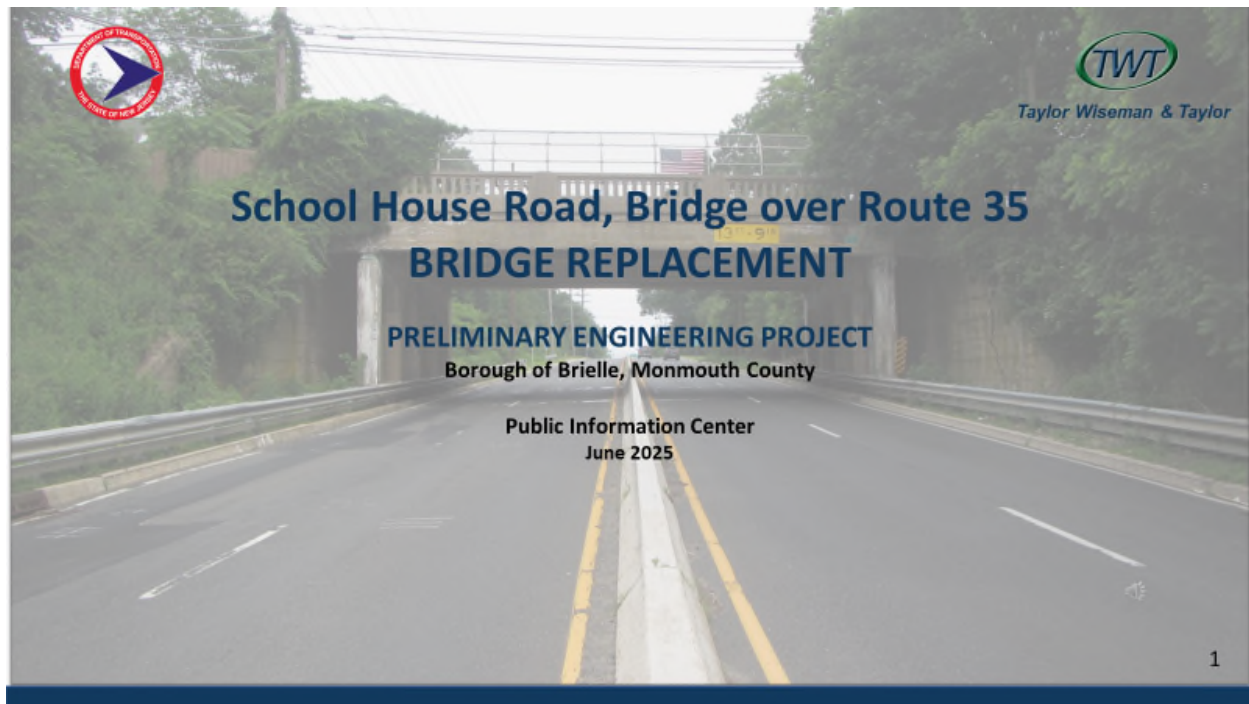


Slide 1



Welcome to the Virtual Public Information Center for the SCHOOL HOUSE ROAD, BRIDGE OVER ROUTE 35 BRIDGE REPLACEMENT Project.

This project focuses on the School House Road Bridge replacement and correcting any roadway deficiencies within the project footprint.

The goal of this public information center is to describe the existing conditions within the study area, present the purpose and need, describe the proposed improvements and solicit feedback from the public regarding the proposed improvements.



PROJECT BACKGROUND

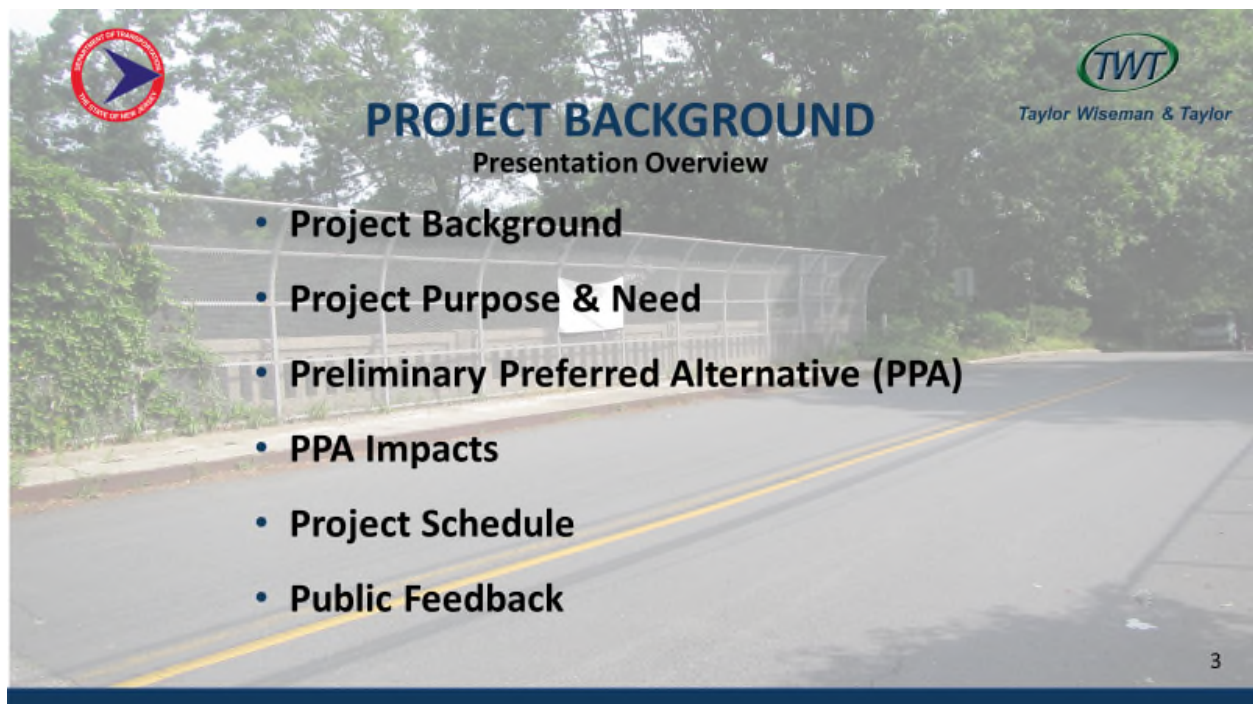
Project Location



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This project is located in the Borough of Brielle within Monmouth County, where School House Road, crosses Route 35.

The slide features a background image of a paved road with a yellow double line, bordered by a chain-link fence and green trees. In the top left corner is the official seal of the State of Maryland, which includes the text 'THE STATE OF MARYLAND' and '1776'. In the top right corner is the logo for Taylor Wiseman & Taylor (TWT), consisting of the letters 'TWT' in a stylized font inside a green oval, with the full name 'Taylor Wiseman & Taylor' written below it. The main title 'PROJECT BACKGROUND' is centered in large, bold, blue capital letters, with the subtitle 'Presentation Overview' centered below it in a smaller, black font. A bulleted list of six items is positioned on the left side of the slide, each preceded by a black dot. The items are: 'Project Background', 'Project Purpose & Need', 'Preliminary Preferred Alternative (PPA)', 'PPA Impacts', 'Project Schedule', and 'Public Feedback'. The number '3' is located in the bottom right corner of the slide area.

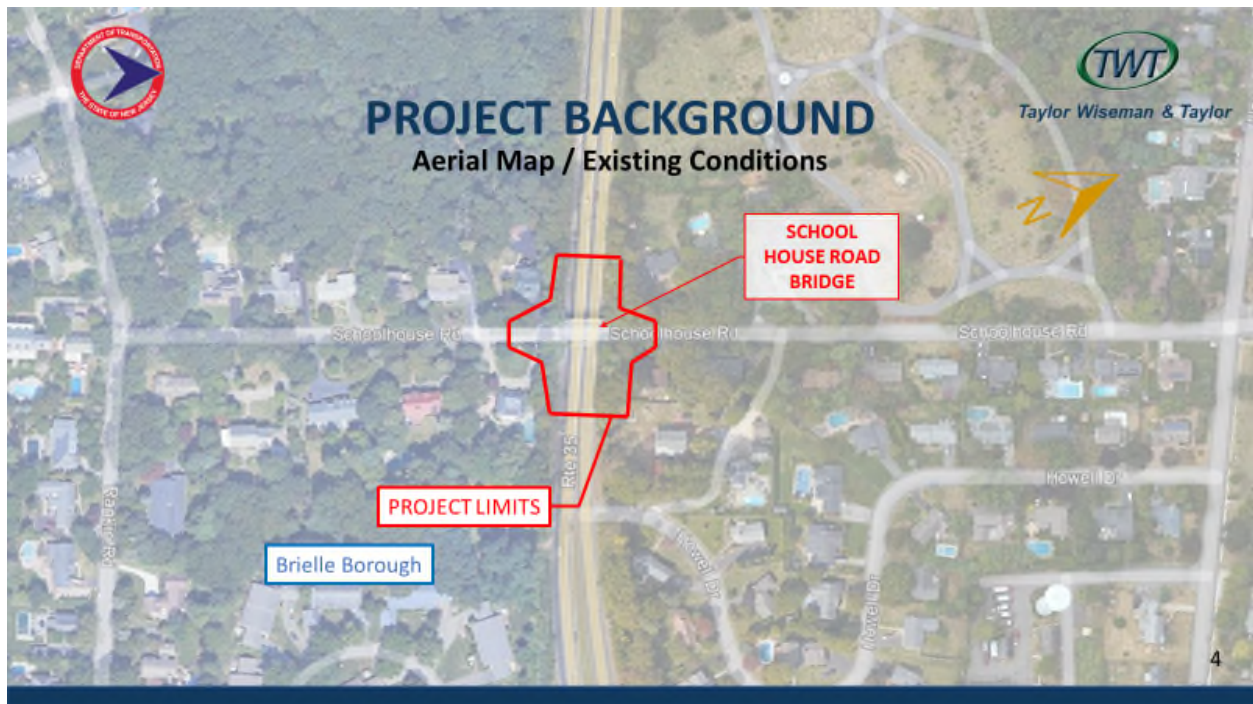
The presentation will begin with a brief explanation of the project background and existing conditions.

This will be followed by the purpose and need of the project and a discussion of the Preliminary Preferred Alternative, otherwise known as the PPA.

We will also discuss the project schedule and estimated completion.

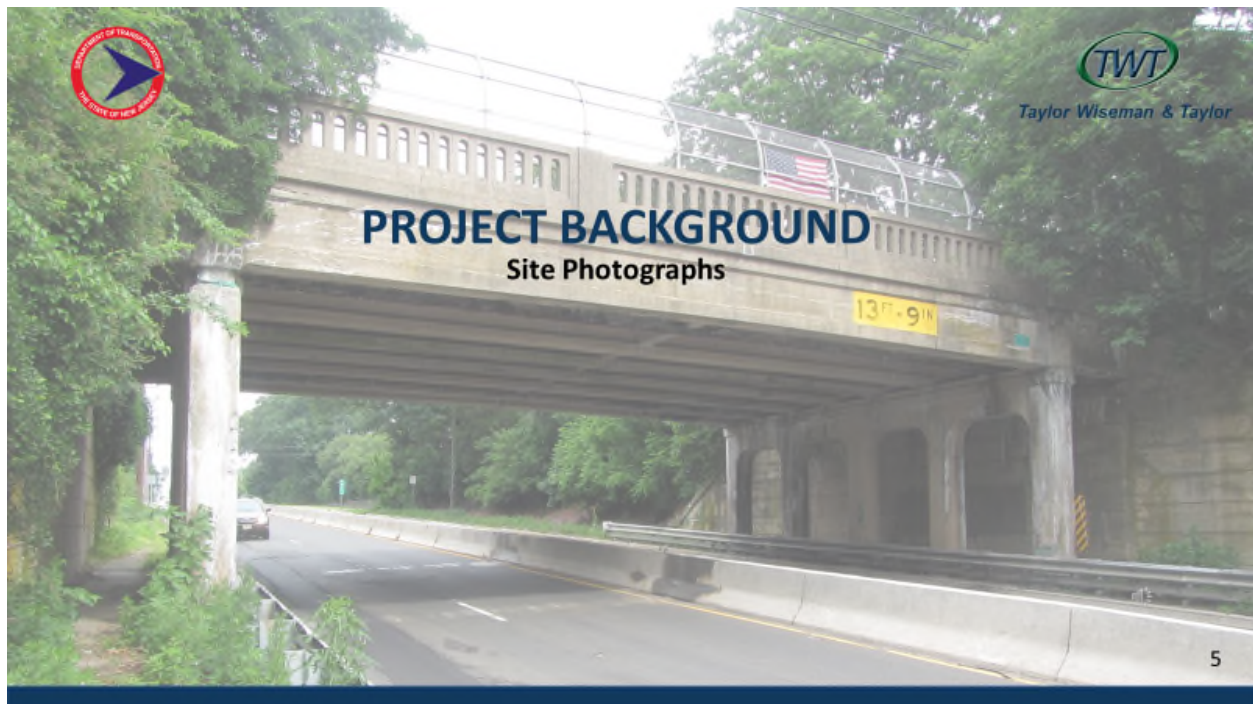
Finally, we will provide information on how the public can provide feedback on the proposed improvements.

Slide 4



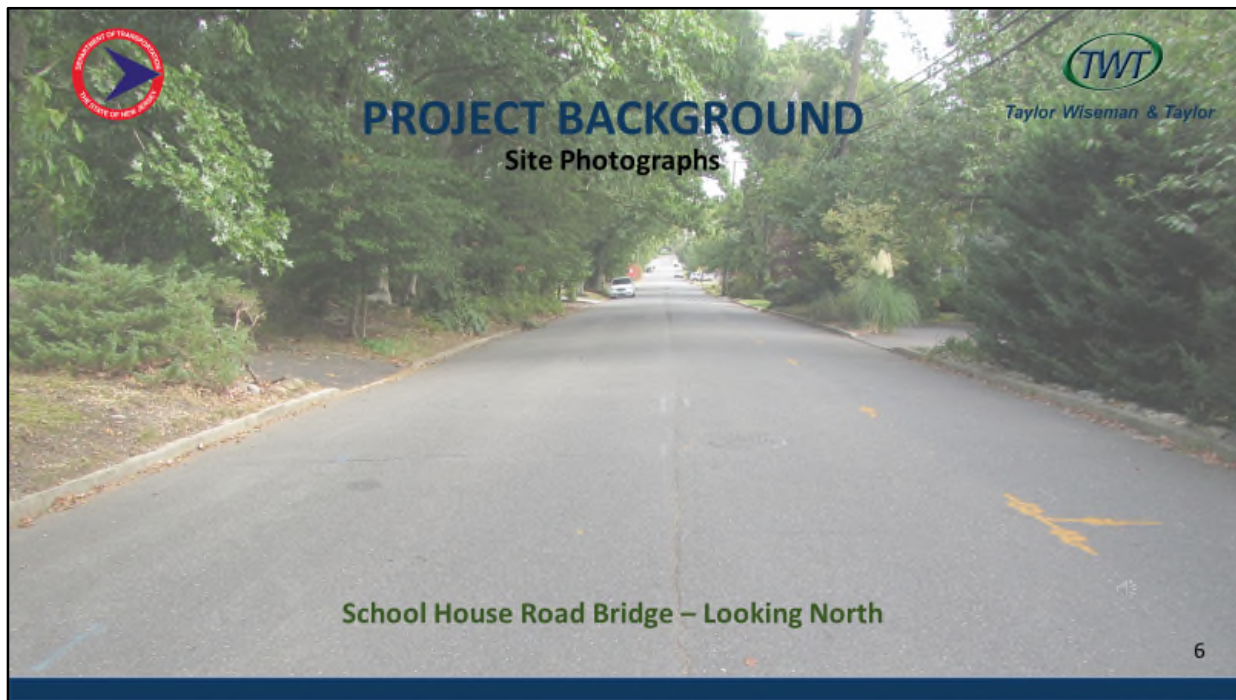
This aerial map shows the surrounding area near the bridge. There are multiple stakeholders involved within the project limits: the School House Road Bridge over Route 35 is under the jurisdiction of the NJDOT. Route 35 is a State road and School House Road is a Local road under the jurisdiction of Brielle Borough.

Slide 5



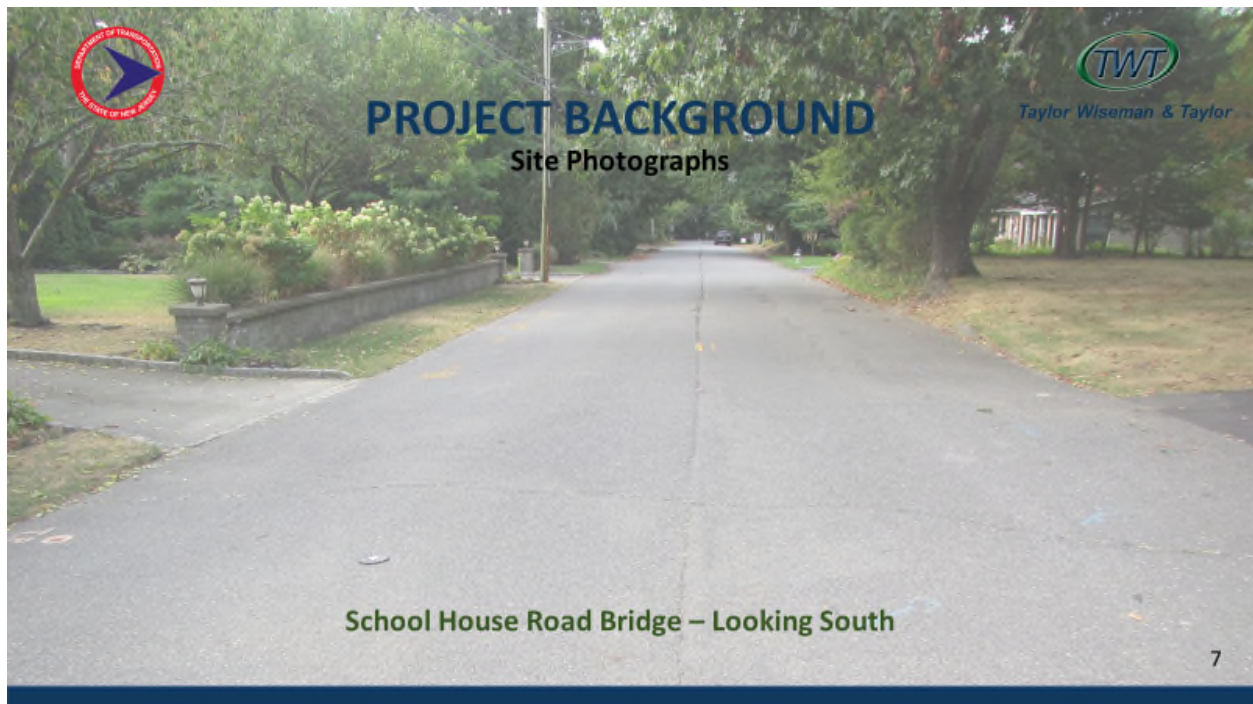
The existing School House Road Bridge was constructed in 1931 as a three-span structure that consists of a concrete-encased steel stringer center span with concrete slab approach spans. The structure measures 70 feet in length and 44 feet in width, with a curb-to-curb width of 30 feet. The superstructure features articulated concrete balustrades and a paneled fascia. The substructure includes vertically scored concrete abutments and wingwalls and pier bents with arched struts. Flanking the bridge deck are 6-foot-wide sidewalks, though no sidewalks currently exist along the School House Road approaches. Lining the inner faces of the parapets is curve-top chain-link fencing. Metal guiderails line the inside of the concrete piers along Route 35. The minimum vertical underclearance at the bridge is 14'-1", which is substandard.

Slide 6



This photo is looking north of the bridge with the impacted driveway on the left side of the photo. The driveways to the right will be avoided.

Slide 7



This photo is looking south of the bridge with the impacted driveways on either side of the photo.



PROJECT PURPOSE & NEED



As previously noted, the purpose of this project is to provide a reliable and safe grade-separated roadway crossing of School House Road over Route 35 to better serve the traveling public and surrounding communities.

The project needs include eliminating the current structural and roadway geometric deficiencies and improving roadway safety.



PRELIMINARY PREFERRED ALTERNATIVE (PPA)



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Goals and Objectives

- Replace the bridge deck, which is in poor condition, and improve the vertical under clearance to meet current standards
- ROW impacts to property owners
- Minimize environmental, social and economic impacts
- Develop an expedited construction schedule that minimizes project duration
- Minimize impacts to vehicular and pedestrian traffic during construction



Through iterations of design alternatives, a Preliminary Preferred Alternative (or PPA) was chosen.

- The goals and objectives of this PPA include:
- Replace the bridge deck, which is in poor condition, and improve the vertical under clearance to meet current standards
- Minimize ROW impacts to property owners
- Minimize environmental, social and economic impacts
- Develop an expedited construction schedule that minimizes project duration
- Minimize impacts to vehicular and pedestrian traffic during construction

The PPA was developed to satisfy as many of these goals and objectives as possible.

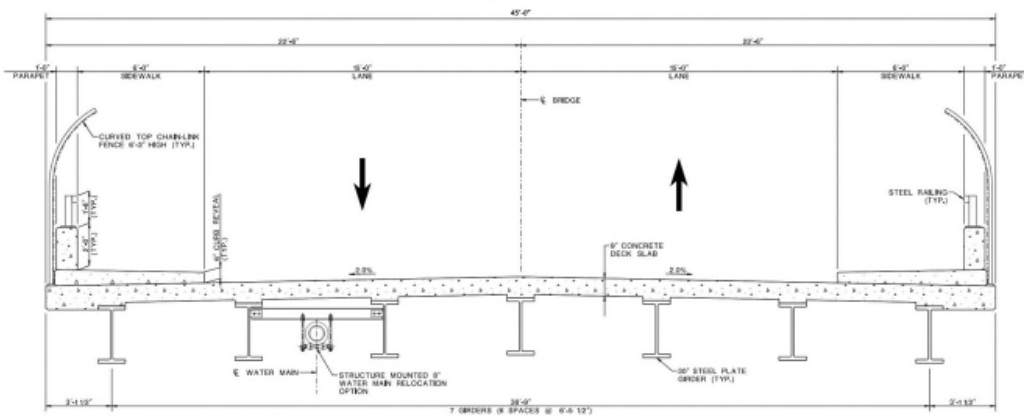


PRELIMINARY PREFERRED ALTERNATIVE (PPA)



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Bridge Typical Section



BRIDGE TYPICAL SECTION
NOT TO SCALE

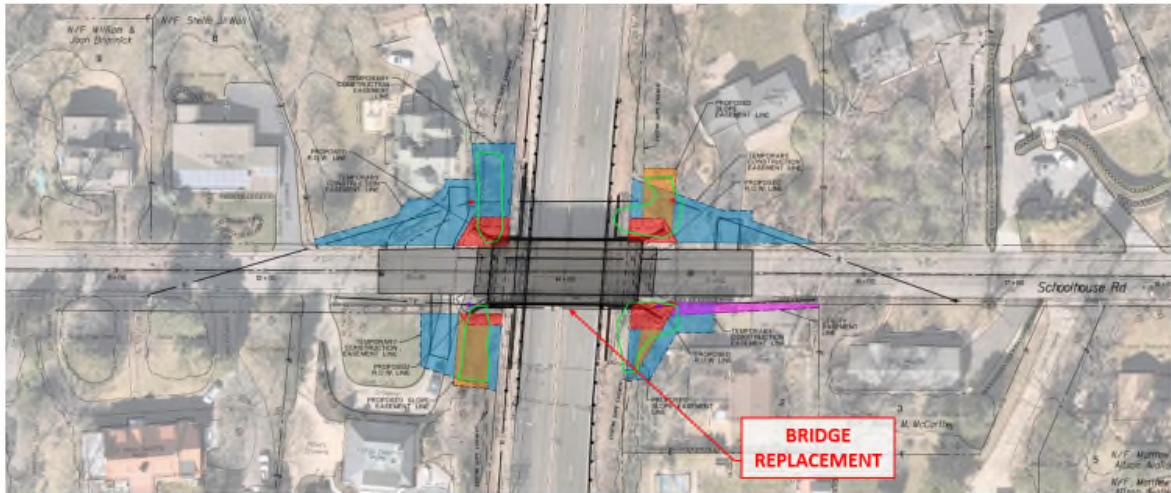
The Preliminary Preferred Alternative features the existing School House Road Bridge replaced with a new 45-foot' wide bridge carrying one 15-foot' lane in each direction, a 6-foot' sidewalk along each direction of travel, a 1-foot' wide parapet, and a curved top chain link fence. The proposed bridge features full height concrete abutments supporting steel beams with a cast-in-place concrete deck.



PRELIMINARY PREFERRED ALTERNATIVE (PPA)



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Additional project improvements will include:

- The School House Road Bridge replacement is on the same horizontal alignment as the existing structure. The abutments will be set back to provide for the future widening of Route 35. Flared wingwalls have been proposed to reduce the footprint of the structure replacement.
- A total of five (5) parcels will be required for temporary or permanent easements or right-of-way (ROW) purchase. Of the total parcels, (5) require ROW acquisition and four (4) require a temporary or permanent easement. These include 1 Utility Easements, 4 Permanent Slope Easements & 4 Temporary Construction Easements.
- The red represents proposed fee takes
- The orange represents proposed slope easements
- The blue represents temporary construction easements
- The purple represents utility easements
- The green shape represents the limit of tree clearing for the proposed temporary sheeting and bridge reconstruction



PPA IMPACTS



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Access

- 3 Driveway Reconstructions at #719, #800 and #801 School House Road
- 1 Temporary Driveway at #801 School House Road

Utility

- Water main under School House Road will be relocated via directional drilling or installed between girders on the proposed bridge
- Along School House Road aerial electric, telephone & cable TV temporarily relocated to the West side away from bridge during construction and returned to East side close to current alignment but behind the flared wingwalls
- Along Route 35 Southbound aerial wires raised on taller poles on current alignment

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- Within the project limits, four (4) residential properties have driveway openings along School House Road, but only three of these properties will have their access impacted. Driveways at #800 & #801 School House Road will be realigned to avoid the proposed state right of way while #719 will be reconstructed on the existing alignment. #801 will have a temporary driveway during construction since the existing driveway is in the location of the proposed footing.
- Utility impacts consist of watermain relocation and temporary aerial wire relocations.



PPA IMPACTS



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Stormwater Management (SWM)

- The project is not considered a major development and therefore is not subject to the requirements of the Stormwater Management Rules. Stormwater Best Management Practices (BMPs) are not anticipated.



- At this time, a preliminary stormwater management report has been completed. The project is not considered a major development, and therefore is not subject to the requirements of the Stormwater Management Rules. Stormwater Best Management Practices (BMPs) are not anticipated as part of this project since the increase in impervious surface is considered de minimus.



DETOUR



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Impacted signals from this projects detour:

- Union Lane & Union Avenue (Route 71)
- Riverview Drive & Riggins Avenue

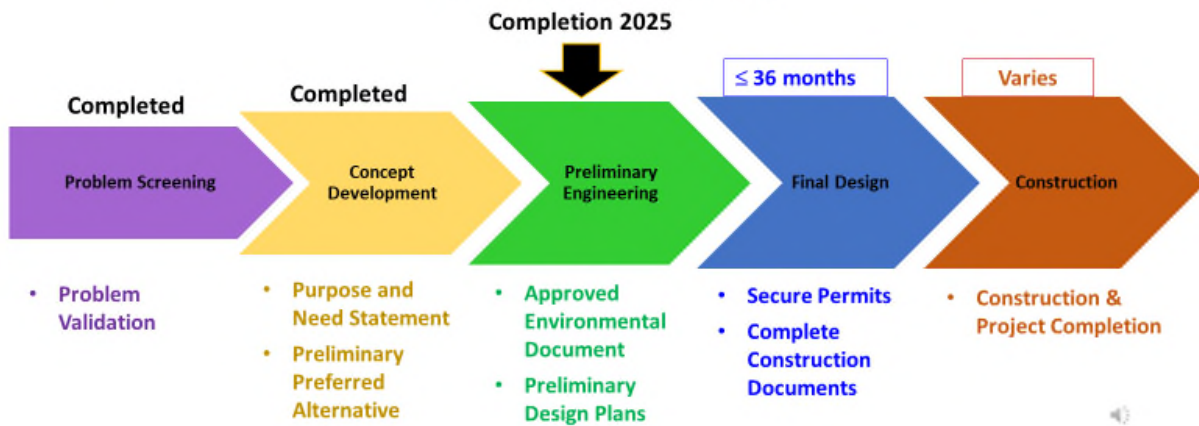
We only anticipate temporary timing adjustments during the 12 months of construction.



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PROJECT SCHEDULE

Estimated Project Schedule



- This project is currently in the Preliminary Engineering Phase, which is anticipated to be completed in 2025.
- The project will then be advanced to the Final Design Phase, which is anticipated to be completed within the year 2028.
- Construction is expected to begin in the Fall of 2028.
- All noted timeframes are subject to available funding.



PUBLIC FEEDBACK



- Please submit comments, suggestions, inquiries via comment box at:

<https://www.SchoolHouseRoadBridgeOverRoute35.com>



Thank you for attending the Virtual Public Information Center for the **School House Road Bridge over Route 35 Bridge Replacement** Project.

If you have any comments, suggestions or inquiries for additional information, please submit them through the comment box on the presentation website noted on this slide. The website will be open thru June 30th any comments from June 30th to July 15th are to be mailed or emailed directly to Sandra Opoku.