

**BOARD OF CHOSEN FREEHOLDERS
CAPE MAY COUNTY, NEW JERSEY
RESOLUTION**

No. 684-09

**RESOLUTION ENDORSING THE OCEAN DRIVE (CR 621)
UPGRADES AND BRIDGE REPLACEMENTS IN LOWER TOWNSHIP AND
AUTHORIZING THE COUNTY TO MAKE APPLICATION FOR
FEDERAL TIGER DISCRETIONARY GRANT**

WHEREAS, Cape May County in conjunction with South Jersey Transportation Planning Organization has been advancing the design of the Ocean Drive (County Road No. 621) Upgrades and Bridge Replacements Project in Lower Township which includes the replacement of the Middle Thorofare (Toll Bridge), Mill Creek and Upper Thorofare Bridges; and

WHEREAS, the Cape May County Board of Chosen Freeholders fully supports and endorses this project which will greatly enhance the safety of the motoring public; reduce congestion associated with the numerous bridge openings for marine vessel passages; provide a reliable evacuation route for the Wildwoods and Diamond Beach section of Lower Township; enhance more efficient movement of people and goods by eliminating a weight restricted bridge and provide a tremendous economic boost to the region by allowing the use of larger boats by the Cape May fishing fleet; and

WHEREAS, under The American Recovery and Reinvestment Act, the U.S. Department of Transportation has a supplemental discretionary grant program for capital investments in Surface Transportation Infrastructure and the Freeholder Board desires to make application for said project under this program.

NOW, THEREFORE, BE IT RESOLVED, by the Cape May County Board of Chosen Freeholders as follows:

- All of the above recitals are incorporated herein by referenced as if repeated at length.
- The proper offices of the Board, to wit, the Director and the Clerk, are hereby authorized and directed to execute any form required for the federal TIGER Discretionary Grant application and agreement thereof for the Ocean Drive (CR 621) Upgrades and Bridge Replacements Project in Lower Township

STATEMENT

The U.S. Department of Transportation has made funding available for Supplemental Discretionary Grants for Capital Investments in Surface Transportation Infrastructure under The American Recovery and Reinvestment Act. The Ocean Drive (CR 621) Upgrades and Bridge Replacements Project in Lower Township meets the funding program eligibility requirements.

cc: CMCBC	SJTPO
U.S. Senator Lautenberg	U.S. Senator Menendez
Congressman Frank A. LoBiondo	File: Grant/Engineer

STATE OF NEW JERSEY } ss.:
COUNTY OF CAPE MAY }

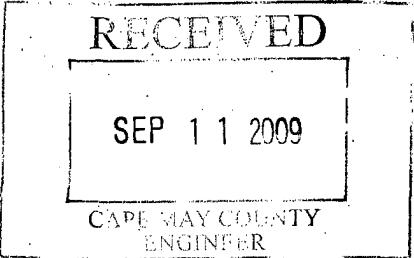
I, Stephen O'Connor, Clerk of the Board of Chosen Freeholders of the County of Cape May, State of New Jersey, do hereby certify that the foregoing is a correct and true copy of a resolution adopted by the Board at a meeting duly held on the _____^{8th} day of

September 20 09

Signed, 
Clerk of the Board (kc)

Freeholders	RECORD OF VOTE					
	Ayes	Nays	Abstain	Absent	Moved	Second
Mr. Beyel	✓					
Mr. Thornton	✓					
Mr. Sheets	✓					
Mr. Desiderio	✓				✓	
Mr. Bakley	✓					✓

V - Indicates Vote Moved-Resolution Offered Second-Resolution Seconded



CAPE MAY COUNTY BRIDGE COMMISSION

RESOLUTION

09-2576

September 10, 2009

WHEREAS, Cape May County, in conjunction with South Jersey Transportation Planning Organization, has been advancing the design of the Ocean Drive (County Road No. 621) Upgrades and Bridge Replacements Project in Lower Township which includes the replacement of the Middle Thorofare (Toll Bridge), Mill Creek and Upper Thorofare Bridges; and

WHEREAS, the Cape May County Board of Chosen Freeholders fully supports and endorses this project which will greatly enhance the safety of the motoring public; reduce congestion associated with the numerous bridge openings for marine vessel passages; provide a reliable evacuation route for the Wildwoods and Diamond Beach section of Lower Township; enhance more efficient movement of people and goods by eliminating a weight restricted bridge and provide a tremendous economic boost to the region by allowing the use of larger boats by the Cape May fishing fleet; and

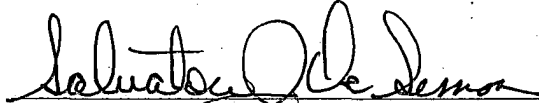
WHEREAS, under The American Recovery and Reinvestment Act, the U.S. Department of Transportation has a supplemental discretionary grant program for capital investments in Surface Transportation Infrastructure and we encourage the Freeholder Board to make application for said project under this program.

NOW, THEREFORE, BE IT RESOLVED, by the **CAPE MAY COUNTY BRIDGE COMMISSION** as follows:

1. All of the above recitals are incorporated herein by reference as if repeated at length.

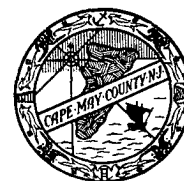
I, Salvatore J. DeSimone, Acting Secretary of the Cape May County Bridge Commission, do hereby certify that the foregoing is a true and correct copy of a Resolution passed by the said Commission at a meeting duly held on September 10, 2009, at which a quorum was present.

WITNESS, my hand and the Seal of the **CAPE MAY COUNTY BRIDGE COMMISSION**, this tenth day of September, 2009.


Salvatore J. DeSimone, Acting Secretary

	Motion	Second	VOTE		
			Yea	Nay	Abstain
HENFEY		✓	✓		
DeSIMONE	✓		✓		

CAPE MAY COUNTY PLANNING DEPARTMENT



Established 1953

Leonard C. Desiderio
Freeholder

Leslie L. Gimeno, PP, AICP

Planning Director

4 Moore Road
Cape May Court House, N.J. 08210-1601
(609) 465-1080 □ Fax: 465-1418
planningbd@co.cape-may.nj.us

Mr. Dale M. Foster, P.E.
County Engineer
Cape May County Department of Public Works
4 Moore Road
Cape May Court House, New Jersey 08210

September 9, 2009

Re: TIGER Grant Application
Ocean Drive (CR 621) Upgrade and Bridge Replacements Project

Dear Mr. Foster,

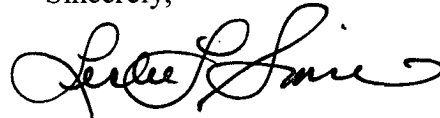
Thank you for providing me with the opportunity to provide a letter of support for the Cape May County Board of Chosen Freeholders' Ocean Drive Upgrade and Bridge Replacements Project. As you are aware, the County Planning Department is an active entity in the regional transportation planning initiatives facilitated by the South Jersey Transportation Planning Organization. Through these activities, the Planning Department is able to provide input and guidance on regional transportation projects. Through participation in these processes, our staff and Board gain insight on the importance of transportation infrastructure as a means for facilitating commerce and economic growth, as well as for the efficient movement of vehicles. It is evident from your proposal that the Ocean Drive Upgrade and Bridge Replacements Project will meet both of these objectives and will have a tremendous impact on both our regional economy and quality of life.

As discussed in the application, the southern area of Cape May County is heavily reliant on the Ocean Drive corridor as a means of access from the mainland to the barrier island communities. The preservation and enhancement of this corridor as a means of access for individuals to their homes, places of work, and tourism destinations is key to the economic vitality of our region. Further, in the event of a coastal storm or other hazardous event, the route is a primary route of evacuation, getting residents and visitors of the barrier islands to safety on the mainland. Although the year-round population of Cape May County is relatively small (102,326, 2000 Census), it is incumbent upon us to provide the necessary infrastructure to accommodate our summer population, which our office has estimated at 650,000 on any given Saturday.

While the Ocean Drive corridor is pivotal in providing ground transportation options, it actually serves in the opposite capacity when considering nautical transportation. The older condition and lower clearing capacity of the Ocean Drive Bridges, most notably the Middle Thorofare Bridge, constrains the expansion of a number of key operations which would otherwise seek to access the port infrastructure on the northern side of the bridge. This includes not only the commercial fishing fleet, but also the U.S. Coast Guard, which has operations on both the Cape May Harbor side and north side of the bridge. It is beneficial to have developed the partnership with both the commercial fishing industry and the USCG, along with other interested parties, to develop and test the multiple scenarios for developing the nautical transportation solution represented in this TIGER Grant application.

While it is understood that the TIGER program is highly competitive, I hope that the U.S. Department of Transportation will look favorably upon your request and provide the necessary grant funds to support this important regional project. Please do not hesitate to contact me at (609) 465-6875 if I can be of further assistance.

Sincerely,

A handwritten signature in black ink, appearing to read "Leslie L. Gimeno". The signature is written in a cursive, flowing style with a prominent loop at the end.

Leslie L. Gimeno, PP, AICP
Planning Director



Established 1993

Serving Atlantic, Cape May,
Cumberland and Salem Coun-

SOUTH JERSEY TRANSPORTATION PLANNING ORGANIZATION

Daniel Beyel, Cape May County
Chairman

Frank Sutton, Atlantic County
Vice-Chairman

Louis N. Magazzu, Cumberland County
Sec'y/Treasurer

Timothy G. Chelius, P.P., AICP
Executive Director

Leonard C. Desiderio, City of Sea Isle City
Lorenzo T. Langford, City of Atlantic City
Jeffrey T. Ridgway, Township of Pittsgrove
Robert Romano, City of Vineland
Beth E. Timberman, Salem County
Kathleen Aufschneider, SJTA
Pippa Woods, NJ Transit
Thomas A. Wospil, NJDOT

September 15, 2009

Hon. Frank A. LoBiondo
Member of Congress
2427 Rayburn House Office Building
Washington, DC, 20515-3002

Dear Congressman LoBiondo:

I am writing in support of the Ocean Drive Improvements project in Lower Township (including the replacement of the Middle Thorofare, Mill Creek, and Upper Thorofare Bridges) submitted by Cape May County for consideration as a TIGER grant. This improvement project will greatly enhance the safety of the motoring public, reduce congestion associated with the numerous bridge openings, present a reliable evacuation route for the Wild-woods and Diamond Beach section of Lower Township and provide a tremendous economic boost to the region by allowing the Cape May fishing fleet to utilize larger boats.

The South Jersey Transportation Planning Organization fully supports the Ocean Drive Improvements project in Lower Township project.

Should this project be awarded a TIGER grant, all of our public involvement procedures for the Transportation Improvement Program will be maintained, including formal public notice, website posting, and presentation at an open public meeting.

Thank you for your consideration of this critical project, and please do not hesitate to contact me for further information.

Sincerely,

Timothy G. Chelius

Timothy G. Chelius, P.P., AICP
Executive Director

TGC:mal

Cc: Hon. Daniel M. Beyel, Director, Cape May County Board of Chosen Freeholders
Senator Frank R. Lautenberg
Senator Robert Menendez

Highway Projects
High Priority Projects—Continued

No.	State	Project Description	Amount
3210	SC	Improve intersection and corridor on U.S. 278 to improve safety. Poss build frontage roads widen road and change traffic controls	\$9,600,000
3211	WA	Port of Bellingham Transportation Enhancement Projects	\$7,280,000
3212	OH	Rehabilitation of SR 53 from Miami St. to North city limits including approaches to the CSX railroad bridge, City of Tiffin	\$800,000
3213	OH	Upgrade U.S. Route 30 between State Route 235 and Upper Sandusky in Hancock and Wyandot Counties	\$8,072,000
3214	MN	Main Street streetscape reconstruction, 2nd Street from Ash Ave. to State Hwy 2, and Grand Utley Ave. from 2nd Street to 6th Street N. across State Hwy 2, Cass Lake	\$1,520,000
3215	NJ	Warren County, NJ Route 57 and County Route 519 Intersection Improvements	\$2,160,000
3216	HI	Widen Queen Kaahumanu Highway	\$2,400,000
3217	CT	Widen Route 34, Derby	\$2,400,000
3218	IN	Construction of County Road 17—Elkhart, IN	\$4,000,000
3219	PA	Widen Route 666 in Forest County	\$1,200,000
3220	CA	Upgrade Jepson Parkway at North and South Gates of Travis Air Force Base and widen Vanden Road segment, Solano County	\$3,200,000
3221	CT	Widen Route 67, Seymour	\$800,000
3222		\$0
3223	CT	Widen Canal Street, Shelton, CT	\$400,000
* 3224	NJ	Construct CR 521/Ocean Drive and Middle Thoroughfare Bridge Replacement, Cape May County	\$1,600,000
3225	OR	I-205 widening, Clackamas County	\$1,600,000
3226	OK	Construct interchange south of I-40 along Indian Nation Turnpike near Henryetta	\$200,000
3227	MO	Complete upgrade of U.S. 40-61 to interstate status on two section, from I-70 to Lake St. Louis exit and Highway K to Highway DD ..	\$1,600,000
3228	TX	Abilene, TX, Dyess Air Force Base North Entry Access Project with related improvements	\$11,120,000
3229	CA	Construction and enhancements of trails in the Santa Monica Mountains National Recreation Area	\$800,000
3230	KY	Construct South Airfield Road, Boone County, Kentucky	\$2,400,000
3231	LA	Construction of pedestrian and bike path adjacent to Tammany Trace Rails-to-Trails Corridor	\$160,000
3232	NY	Construction of pedestrian walkways in Village of Northport	\$80,000
3233	NV	Design and Construction of I-80 interchange in Fernley	\$1,600,000
3234	OH	Eastgate Area Improvements, I-275 and SR 32, Clermont County	\$3,360,000
3235	PA	Pennsylvania Turnpike-Interstate 95 Interchange Project, Bucks County, PA	\$8,000,000
3236	GA	Commission a study and report regarding construction and designation of a new Interstate linking Augusta, Macon, Columbus, Montgomery, and Natchez	\$80,000

DRAFT FY 2010 - 2019 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
New Jersey Department of Transportation

Middle Thorofare, Mill Creek, Upper Thorofare Bridges, CR 621

DB # S0002 UPC 950126 MILEPOST(S) 0 - 2.30
COUNTY: Cape May MUNICIPALITY: Lower Twp.

This project will provide for the proposed replacement of Ocean Drive over the existing Middle Thorofare, Mill Creek and Upper Thorofare on CR 621, as well as the improvement of Ocean Drive from Route 109 to the Upper Thorofare Bridge.

The following special Federal appropriation was allocated to this project. SAFETEA-LU FY 2005, Section 3224 \$1,600,000 (ID# NJ2226) (available 20% per year).

ASSET MANAGEMENT CATEGORY: Local System Support-Local Bridges **LEGISLATIVE DISTRICT:** 1

SPONSOR: Cape May County **STRUCTURE NO.:** 3100006 0500030 0500029

MPO	Phase	Fund	Amounts in Millions of Dollars																			
			FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019										
	LPD	HPP20																				

SJTPO **LPD** **HPP20** **\$1,460**

FY 2009- 2018 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM
New Jersey Department of Transportation

Middle Thorofare, Mill Creek, Upper Thorofare Bridges, CR 621

DB # S0002 UPC 950126 MILEPOST(S) 0 - 2.30
COUNTY: Cape May MUNICIPALITY: Lower Twp.

This project will provide for the proposed replacement of Ocean Drive over the existing Middle Thorofare, Mill Creek and Upper Thorofare on CR 621, as well as the improvement of Ocean Drive from Route 109 to the Upper Thorofare Bridge.

The following special Federal appropriation was allocated to this project. SAFETEA-LU FY 2005, Section 3224 \$1,600,000 (ID# NJ226) (available 20% per year).

ASSET MANAGEMENT CATEGORY: Local System Support-Local Bridges LEGISLATIVE DISTRICT: 1

SPONSOR: Cape May County STRUCTURE NO.: 3100006 0500030 0500029

MPO	Phase	Fund	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018
						Amounts in Millions of Dollars						

SJTPO LPD HPP20 \$1.515

CAPE MAY COUNTY CHAMBER OF COMMERCE
CAPE MAY COURT HOUSE, NJ 08210

RESOLUTION NUMBER 2002-6

Whereas, The County of Cape May is planning to rebuild Ocean Drive between Cape May and Wildwood Crest; and

Whereas, the reconstruction of Ocean Drive will entail widening the roadway and rebuilding two at grade bridges, as well as the current drawbridge; and

Whereas, current plans call for another drawbridge over Middle Thorofare that will have to open and close to accommodate the growing recreational boater and commercial fishing industries located in that area; and

Whereas, currently the drawbridge seriously impedes both mariner traffic and motorist traffic; and

Whereas, a fixed high level span on a new alignment will allow a free flow of motorist and ship traffic.

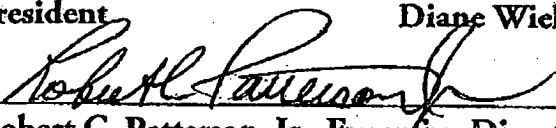
Now, Therefore Be It Resolved, that The Cape May County Chamber of Commerce, does hereby call on the Freeholders of Cape May County to explore and consider design of a fixed, high level bridge, spanning the Middle Thorofare and intra-coastal waterway in lieu of a new drawbridge; and

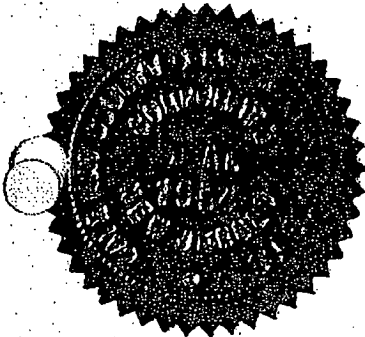
Be it further resolved that the commercial fisheries located in the area be consulted for their input into the planning.

BY ORDER OF THE BOARD OF DIRECTORS OF THE CAPE MAY COUNTY
CHAMBER OF COMMERCE THIS 16th DAY OF MAY, 2002.


Joyce Gould, President


Diane Wieland, Secretary


Robert C. Patterson, Jr., Executive Director





**P.O. BOX 555 - 985 OCEAN DRIVE
CAPE MAY, NEW JERSEY 08204
TEL. (609) 884-3000**

**255 MACARTHUR DRIVE
NEW BEDFORD, MA 02740
TEL. (508) 990-9040**

www.atlanticcapes.com

To: Dale Foster, Cape May County Engineer
Fr: Daniel Cohen

Re: Increased marine business activities due to new Middle Thorofare Bridge

September 1, 2009

The planned new Middle Thorofare Bridge will have a direct impact on the marine uses of Cape May Harbor, in addition to the added benefits of vessel safety due to not waiting for bridge openings.

These new and expanded marine uses and expected increases in employment include:

- Expanded sand mining of South Jersey existing sand pits, primarily for 'concrete sand', which would be trucked to barge loading facilities, which due to the construction of the bridge would then be accessible to ocean going barges. Ocean going barges cannot navigate through the existing bridge 50 foot wide bridge. These ocean going barges are approximately 200 feet by 80 feet wide. Loading out of just two ocean going barges per week, a minimal projection, for the round trip to the New York area for concrete sand would entail over 40 truck loads per day with new employment in the sector (mining, trucking, loading, and vessel crews on the tug boats and barges) estimated at least 150 year round jobs, all located in South Jersey.
- The fishing industry of Cape May will expand with the removal of the impediment of the Middle Thorofare Bridge. Seasonally, larger fishing vessels from New England, which now must steam about 48 hours back to New England, will be able to more efficiently offload their catches at facilities north of the bridge, currently not accessed by these vessels. This type of increased seasonal activity by vessels not currently accessing the facilities is estimated to support the equivalent of 30 full time year round employees in the increased offloading and packing activities.
- Additionally the East Coast of the US has scheduled 'break bulk reefer' service of reefer vessels from Europe frequenting ports, such as Gloucester Massachusetts, with sufficient water depth and vessel access. Due to the impediment of the existing bridge, these vessels cannot currently access the existing deeper water facilities north of the bridge. With the new bridge, these coastal reefer vessels will be able to establish a regular schedule for offloading and loading frozen cargo for import / export to Europe. This type of break bulk shipment is more economical than container shipment and will facilitate the export of low value high volume fishery products, such as mackerel, from the port of Cape May. It is anticipated this

additional activity will support the full time equivalent of 25 employees in Cape May Harbor.

- Interest has been expressed by operators of coastal cruise ship to include the port of Cape May in their east coast itineraries. Cape May is a perfect place for a stopover for coastal cruise lines, being the country's oldest resort with 'National Historic' status. Currently these vessels cannot access this area due to the existing bridge. The ability for small/medium size cruise ships to access the area would support an estimated 100 additional jobs in the area. Jobs would be created at the pier-side, inland transportation for passengers from the pier to Cape May, additional business for local retail operations such as restaurants, gift shops, art galleries, etc.
- Additional expanded marine economic activity will likely be stimulated by the new access provided by the new bridge construction, which potentially includes:
 - Increased vessel repair and maintenance facilities
 - Construction support for new offshore wind renewable energy facilities
 - Long term porting of vessels for maintenance of planned offshore renewable wind energy facilities
 - Additionally the larger bridge will likely allow for a larger 'harbor' of refuge and allow more vessels to use the safety of Cape May Inlet during storms
 - The larger span will also accommodate larger US Government, NOAA, and university research vessels, currently unable to access berthing facilities in the harbor

We appreciate the opportunity to provide this information. We look forward to working with you to bring a new bridge from the existing permitting phase to construction. We believe this is necessary not only for the present threat to public welfare posed by the existing bridge's deterioration but also due to the increase economic activity that will be generated by the marine opportunities opened up by the bridge's construction.

Please let us know if we can be of further assistance.

Thank you for your attention to the above.

Sincerely yours,

Daniel Cohen, President

*Irish Venture Inc
16 Sea Fox Lane
Gloucester
MA 01930
Tel. 1-978-283-1336
Fax: 1-978-283-6113*

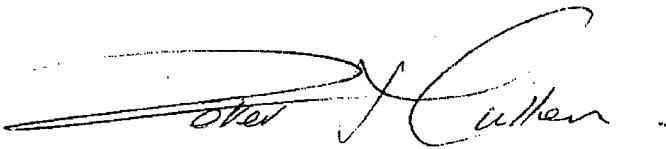
February 15, 2006

To Whom It May Concern:

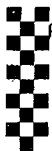
I am building a new, 165 foot by 40 foot, pelagic fishing vessel with a hold capacity of 800 metric tons. This vessel will operate from North Carolina to Maine. There are many times during the year that we would like to unload this vessel in Cape May, NJ but will not be able to do so because of the Middle Thorofare Bridge. This bridge is too narrow and it is too difficult to maneuver large vessels through it.

If a new fixed span bridge were built Cape May would be an attractive port for this vessel, as there is exiting pelagic freezing plants located there that we want to sell so. I hope you seriously consider replacing the existing bridge, which is hampering our ability to access the port of Cape May.

Sincerely,

A handwritten signature in black ink, appearing to read "Peter Mullen". The signature is stylized with a large, sweeping flourish that extends to the left and underlines the name.

Peter Mullen
Irish Venture Inc.



LITTLE BAY LOBSTER COMPANY, INC.

*158 Shattuck Way
Newington, NH 03801
(603) 431-3170 • (603) 431-3496 Fax*



December 28, 2005

To Whom it May Concern:

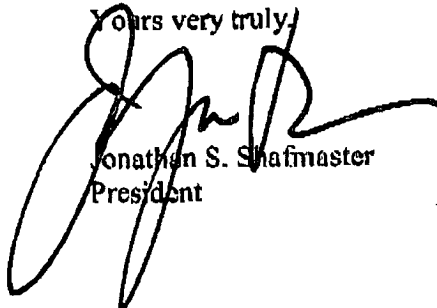
The Cape May Bridge has been at the least a concern and in some cases even a deterrent to my 130 foot tank boats availing themselves of the onshore fish plant operations in Cape May. Even on a clear day at slack tide the clearance for my boats (beam 30 feet) is minimal when proceeding through the bridge. In poor weather or bad tide conditions the lack of safety margin actually limits times of entrance and egress.

My company has been delivering fish to Lunds Fisheries in Cape May for five years and we have been led to believe that a new bridge was imminent. It is certainly a need and any expansion of the processing plants in Cape May to accommodate even larger boats would be impossible given the physical limitations of the existing bridge, most particularly the lack of clear span. Frankly, were there to be a systems failure on a boat proceeding through the bridge there is no margin for error. It can only be a matter of time before a major accident occurs.

Clearly the bridge is outdated given the size of today's fishing boats and needs to be replaced. As a user of Cape May shore facilities, it is my opinion the bridge should have been replaced ten years ago, particularly from a safety point of view. In fact the bridge is already a deterrent to offloading in Cape May. Our preference is to take fish elsewhere rather than offload in Cape May because of the concerns with navigating through the existing bridge structure. In many ways Cape May is an ideal geographic location for production facilities with its protected natural harbor, but my captains prefer any other alternative offloading point because of the limitations and potential risks associated with the passage through the bridge.

In bad weather or adverse tidal conditions there are times when departing port is just not possible; which translates into missed fishing days. Because of bridge associated issues, Cape May is not our port of preference despite its great location. It seems to me without rectifying the bridge situation Cape May will lose significant future economic opportunity.

Yours very truly,



Jonathan S. Shafmaster
President

JSS/vo
1A102