

The Proposed Project

The project calls for the replacement of the existing Route 36 Bridge, a 1,240-ft long low-level movable bridge, with a mid-level fixed bridge.

The new bridge will replace the existing double leaf bascule with a 65 foot high fixed structure that would be constructed with a slight shift in the alignment to the south at the channel but meets the existing alignment at the east and west abutments in Highlands and Sea Bright. The bridge will be approximately 1582 ft. long providing two twelve foot traffic lanes, one eight foot shoulder/bike lane and one eight foot sidewalk in each direction on the bridge. The width of the new bridge is approximately 92'-3" wide and provides for a center median. The proposed structure will eliminate many existing substandard features such as bridge structural deficiencies, substandard design features and vehicular and marine traffic conflicts. Improvements to both the eastern and western approaches to the bridge, new turn arounds within the Sandy Hook Unit of Gateway Recreational Area and bicycle/pedestrian connectivity throughout the project limits are included in this project. The connection of the Henry Hudson Trail, Sea Bright Multi-Purpose Trail and the National Parks Multi-Purpose Trail will be completed with the extension of the Sea Bright Trail into the Park along Ocean Avenue and the addition of two pedestrian overpasses on the east end of the bridge to provide continuity from the bridge over Ocean Avenue.

Community Relations

The NJDOT is committed to developing the bridge replacement project that satisfies local and regional transportation needs and safety concerns. Residents from the surrounding area are encouraged to actively participate by attending Public Information Centers and providing comments and input.

By participating in the Public Information Center, interested citizens can provide insight and suggestions, which will assist in continuing the development of the preliminary design.

For Further Information Contact:

Stephen Mikulak
New Jersey Department of Transportation
Office of Community Relations
1035 Parkway Avenue, P.O. Box 600
Trenton, New Jersey 08625
(609) 530-2110

Impacts

- The new bridge will restrict navigation to vessels of 65 ft. height.
- The new profile and alignment will result in the need for construction/maintenance easements and impact two parcels directly under the bridge on the Highlands side, which are currently property of the Borough of Highlands. In return for the use of these parcels the Department will be providing improvement to the remaining section of the park just south of the bridge.
- The revision of the Toll Plaza and associated roadways within NPS property will result in wetland impacts.
- Nine driveways within the project area will be impacted.

Project Cost

The total estimated construction cost for this project is \$76 million, not including engineering or environmental mitigation. This project is funded by Federal funds.

Environmental Review Process

The environmental review and analysis has been performed in accordance with Federal Laws and FHWA guidelines pursuant to the National Environmental Policy Act (NEPA) of 1969, as amended, in conformance with the Council on Environmental Quality (CEQ) regulations, and pursuant to National Historic Preservation Act of 1966, as amended. The Route 36 Highlands Bridge was determined individually eligible for listing on the National Register of Historic Places on June 6, 1991. This meeting is to obtain concurrence from the Communities and Resolutions of Support from each of the Boroughs and National Parks Service on the findings presented in the Environmental Studies completed.

Next Steps in the Process

- Address comments received from the Public Information Center and incorporate them into the Environmental Review and preliminary design.
- Obtain Approved Environmental Document Spring 2005.
- Complete Preliminary Design July 2005.
- Complete Final Design September 2006.
- Tentatively begin construction in Spring 2007.

Public Information Center

December 08, 2004 @ 5:00 P.M. to 8:00 P.M.

Sea Bright Borough Hall, 1167 Ocean Avenue, Sea Bright, NJ

REPLACEMENT OF ROUTE 36 HIGHLANDS BRIDGE PROJECT

Highlands Borough/Sea Bright Borough Monmouth County

The Meeting will present

The New Jersey Department of Transportation (NJDOT) cordially invites you to attend an informal Public Information Center on December 8, 2004, at the location noted above. The proposed recommended alternative plan for the replacement of the Route 36 Highlands Bridge, will be presented at this meeting along with the current status of the Environmental Impact of the project. In cooperation with the Federal Highway Administration (FHWA), the United States Coast Guard, Highlands Borough, Sea Bright Borough and National Parks Service (NPS), the NJDOT has developed this plan to address existing substandard structural deficiencies, geometric deficiencies, safety concerns, and existing and future traffic needs for navigation, vehicles and bicycle/pedestrians. This plan is the culmination of an extensive data collection effort, alternatives analysis and Community Partnering Team meetings including local officials. The evaluations have included impacts on the environment, right of way (ROW), cost, and quality of life.

The Project Background

Opened to traffic in 1933, the Route 36 Bridge is a four-lane structure consisting of 11 simple fixed spans and one double leaf bascule span. Each lane is 11 feet wide. No shoulders are provided on the almost quarter-mile long bridge.

There are approximately 2,200 bridge openings annually. Delays approaching the bridge are exacerbated when Route 36 is closed during bridge openings, particularly during the summer months. These conditions impact emergency services in the area. The bridge opens regularly twice an hour throughout the day during the heavily traveled summer season. A related seasonal issue concerns days when the Sandy Hook Unit of Gateway National Recreational Area fills its parking lots to capacity.

On those days, traffic is closed to the Park and directed to Ocean Avenue southbound (Route 36 eastbound) into Sea Bright, resulting in congestion and associated extensive delays. This condition adds to overall congestion and delay on and in the vicinity of the Bridge.

The Existing Problem

The Route 36 Highlands Bridge is considered a principal "link" within the urban roadway system of the area and must be maintained. During the seasonal months, the frequent bridge openings cause unacceptable delays to local residents and tourists traveling to and from Sandy Hook. These delays are critical in times of emergency, as the Route 36 Highlands Bridge is a planned evacuation route for the residents of Sea Bright as well as an ambulance route for the residents in Highlands.

The bridge is currently rated in poor condition. The bridge is structurally deficient and is functionally obsolete. It has a number of geometric features that either do not meet or meet only minimum current AASHTO and NJDOT design criteria.

The bridge does not provide an efficient crossing for current or forecasted traffic. It has a limited live load capacity and minimal earthquake resistance.

The geometric features that could improve safety on the bridge, such as shoulders and a center median are absent. Lane widths on the Bridge only meet minimal NJDOT standards. The roadway surface on the bascule span and guardrail appurtenances are substandard.

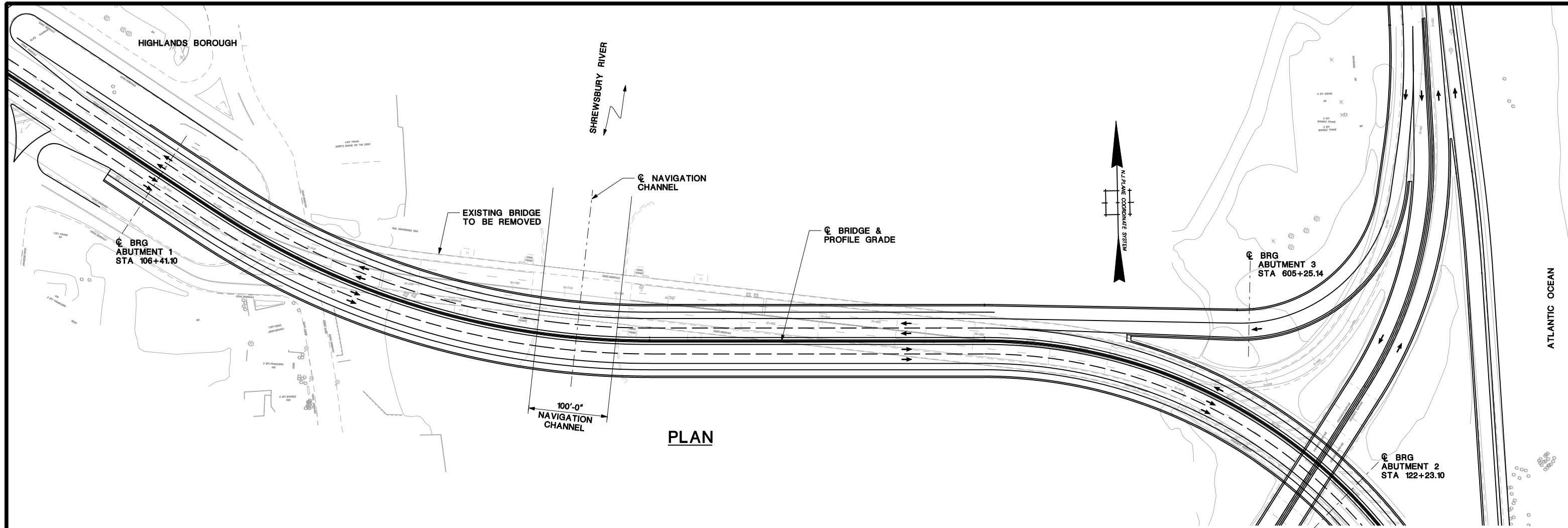
The existing Highlands Bridge is in need of major rehabilitation or replacement. In response to this condition, NJDOT proposes to eliminate structural deficiencies and substandard features, and improve safety and traffic operations at the bridge and along its approaches.



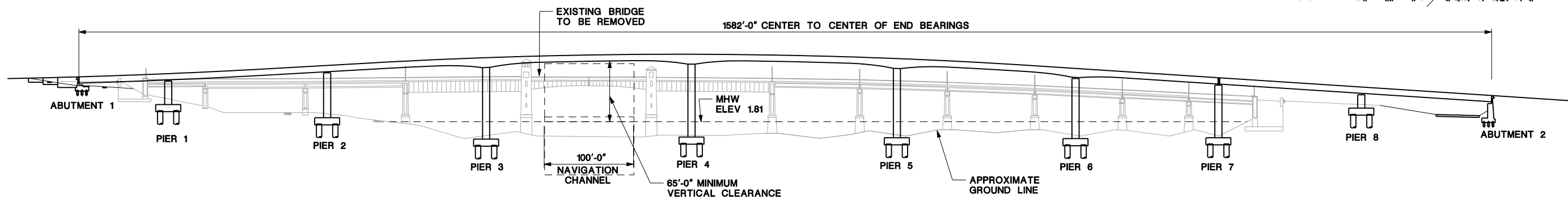
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PLAN



ELEVATION PRECAST SEGMENTAL BOX GIRDER ALTERNATIVE



PROPOSED NORTH ELEVATION RENDERING



NEW JERSEY DEPARTMENT OF TRANSPORTATION
 BUREAU OF STRUCTURAL ENGINEERING
 ROUTE 36 OVER THE SHREWSBURY RIVER
 HIGHLANDS BRIDGE
PROJECT PLAN AND ELEVATION
 ROUTE 36
 HIGHLANDS BOROUGH
 SEA BRIGHT BOROUGH

SECTION 3K
 MONMOUTH COUNTY