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## Questions & Answers

1. Question/Concern: The public reported concerns about the heavy truck traffic resulting in home vibrations and structural damage. Examples provided included cracked walls, electric panels loosening annually, and PSE&G manholes repeatedly sinking due to trucks hitting the covers that have slight dips or bumps when compared to the existing grade. Vibration/seismic monitoring, weight restrictions, or designating County Avenue as “local delivery only” roadway were requested by the public. The public also urged the County to include traffic-calming measures such as bump-outs or center islands.

Response: The County acknowledged the public’s concern and explained that included in the scope of the project is asphalt base repair if and where required, meaning the entirety of the pavement depth is reconstructed and brought to grade, whilst maintaining the pavement standards of the NJDOT. The roadway is a truck route designated by the NJDOT and is out the control of Hudson County. The feasibility of the bump-outs, center islands, and other traffic-calming measures will be evaluated.

The vibration experiences within a home or business can be a result of one or several factors, including inadequate building footings/foundations, composition of soil substrate (hard soils transmit vibrations), proximity of building to roadway, roadway defects (potholes), speed tables, speed bumps, high speeds, heavy vehicles dynamics, etc.

At this time, it is not known what is creating the vibrations without extensive analysis of both the roadway, and the buildings impacted by said vibrations. To analyze the cause and potential impacts, the following testing/analysis will be required:

- Core Samples of the roadway to confirm asphalt and stone depths
- Inspection and test pits in and around the homes/businesses in question to confirm foundation and footing depths
- Geotechnical analysis of soil profile
- Vibration monitoring

2. Question/Concern: The public reported concerns about the focus of the project being more towards the roadway rather than protecting homes and asked if the project provides any benefits to the residents whose homes are being damaged by truck vibrations.

Response: The County acknowledged the public’s concern and explained that the project scope solely includes resurfacing, drainage improvements, spot sidewalk and curb reconstruction, ADA upgrades, traffic signal upgrades, striping, pavement markers, rumble strips, high friction surface, driver feedback signs, guide rail improvements and guide end treatments.

3. Question/Concern: The public reported concerns about whether the project will result in an increase in the vehicular traffic volumes along County Avenue, referencing language in the public notice and the project background slide.

Response: The County acknowledged the public’s concern and explained that the public notice and/or the project background slide may have been misread. While there isn’t a direct correlation between the traffic volumes and the scope of the project improvements, the extra anticipated traffic is due to a proposed new intersection by the NJDOT along County Avenue and is out of the control of Hudson County. County Avenue, as it exists, is a designated truck route and will remain a designated truck route.

4. Question/Concern: The public reported concerns about the structural integrity of the pavement being able to manage the weight of the heavy truck traffic along County Avenue.

Response: The County acknowledged the public's concern and explained that the cross-section of the pavement meets NJDOT standards, which also implements the AASHTO standards, for truck routes and for any other traffic including trucks. The County explained that the cross-section of the pavement is 18 inches deep in total, which includes 6 inches of Dense Graded Aggregate (DGA), 10 inches of base course, and 2 inches of surface course. The County also reflected back to the scope of the project and explained that the asphalt base repair of the pavement box will be done in areas where necessary.