impassable.

The most current National Bridge Inspection Standards inspection report for the bridge concludes that the bridge is structurally deficient (SR of 52.2). The superstructure is in poor condition with areas of rust and deterioration. The piers and abutments that make up the substructure are in fair condition with cracks and spalls in the existing concrete. The mechanical systems have recently undergone some repairs to extend their serviceable life, but operation remains inefficient utilizing 1950s technology. The roadway approaches to the bridge physically are in fair condition, but are lacking by safety standards.

Upgrade the bridge design to current AASHTO standards. Upgrade bridge and approach conditions to meet AASHTO and NJDOT safety standards including new parapets and guide rail. There would be replacement of the deteriorated bridge components. Restoration of bridge scours countermeasures. Modernize mechanical and electrical components to meet current standards. Alternatives shall be weighed considering the impact each option will have on historic resources, wetlands, permit requirements, right of way and cost. Traffic volume must be maintained with minimum disruption and delay.

Whether Monmouth County Bridge S-32 is replaced or rehabilitated, it will have an impact on vehicular and marine traffic temporarily during construction and permanently by its final design. Factors evaluated during the alternatives analysis included the ability of each scheme to eliminate or minimize the use of detours during construction; allow the existing bridge to remain in operation during construction; and, improve the level of service at the intersection of Rumson Road (CR 520) and Ocean Avenue (Route 36).

Five alternatives were explored:

Alternatives 1 & 2 Bridge
Replacement/Rehabilitation(Existing Alignment)
Bascule-style replacement.

Existing alignment does not meet current NJDOT design standards. For either alternative, a temporary moveable bridge is needed for North of existing bridge or on original alignment. Significant impacts on vehicular and marine traffic. Temporary bridge creates need for additional construction phases to erect and deconstruct the bridge. Without the temporary bridge, lengthy detours would be put in place, using the Highlands Bridge to the north when the bascule span is impassable. Temporary moveable bridge location on residential Rumson Road will impact local streets and may impact Rumson's Pocket Park. Temporary moveable bridge location to the north of the existing bridge will have an impact the residences on the northwest corner of the potential temporary intersection and could also require temporary right-of-way acquisition.

Alternative 3 Bridge Replacement
(Bascule Style - New Alignment)

Bascule-style replacement.

Existing bridge will remain in operation during construction. This would a lesser impact on vehicular and marine traffic. No need for long-term detours. Marine traffic will be impacted by different phases of the new bascule span construction. There would be proposed alignment to improve conditions to current NJDOT design standards. The permanent bridge location would be to the south of the existing bridge and is located to have the new structure as close to the old as possible while permitting the construction or demolition of one to proceed without impact to the other. The proposed location will impact the adjoining neighborhoods. In Rumson, the bridge approach will be closer to a residential neighborhood and impacts Rumson's Pocket Park. In Sea Bright, right-of-way acquisition will be needed.

Alternative 4 Bridge Replacement (High Level Fixed Bridge)

The elevation of the proposed bridge is determined by the height needed to permit the passage of the existing marine traffic without the use of a moveable opening. Existing bridge will remain in operation during construction. There would be lesser impacts on vehicular and marine traffic. No need for long-term detours. There would be proposed alignment to improve conditions to current NJDOT design standards. The permanent bridge location would be to the north of the existing bridge and is located to have the new structure as close to the old as possible. The proposed location will impact the adjoining neighborhoods. In Rumson, the bridge approach will be closer to a residential neighborhood and will have impacts further to the west on CR 520, creating the need for right-of-way acquisition beyond the park limits. In Sea Bright, right-of-way acquisition will be needed to the north and east of the existing bridge.

Alternative 5 Bridge Replacement (Original Alignment)

A moveable opening would be required. Existing bridge will remain in operation during construction. There would be lesser impact on vehicular and marine traffic. No need for long-term detours. There would be proposed alignment to improve conditions more closely to current NJDOT design standards. The proposed location will impact the adjoining neighborhoods. In Rumson, the bridge approach will be adjacent to a residential neighborhood and will alter the local traffic patterns. Right-of-way acquisition will be needed for the structures that would be necessary to raise the approach elevation. In Sea Bright, right-of-way acquisition will be needed surrounding Swing Bridge Park.

Alternatives are required to be chosen to consider all options. Eliminating the bridge is not an option in this vicinity. The options for the location of each alternative had to take into account accessibility, followed by an assessment of the types of bridges that could be used at each. Rehabilitation of the existing structure must also be considered. Next, identification of each option's potential to maintain the volume of traffic, both vehicular and

marine, with minimum disruption and delay was made. Finally, each was evaluated for the impact on historic resources, wetlands, permit requirements, right of way, and cost.

These alternatives were discussed with each of the adjoining communities to get further evaluation of the impacts of each option. The municipal officials of both Rumson and Sea Bright have determined that Alternative 3 best meets the needs of their respective communities.

It is acknowledged that alternatives to eliminate the bridge or do nothing could be added to this list; however, based upon the need for the bridge to remain in service, they have been removed from consideration.

Both of the adjoining municipalities expressed concern for the maintenance of traffic during construction as well as for the improvement of traffic flow after the bridge is complete. They also realized that there would be impacts to the adjoining property owners. The western bridge approach bisects a public park, and Rumson expressed concern over its future use. It was not possible to site a bridge in this area that would eliminate the need for a moveable span to accommodate the marine traffic. Alternatives on the existing alignment require the use of a temporary moveable bridge, an element that would add cost to the project and would prolong the impact on traffic and to the neighborhood during construction. Alternatives on the existing alignment would not provide an opportunity for improvement of traffic flow. Therefore, a location closest to the existing bridge with improvement to the intersection with Route 36 was deemed to be in the best interest of the two communities.

Jo-Ann Kalaka Adams, former Mayor of Sea Bright said that she was concerned because the presentation mentioned that both Rumson and Sea Bright municipal officials determined that Alternate 3 best met the needs of their respective communities. This is not the case and the County would be using eminent domain. We asked them about a maintenance schedule for the bridge and stating that the bridge is getting worse but they are doing nothing to fix it.

Councilwoman Long said that the County wants to rebuild a new bridge at different location so that the existing bridge can be kept in location during construction.

Mayor Fernandes said that anyone can direct their concerns or suggestions to Administrator Smeltzer who will send a letter to the County. Tonight's presentation will be posted on Sea Bright's website.

5. DISCUSSION ON THE FOLLOWING SMART GROWTH MATTERS:

A. BEACH PROJECT, LIFEGUARD STATION - UPDATE Councilman Scriven said that the documents have been sent to the architect to incorporate changes discussed at the last Smart Growth meeting. Borough Engineer Hoder and Councilman Keeler have secured a \$158,000 Community Block Development Grant for beach stairways and beach access.

B. PROPOSAL FOR NEW COURT FACILITIES AND EXPANSION OF BOROUGH HALL OFFICES Councilman Kelly said that the decision was made to renovate and expand the existing

Borough Hall which is less than 1000 square feet and expand the Court facility. They will have the space by encroaching on the Recreation Center area or by expanding the building's footprint.

6. REMARKS FROM THE AUDIENCE: Chris Doxey of 9 Church Street said that the Federal government has a prescribed amount of square footage. She asked if the State had the same. Councilman Kelly said that architects have made recommendations for 4,000 square feet for the Borough facility alone. He said that he did not know if that figure was a requirement or a suggestion.

Harriet Primack of 9 Sandpiper Lane asked if they were considering building up rather than taking over the Recreation Center. She said that the building was donated to be a Recreation Center and wondered if this would affect altering the center.

Councilman Keeler said that he and the Borough Attorney tried to find the original documents regarding the Recreation Center being donated to the town.

Read Murphy of 6 Center Street said that he and Andy Manning researched this and there are no building restrictions.

Dominick Sequerra owner of Dunkin Donuts asked where he should direct his email regarding tonight's discussion of the Rumson Bridge.

Jeff Sequerra owner of Dunkin Donuts asked the Governing Body as to which of the alternatives mentioned this evening regarding the Rumson Bridge would they be considering.

Mayor Fernandes said that she would like to see the bridge repaired.

Marianne Chevalier of 666 Ocean Avenue said that the Governing Body should look at the statement in tonight's powerpoint presentation mentioning that both officials of Sea Bright and Rumson were in favor of this. There should be proof of this agreement.

7. ADJOURNMENT: There being no further business before the Governing Body Councilwoman Long made a motion to adjourn the meeting at 8:10 p.m. Second by Councilwoman Markson and approved upon unanimous voice vote.

Respectfully Submitted,

Suzanne Branagan
Administrative Assistant