

MONMOUTH COUNTY THREE BRIDGES
W-7, GREEN AVENUE OVER DEBBIE'S CREEK
W-8, FISK AVENUE CULVERT BETWEEN DEBBIE'S CREEK AND THE GLIMMER GLASS
W-9, BRIELLE ROAD BRIDGE OVER THE GLIMMER GLASS
BOROUGH OF BRIELLE AND MANASQUAN

SCOPING PHASE

PUBLIC INFORMATION CENTERS #2 - DECEMBER 15, 2016

Meeting Summary

Prepared By: NV5 / The RBA Group (Denice daCunha, Michael Kilar)

Date: December 15, 2016

Time /Locations: 2 - 4 PM The Curtis House - 644 Union Lane Brielle, NJ
6 - 8 PM Manasquan Borough Hall - 201 E Main Street, Manasquan, NJ

Project Team Attendance at both Meetings	Joseph Ettore	Monmouth County Engineering • County Engineer
	Denis Walsh	Monmouth County Engineering • Project Manager
	Inkyung Englehart	Monmouth County Engineering • County Facilitator
	Debby DeJong	Monmouth County Engineering
	Sarbjit Kahlon	North Jersey Transportation Planning Authority
	Tom Berryman	NJDOT – Local Aid District 3
	Pamela Garrett	NJDOT – Division of Environmental Resources
	Gerard Kroner	Mott MacDonald • Engineering Project Manager
	Andrew Gennaro	Mott MacDonald
	Denice daCunha	NV5 / The RBA Group • Project Facilitator
	James Brazel	NV5 / The RBA Group
	Michael Kilar	NV5 / The RBA Group

SEE ATTENDEE LISTING ON NEXT PAGE

Brielle Meeting Attendees

ATTENDEES	ORGANIZATION (IF APPLICABLE)
Pete Imperiale	
Fran Drew	Save the Glimmer Glass Bridge Committee
Jack Drew	Save the Glimmer Glass Bridge Committee
Nancy Coleman	
Stan Mazur	Manasquan Borough
Jereme Kokes	Robinson Anchorage
Nancy Griffiths	
Jim Beattie	AECOM
Barry Maltz	Homeowner
Robert Houseal	Brielle Environmental Committee
Steven Kahan	Resident
Fred J. Riccio	Manasquan
Robert Wood	
Anthony Rondinone	
Fredrick C. Rimmele	Union Landing Historical Society
Justin Smith	
Robert Wood Jr.	
Peter Albertelli	
Tim Hollenbach	
Bill and Pat Sellick	
Leslie Smith	
John Thompson	
Al Hilla, Jr	Brielle Borough Engineer
P. Symonowitz	
John Belding	Borough Historian
Randi Quiluci	Homeowner
John Moren	French & Parrello
Jeanne Scalamuni	Resident Manasquan
Ryan Sharpe	Assemblyman. Dave Rible's office
Frank Sproviero	DeepCreek Cove
Dawn Bonelli	Homeowner
Rich Bonelli	Homeowner
Dennis O'Keffe	Taxpayer
Kate Gamberg	Assemblyman. Sean Kean's office
Maxwell Stolfe	Coast Star Newspaper
Rod Lewis	HNTB
Tim Severson	HNTB
Tom Campo	

Manasquan Meeting Attendees

ATTENDEES	ORGANIZATION (IF APPLICABLE)
Al Sauer	MBIA
Brian Finnegan	Brielle
John Dinyouszki	
Ed Donovan	Mayor Manasquan
Patricia Connelly	Squan Village Historic Society
Mario Geythet	Squan Village Historic Society
Pat Johnston	MBIA
Ron Johnston	MBIA
Mel Bennett	
Bob Bedard	MBIA
Mark Sheklian	Resident
Mr. & Mrs Cater Kings	Residents
John Devereux	Brielle Recreation
Dan Dougherty	Quigley Cove Yacht Club
Joe Strafaci	T & M
Joanne Mc Nomara	
Rod Lewis	HNTB
William Mills	
George Woolston	Star New Group / Coast Star Newspaper
Dan Healy	
David Mykulak	HNTB
Pete Bennett	
Malcolm Browne	
Jeanne Bedard	
Jimmy Gahm	Brielle
Jack Drew	Save the Glimmer Glass Bridge Committee
Fran Drew	Save the Glimmer Glass Bridge Committee

MEETING SUMMARY

Pre- Meeting

Invitations were mailed to property owners within close proximity to the three bridges as well as other stakeholders on December 1, 2016. Emails were also sent by the Project Facilitator on December 2, 2016 and a reminder email was sent on December 13, 2016. Legal Notices appeared in the Asbury Park Press on December 2, 2016 and the Coast Star on December 8, 2016. Meeting information was reported by The Coast Star on December 8 and 15, 2016 and the Asbury Park Press December 6, 2016. Local websites also informed the public about the meetings. They included Brielle Borough, Manasquan Borough, Monmouth County, NJTPA website. Flyers were also posted at locations throughout Brielle and Manasquan including post offices, Manasquan High School, Brielle library, Acme Supermarket, Shop Rite, etc. The Monmouth County Three Bridges project website also provided meeting information.

Meeting Set-up

Directional signs were posted outside each facility. A sign-in table was used for recording attendance, updating contact information, distribution of the meeting invitation with project information. The following presentation boards were displayed during the meeting: Project Aerial, Project Process- Scoping Phase and Project Alternatives.

A PowerPoint Presentation (approx. 45 minutes) was conducted at each PIC and slides presented are available on the project website: www.monmouthcountythrebridges.com.

A suggestion box was made available for attendees to submit a written suggestion or comment. The meeting format provided an opportunity for attendees to view project boards, hear/view the presentation, meet with Project Team members to discuss the project / exchange information and opportunities to provide comments to team members and/or leave written comments in suggestion boxes or return to a team member after meeting.

PIC #2 Comments

It is noted: Comments are the opinion of PIC attendees and may not be factual. The Project Team will review comments and suggestions and consider them during advancement of the project.

Written comments and suggestions from the suggestion boxes are attached. Names of attendees are not included with comments they provided.

Comments received by Project Team members are summarized below and have been separated into two groups. The first group is considered "new comments", while the second group are comments that were similar to those received and documented from previous meetings / stakeholder input. Both sets of comments will be reviewed by Project Team.

New Comments:

1. When the striped fish are running which occurs in the fall, the bridge is opened for boats multiple times in a short period of time because the bridge is opened on demand from the day after Labor Day to December 31. The Glimmer Glass Bridge Tender should give priority to people in cars going to work or school and not someone on a fishing boat or on a recreational trip - why can't they wait?
2. Some of these alternatives will impact my property. When would I know? Commenter will submit written comments/concern.
3. If Glimmer Glass Bridge was a National Historic Landmark, what would that mean to this project?
4. Some attendees debated accidents occurring on the Glimmer Glass Bridge. An attendee felt a comment by another attendee that there was once a fatal accident on or near the Glimmer Glass Bridge should not be considered since it was a drunk driver and they felt there has not been an accident in over 80 years. The stakeholders debated mirrors being hit and safety record.
5. Several comments were offered by an attendee about the Glimmer Glass Bridge:
 - The attendee was upset they could not present their "facts" to the public after the Project Team presentation specifically about the Glimmer Glass Bridge, traffic calming and an engineering study by Childs

Engineering which indicates ways to rehabilitate the Glimmer Glass Bridge. Team members explained that an attendee presenting their views as part of the Team Presentation was not the format of PIC meetings and explained that their comments would be included in project documents and in comment section on project website.

- With regard to bike / pedestrian safety discussions, they feel the County Engineer's office should not be concerned about future potential accident related lawsuits should the Glimmer Glass Bridge width be maintained and an accident occur. They feel the existing width is used elsewhere, is proven to be safe (no history of accidents at this location), serves as traffic calming and the Engineer's office would not be liable for accidents attributed to width if not widened.
 - Why can't the money now being spent on new meetings, engineering studies and other alternatives just be spent on rehabbing the bridge? These other things are a waste of tax dollars.
 - The attendee expressed that showing photos or videos (as done at the November 2016 stakeholder meeting and not at the PIC) of old piles is just a scare tactic.
 - Historic significance was not mentioned as much as AASHTO and bridge standards in the presentation. Team should have presented more on history of Glimmer Glass Bridge and repair options to save bridge.
6. Does the number of comments have an impact on outcome?
 7. The best thing is to make it look just like existing bridge. County had a good graphic several years ago.
 8. Why have separate meetings for each town? Are they against each other? (It was explained that the project is located within both communities, separate meetings were provided for convenience and both opened to the public. Municipalities each provide Resolutions.)
 9. Born and grew up in Manasquan, moved to Brielle and now raising kids here since it's a beautiful community. Understand historic significance but want my children to safely walk and bike over bridge. Option where it looks like existing bridge and maintains character and beauty but is safer for all is the best compromise - don't understand why people can't agree on that?
 10. Use local contractor so that they understand needs of residents - not just tourists.
 11. Why need for sidewalks on both sides if costs more and more impact?
 12. Alternatives required by Feds (such as fixed bridge) are a waste of time and money - Alternatives required to be considered should be based on each site location.
 13. Understand project much better after hearing presentation. Did not realize how much "process stuff" is required and that several alternatives are under consideration.
 14. How much faster would Alternative 4D function compared to the current bridge? How about the other movable replacement options?
 15. Would current manual activities like cranking and safety barrier placement become automated with a replacement bridge?
 16. What are the current operating costs for Bridge W-9 (e.g. for the bridge tender)?
 17. The sidewalk on Bridge W-7 should be on the west side with any crosswalks to the Fisk Avenue/Brielle Road sidewalk located west of the intersection. Crosswalks east of the intersection are dangerous as there is a heavy right turn movement from Green Avenue and vehicles do not always stop.
 18. Alternatives 3A (Retain Existing Bridge (Closed to Vehicular Traffic) and Build New Bridge on a Parallel Alignment – High Level Fixed Span Bridge) and 4A (Build New Bridge on Current Alignment – High Level Fixed Span Bridge) are unacceptable. Residents have made large investments, particularly after Sandy, which would be lost.
 19. AASHTO provides guidelines for the treatment of historic bridges.
 20. Have any studies been conducted to determine the effect of the alternatives on drainage? Flooding is already a common occurrence and should not be made worse.
 21. How much time does pile jacketing / encapsulation "buy you"?
 22. Consider providing a temporary bicycle/pedestrian bridge during construction of Bridge W-9 to maintain beach access.
 23. Current appearance of Bridge W-7 should be preserved. Rehabilitation and replacement options should consider architectural treatments that would mimic the existing pile bent look including cross bracing.
 24. Environmental concerns over the sewer pipe mounted to the side of Bridge W-7.

25. Several attendees expressed interest in pursuing Alternative 5B (Relocate Bridge W9 to Fishing Pier) if Bridge W9 was to be replaced.
26. Several comments in support of Alternative 4D (Build New Bridge on Current Alignment – Movable Bridge, Rolling Counterweight). If the proposed bridge looks similar, it can be replaced and made wider, more compliant, more efficient, etc.

Comments received similar to previously received comments:

- A. U.S. Coast Guard schedule that requires the bridge to be opened on demand during striper fishing season is not practical. (Attendees were directed to contact municipality to start process for contacting the U.S. Coast Guard.)
- B. Attendee submitted a previously submitted map with nearby street widths to County showing several narrow roadways in area and that Glimmer Glass Bridge does not need widening.
- C. How will the preferred alternatives be selected? Who decides?
- D. Many residents rely on rental income during the summer months. Closures during construction should be limited.
- E. Consider sidewalks on both sides of Bridge W-7.
- F. When will construction start and how long will it take?
- G. The condition of Bridge W-7 may be worse than Bridge W-9.
- H. Concerns over increased speeds. Will the speed limit increase? Will cars go faster with a new bridge?
- I. Can construction be staged?
- J. The W-8 culvert serves an important function and should not be eliminated.
- K. Debbie's Creek should be dredged.

Suggestion Box: Attached are suggestions/comments written by attendees and deposited into the suggestion box.

NV5 (formerly The RBA Group) has prepared this summary which includes input from several team members. As noted, comments from attendees are opinions and may not be factual. The summary has been reviewed and accepted by the Project Team members present at the PICs.

Monmouth County Three Bridges

Boroughs of Brielle and Manasquan

Bridge W-7, Green Avenue over Debbie's Creek

Structure W-8, Fisk Avenue Culvert between Debbie's Creek and The Glimmer Glass

Bridge W-9, Brielle Road Bridge over The Glimmer Glass



W7



W8



W9

Public Information Center #2

The Curtis House, Brielle 2-4 PM

Manasquan Borough Hall, Manasquan 6-8 PM

December 15, 2016



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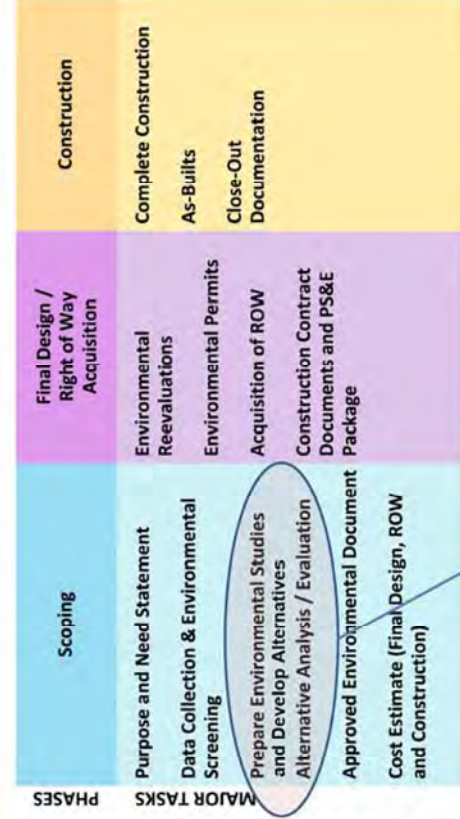
Agenda

- Welcome / Introductions
- Purpose of Meeting / Format
- Project Delivery Process
- Review of Spring 2016 Stakeholder and PIC Input
- Review of P&N, Goals and Opportunities
- Review of Project Alternatives
- Next Steps



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Project Delivery Process



We are here



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Location Map



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May 24, 2016 PIC Meeting Summary

Brielle Township: 2:00-4:00pm
Manasquan Township: 6:00-8:00pm

Purpose of PIC

- Re-introduce Project
- Solicit Public Opinion on Purpose, Needs, Goals and Objectives

PIC Notifications and Invitations

- Municipal Websites
- Notification by Mail - 324
- Email Contacts - 48
- Newspaper Legal Notices: APP and Coast Star
- Bulletin Boards/Flyers within study area
- Project Website Visits during May/June ~ 600



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May 24, 2016 PIC Meeting Summary

84 Attendees, Excluding Project Team

- Brielle Attendees: 45
- Manasquan Attendees: 39

160 Comments Recorded by Team Members

64 Comments from Suggestion Boxes and 30-Day Period

- Suggestion Boxes: 32
- E-mail: 30
- via Mail / Fed Ex: 2

Project Website FAQ



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Concerns Expressed During Purpose and Needs PIC (through 30 day comment period)

Six Categories: *(in no particular order)*

- Safety / Bicyclists / Pedestrians
- Operations (roadway and waterway)
- Historic Significance and Character of the Area
- Environmental and Right of Way Impacts
- Cost / Funding / Schedule
- Suggestions for Alternatives



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Concerns Expressed During Purpose and Needs PIC (through 30 day comment period)

Safety

- Safety for all users, especially for pedestrians and bicyclists
- Roads and bridges are too narrow for all users to share
- Speeding (on roadways and to get to Bridge W9)
- Truck traffic will increase if roads/ bridges are widened and load limits increased
- Safety needs of kayakers under Bridge W7



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Concerns Expressed During Purpose and Needs PIC (through 30 day comment period)

Operations

- Bridge W9 takes too long to open / close
- Traffic disruption for frequent repairs
- Need better sidewalk/ bike connectivity
- Tidal flooding impacts on traffic
- Storm/ flood evacuation
- Improve traffic signing and controls
- Access by EMS and storm evacuation vehicles
- Dredge waterways to accommodate maritime use and improve tidal circulation
- Information provided on vehicle traffic, Bridge W9 opening delays, congestion, bicycle/ pedestrian/skate board use



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Concerns Expressed During Purpose and Needs PIC (through 30 day comment period)

Historic Significance and Character of Area

- Preserve aesthetics
- Area character and history is important
- Include Preservation of Bridge W9 in Purpose / Need
- Save/ Rehabilitate Bridge W9



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Concerns Expressed During Purpose and Needs PIC (through 30 day comment period)

Environment and Right of Way

- Protect environment/ minimize temporary and permanent impacts/ avoid use of CCA/ AZCA timber
- Avoid/Minimize acquisition of property for project

Cost/ Funding/ Schedule

- Cost - where is funding coming from?
- Schedule - Concern over lengthy design and construction schedules, expedite construction
- Why Delay?, Resolutions of project support already provided by Manasquan and Brielle (2003, 2008, 2014)



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Concerns Expressed During Purpose and Needs PIC (through 30 day comment period)

Suggestions for Alternatives

- Replace Bridge W9 to modern standards but design it to "look same" as existing
- Build new bike/ pedestrian bridge parallel to W9
- Remove W9 and insert as part of W7, or as a fishing pier in vicinity of project
- Rehabilitation
- Include a sidewalk on both sides of Bridge W7

Note - Nov. 2016 Stakeholder comment: Include sidewalks on both sides of all three bridges/roadways for full length of project limits.



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Project Purpose and Needs (definition)

- **Project Purpose** identifies the intent of the project undertaking
- **Project Needs** identify specific deficiencies and critical concerns to be addressed by the project
- Projects typically also have **goals and objectives** that are strived for as part of the project; not all may be achieved by the final selected alternative



PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

Project Purpose

To provide a safe and efficient crossing for all modes of travel within the project limits by addressing the geometric, structural,

and operational and maintenance deficiencies of:

Bridge W-7 (Green Avenue over Debbie's Creek),
Structure W-8 (Fisk Avenue Culvert), and
Bridge W-9 (Brielle Road over the Glimmer Glass).



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Project Needs

- Bridge Needs (including emergency vehicles, clearances, bridge width)
- Roadway Needs (Lane/Shoulder Widths)
- System Linkage (Emergency Response, Coastal Evacuation, Marine Access)
- Pedestrian and Bicycle Compatibility / ADA



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Project Goals and Objectives

- Provide sidewalk connectivity
- Reduce the safety risks for all users
- Reduce the frequency of major bridge maintenance activities
- Maintain traffic with minimum disruption during construction

Slide 1 of 2



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Project Goals and Objectives

- Avoid or minimize social, economic and environmental impacts
- Avoid, minimize and, if necessary, mitigate adverse effects on the National and NJ Register of Historic Places listed Bridge W-9
- Incorporate Context Sensitive Solutions approach into the design

Slide 2 of 2



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Revisions to P & N, Goals and Objectives

The existing already cover many comments/concerns. Noted are:

- Add "minimize flooding" to Project Goals
 - Issues fall outside Project Limits
- Include Preservation of Bridge W9 in the Purpose and Needs
 - Since not a Historic Bridge Preservation Project, not specific to P & N
 - Historic importance already included in two Project Goals and Objectives:
 - "Avoid, Minimize and, if necessary, mitigate adverse effects on the National and NJ Registers of Historic Places listed Bridge W-9."
 - "Incorporate Context Sensitive Solutions approach into the design"
- Add "streamline design & construction schedules" and "Cost Effective Design" to Project Goals
 - Will Incorporate Value Engineering into Design



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Alternatives Considered

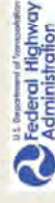
- Alternatives investigated generally include:
 - No-Build (required by FHWA – serves as baseline)
 - Rehabilitation
 - Replacement
- Parallel replacement bridge alternatives were also investigated for Bridge W-9 with several sub-alternative variations
- For movable bridges, a fixed-span bridge (non-movable) alternative is also required by FHWA.



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General Definitions

- ### No-Build Alternative
- Required by FHWA
 - Serves as baseline with which to compare alternatives
 - Includes normal maintenance and repairs and can include minor safety upgrades



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General Definitions

Secretary of the Interior (SOI) Standards for the Treatment of Historical Properties

- Title 36, Chapter I of the Code of Federal Regulations (CFR)
- Requires work to be “compatible with the historic materials, features, size, scale and proportions, and massing to protect the integrity of the property”



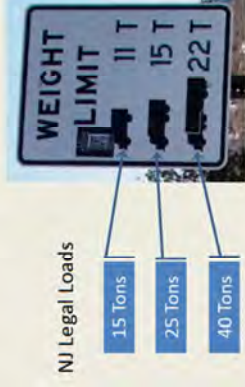
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General Definitions

Structural Capacity/Load Posting

- All bridges are rated based on their as-built condition as modified by current conditions

- Bridges are rated for several legal vehicles defined by the State (2 axle, 3 axle, etc.)
- Load posting required when rated load < legal load
- Posting represents maximum permissible weight per vehicle type



Bridge W-7



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General Definitions

Roadway Functional Classifications

- NJDOT classification of Fisk Ave/Brielle Road: Urban Major Collector



Imagery ©2015 DigitalGlobe, USDA Farm Service Agency, Map data ©2015 Google



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General Definitions

Lanes

- For urban collectors: “Lanes within the traveled way should range in width from 3.0 to 3.6 m [10 to 12 ft].”

- AASHTO Policy on Geometric Design of Highways and Streets

Shoulders

- “Shoulder width of at least 5 ft (1.5 m) is recommended from the face of a guardrail, curb, or other roadside barrier...”

- AASHTO Guide for the Development of Bicycle Facilities

Sidewalks

- “...the continuous clear width of pedestrian access routes shall be 1.2 m (4.0 ft) minimum, exclusive of the width of the curb,”
- “...passing spaces shall be provided...” and “... shall be 1.5m (5.0 ft) minimum by 1.5 m (5.0 ft) minimum.”

- United States Access Board Proposed Guidelines for Pedestrian Facilities in the Public Right-of-Way



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General Definitions

Clear Zone

Defined as "the unobstructed, traversable area provided beyond the edge of the traveled way for the recovery of errant vehicles...includes shoulders, bicycle lanes, and auxiliary lanes"

"Where establishing a full-width clear zone in an urban area is not practical...consideration should be given to establishing a reduced clear zone or incorporating as many clear zone concepts as practical, such as removing roadside objects or making them crashworthy"

- AASHTO Policy on Geometric Design of Highways and Streets



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General Definitions

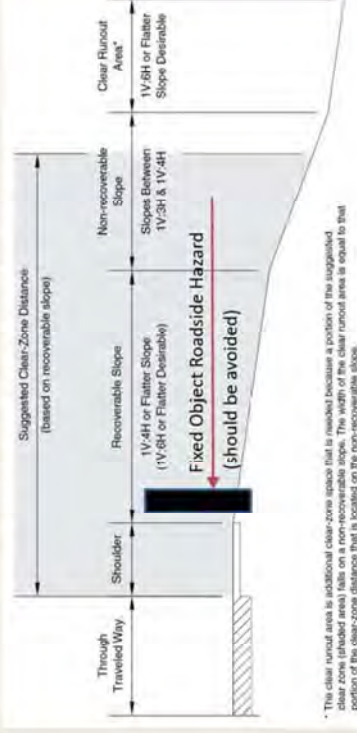


Figure 3-2. Clear Zone for Non-Recoverable Parallel Foreslope

For the design speed and traffic volume on Fisk Avenue/Brielle Road, the AASHTO suggested minimum clear zone distance is 12 feet.



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W-7: Green Avenue over Debbie's Creek



EXISTING CONDITIONS:

- NARROW BRIDGE ROADWAY WIDTH (21.7')
- SUBSTANDARD LIVE LOAD CAPACITY
- SUBSTANDARD RAILINGS
- 2013 NBIS REPORT SUFFICIENCY RATING OF 18.7 OUT OF 100



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W-7: Green Avenue over Debbie's Creek



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Alternatives Considered

Monmouth County Bridge W-7
Green Avenue over Debbie's Creek



- Alternative 1 – No-Build
- Alternative 2 – Rehabilitation
- Alternative 3 – Replacement with Wider Bridge



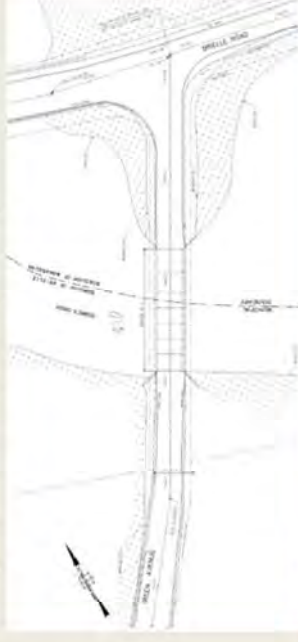
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Alternatives Considered

Monmouth County Bridge W-7
Green Avenue over Debbie's Creek

Alternative 1: No-Build

- Perform regular maintenance and repairs only



PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

Alternatives Considered

Monmouth County Bridge W-7
Green Avenue over Debbie's Creek

Alternative 2: Rehabilitation

- Rehabilitate with like materials/components (timber)
- Increase structural capacity
- Maintain span arrangement
- Maintain existing curb-to-curb roadway width
- Widen bridge slightly to accommodate standard ADA compliant sidewalk
- Upgrade roadside safety features (railings, end treatments, etc.)

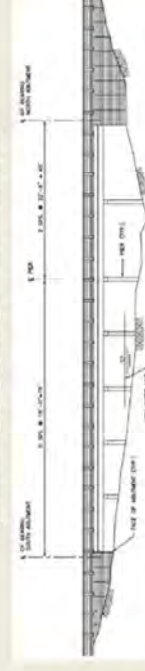


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Alternatives Considered

Monmouth County Bridge W-7
Green Avenue over Debbie's Creek

Alternative 2: Rehabilitation

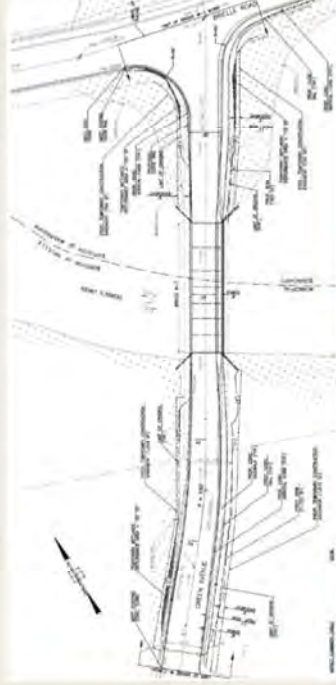


PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

Alternatives Considered

Monmouth County Bridge W-7
Green Avenue over Debbie's Creek

Alternative 2: Rehabilitation



Alternatives Considered

Monmouth County Bridge W-7
Green Avenue over Debbie's Creek

Alternative 3: Replacement with Wider Bridge



Alternatives Considered

Monmouth County Bridge W-7
Green Avenue over Debbie's Creek

Alternative 3: Replacement with Wider Bridge

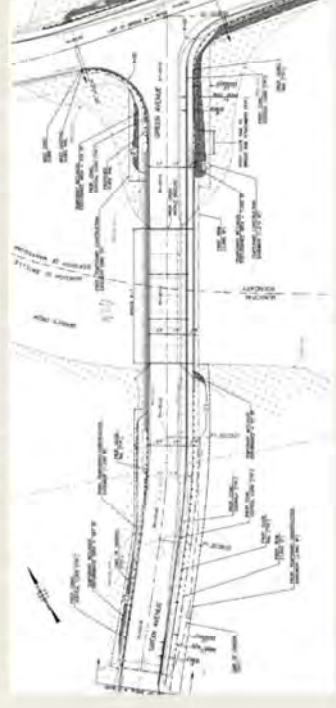
- Provide new bridge with more durable materials (concrete)
 - Architectural treatments can be explored in final design
- Reduce number of piers/spans
- Widen bridge to provide standard width lanes with bicycle compatible shoulders and standard ADA compliant sidewalk

➤ *Public comment: Consider providing sidewalks on each side and consider adding additional sidewalk width to accommodate fishing*

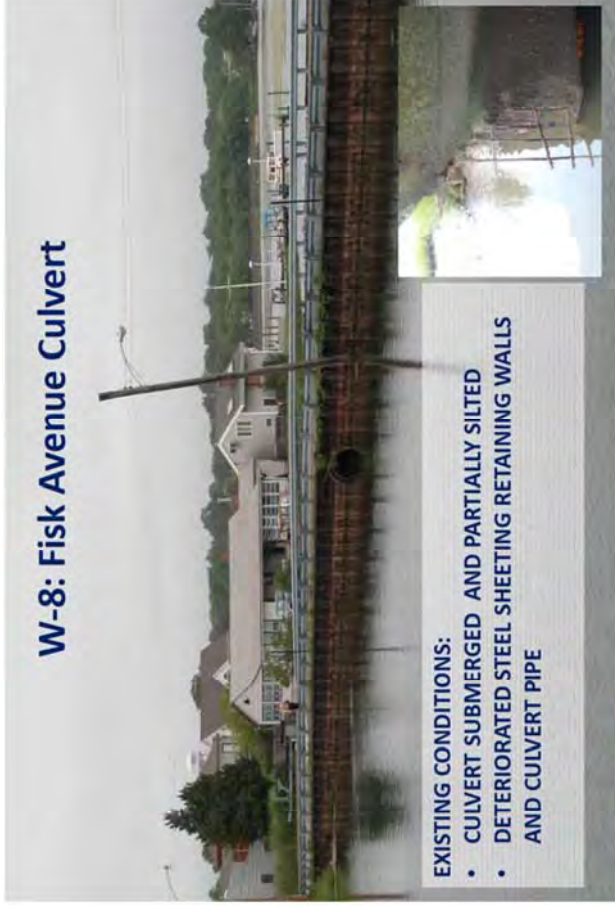
Alternatives Considered

Monmouth County Bridge W-7
Green Avenue over Debbie's Creek

Alternative 3: Replacement with Wider Bridge



W-8: Fisk Avenue Culvert



EXISTING CONDITIONS:

- CULVERT SUBMERGED AND PARTIALLY SILTED
- DETERIORATED STEEL SHEETING RETAINING WALLS AND CULVERT PIPE



PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

W-8: Fisk Avenue Culvert



Fisk Avenue, looking west



PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

Alternatives Considered

Monmouth County Bridge W-8
Fisk Avenue Culvert



- Alternative 1 – No-Build
- Alternative 2 – Rehabilitation
- Alternative 3 – Elimination of the Culvert
- Alternative 4 – Replacement of Culvert



PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

Alternatives Considered

Monmouth County Bridge W-8
Fisk Avenue Culvert

Alternative 1: No-Build

- Perform regular maintenance and repairs only



PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

Alternatives Considered

Monmouth County Bridge W-8

Fisk Avenue Culvert

Alternative 2: Rehabilitation

- Rehabilitate culvert with like materials/components
 - Repair spalls
 - Consider use of a pipe liner
 - Remove debris and reestablish inlet and outlet
 - Rehabilitate steel bulkhead and headwalls at each end
 - Maintain existing roadway width
- *Public comment: Consider replacing steel bulkhead along full length of causeway (both sides)*



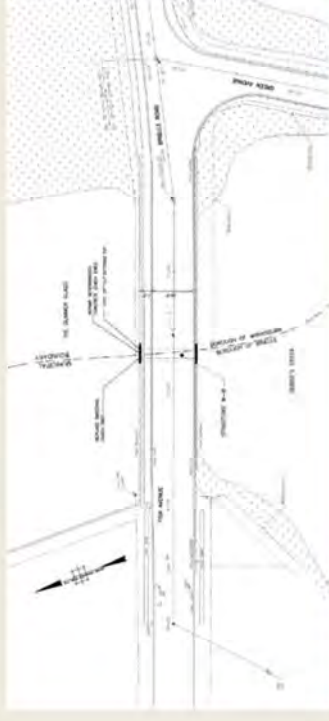
PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

Alternatives Considered

Monmouth County Bridge W-8

Fisk Avenue Culvert

Alternative 2: Rehabilitation



PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

Alternatives Considered

Monmouth County Bridge W-8

Fisk Avenue Culvert

Alternative 3: Elimination of the Culvert

- Completely remove culvert
 - Fill void
 - Maintain existing roadway width
 - Drive new steel sheeting at both ends
- *Public comment: Elimination of culvert would have strong negative effect on Debbie's Creek*



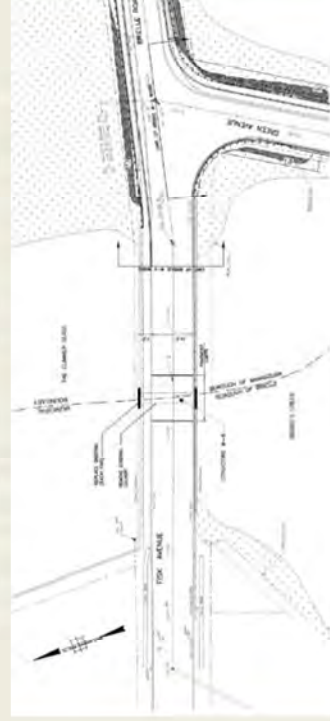
PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

Alternatives Considered

Monmouth County Bridge W-8

Fisk Avenue Culvert

Alternative 3: Elimination of the Culvert



PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

Alternatives Considered

Monmouth County Bridge W-8

Fisk Avenue Culvert

Alternative 4: Replacement of Culvert

- Provide new culvert with similar materials (concrete)
 - Match existing hydraulic opening
- Rehabilitate steel bulkhead at each end
- *Public Comment: Consider increasing the hydraulic opening to improve flow between the Glimmer Glass and Debbie's Creek*
- *Public Comment: Consider replacing steel bulkhead along full length of causeway (both sides)*



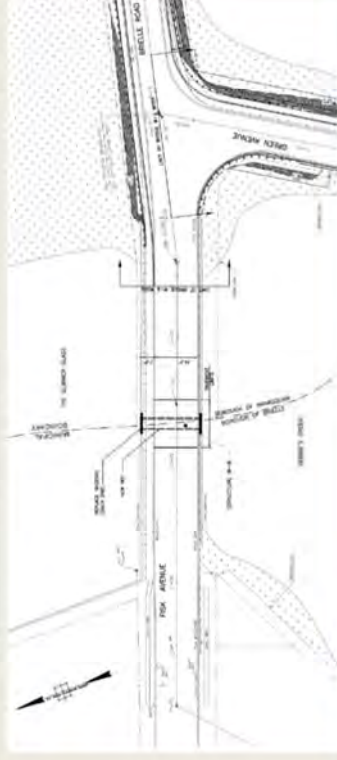
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Alternatives Considered

Monmouth County Bridge W-8

Fisk Avenue Culvert

Alternative 4: Replacement of Culvert



PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

W-9: Brielle Road over The Glimmer Glass



EXISTING CONDITIONS:

- NARROW BRIDGE ROADWAY WIDTH (20' & VARIES)
- SUBSTANDARD LIVE LOAD CAPACITY
- SUBSTANDARD RAILINGS
- SUBSTANDARD VERTICAL CLEARANCE
- SUBSTANDARD & NON-REDUNDANT MECHANICAL & ELECTRICAL SYSTEMS
- 2013 NBIS REPORT SUFFICIENCY RATING OF 2.0 OUT OF 100



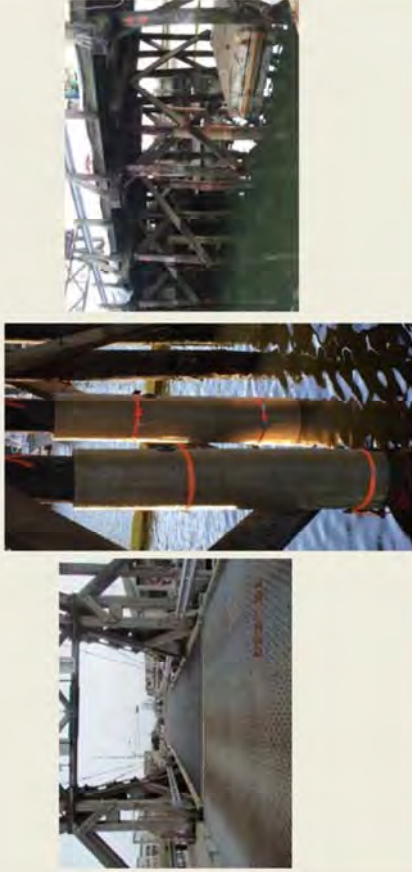
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2014 Failure



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2014-2015 Emergency Repairs



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W-9: Brielle Road over The Glimmer Glass



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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass



- Alternative 1 – No-Build
- Alternative 2 – Rehabilitation (3 sub-alternatives)
- Alternative 3 – Retain Existing Bridge and Build Parallel Bridge (3 sub-alternatives)
- Alternative 4 – Replace Bridge (4 sub-alternatives)



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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 1: No-Build

- Perform regular maintenance and repairs only



PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 2: Rehabilitation Sub-Alternatives:

- Alternative 2A – Rehabilitation in Accordance with SOI Standards (Historic Restoration)
- Alternative 2B – Rehabilitation not in Accordance with SOI Standards with Replacement of the Approach Spans
- Variation: *Alternative 2C – Rehabilitation of Movable Span in Accordance with SOI Standards with Replacement of the Approach Spans (Hybrid of Alternatives 2A and 2B)*



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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 2A: Rehabilitation in Accordance with the Secretary of the Interior Standards

- Rehabilitate with like materials/components (timber/steel) of similar dimensions
- Increase structural capacity marginally
- Maintain existing geometry (span arrangement, roadway width, and bridge width)
- Upgrade mechanical/electrical systems
- Upgrade roadside safety features (railings, end treatments, etc.)

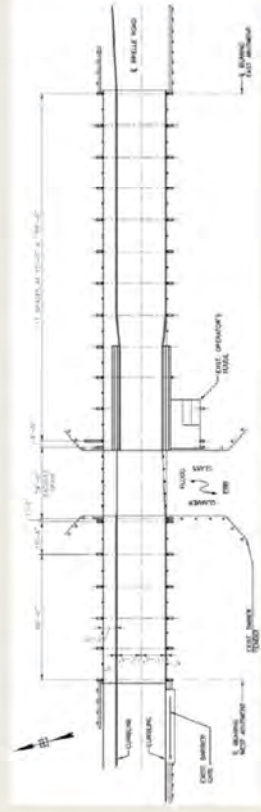


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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 2A: Rehabilitation in Accordance with the Secretary of the Interior Standards



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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 2B: Rehabilitation not in Accordance with the Secretary of the Interior Standards

- Rehabilitate with like materials/components (timber/steel) of larger dimensions
- Increase structural capacity
- Add additional piers between existing ones
- Maintain existing roadway and bridge widths
- Upgrade mechanical/electrical systems
- Upgrade roadside safety features (railings, end treatments, etc.)



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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 2C: Rehabilitation of Movable Span in Accordance with SOI Standards with Replacement of the Approach Spans

- Hybrid of alternatives 2A and 2B
- Rehabilitate movable span with like materials/components (timber/steel) of larger dimensions, replace approach spans
- Maintain existing bridge width for movable span, improve geometry on approach spans
- Upgrade mechanical/electrical systems
- Upgrade roadside safety features (railings, end treatments, etc.)



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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 3: Parallel Bridge Sub-Alternatives:

- Alternative 3A – Retain Existing Bridge (Close to Vehicular Traffic) and Build New Bridge on a Parallel Alignment – High Level Fixed Span Bridge
(Fixed Bridge Alternative required by FHWA for Movable Bridges)
 - Alternative 3B – Retain Existing Bridge (Close to Vehicular Traffic) and Build New Bridge on a Parallel Alignment – Movable Bridge, Vertical Lift
 - Alternative 3C – Retain Existing Bridge (Convert to One-Way Traffic) and Build New Bridge on a Parallel Alignment – Movable Bridge, Vertical Lift
- *Public Suggested Variation – Rehabilitate Existing Bridge and Build New Parallel Bridge for Pedestrians/Bicyclists Only*



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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 3A: Retain Existing Bridge (Close to Vehicular Traffic) and Build New Bridge on a Parallel Alignment – High Level Fixed Span Bridge

- Build taller, non-movable, parallel bridge to North
 - Tall enough to accommodate all marine traffic
- Provides standard lane and shoulder widths on new bridge
- Retain existing bridge for pedestrians/bicyclists only



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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 3B: Retain Existing Bridge (Close to Vehicular Traffic) and Build New Bridge on a Parallel Alignment – Movable Bridge, Vertical Lift

- Build vertical lift, parallel bridge to North
- Provide standard lane and shoulder widths on new bridge
- Retain existing bridge for pedestrians/bicyclists only



PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 3C: Retain Existing Bridge (Convert to One-Way Traffic) and Build New Bridge on a Parallel Alignment – Movable Bridge, Vertical Lift

- Build one-directional, vertical lift, parallel bridge to North
- Provide standard lane and shoulder widths on new bridge
- Rehabilitate existing bridge as per Alternative 2A and convert existing bridge to one-directional



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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 4A: Build New Bridge on Current Alignment – High Level Fixed Span Bridge

- Remove existing bridge
- Build new, taller, non-movable bridge in same location
 - Tall enough to accommodate all marine traffic
- Provide standard lane and shoulder widths, and ADA compliant sidewalks



PUBLIC INFORMATION CENTER # 2: DECEMBER 15, 2016

Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 4: Bridge Replacement Sub-Alternatives:

- Alternative 4A – Build New Bridge on Current Alignment – High Level Fixed Span Bridge
- Alternative 4B – Build New Bridge on Current Alignment – Movable Bridge, Vertical Lift
- Alternative 4C – Build New Bridge on Current Alignment – Movable Bridge, Trunnion Bascule
- Alternative 4D – Build New Bridge on Current Alignment – Movable Bridge, Rolling Counterweight

(Fixed Bridge Alternative required by FHWA for Movable Bridges)



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Alternative 4A: Build New Bridge on Current Alignment – High Level Fixed Span Bridge



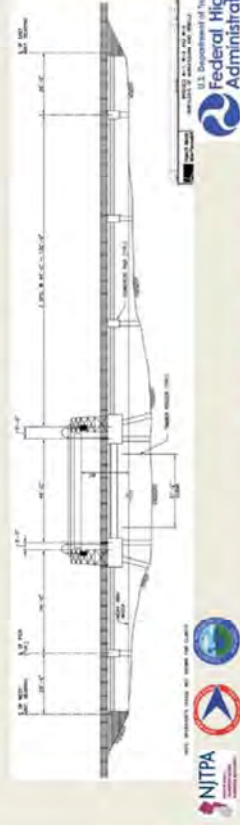
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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 4B: Build New Bridge on Current Alignment – Movable Bridge, Vertical Lift

- Remove existing bridge
- Build new, vertical-lift bridge in same location
- Provide standard lane and shoulder widths, and ADA compliant sidewalks



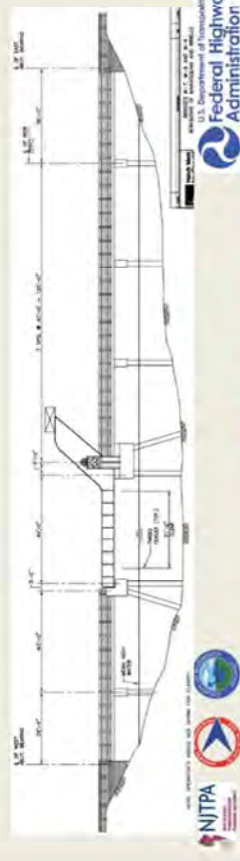
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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 4C: Build New Bridge on Current Alignment – Movable Bridge, Trunnion Bascule

- Remove existing bridge
- Build new, trunnion bascule bridge in same location
- Provide standard lane and shoulder widths, and ADA compliant sidewalks



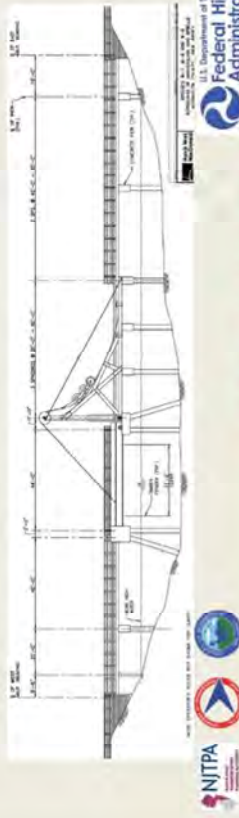
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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Alternative 4D: Build New Bridge on Current Alignment – Movable Bridge, Rolling Counterweight

- Remove existing bridge
- Build new, rolling counterweight bridge in same location
- Provide standard lane and shoulder widths, and ADA compliant sidewalks



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Alternatives Considered

Monmouth County Bridge W-9
Brielle Road over the Glimmer Glass

Public Suggested Alternative 5: Relocate Bridge and Build New Bridge on Current Alignment

- Alternative 5A: Relocate Bridge W-9 to Location of Bridge W-7 (openings no longer required) and Build New Bridge as per Alternative 4
- Alternative 5B: Relocate Bridge W-9 to Fishing Pier (Block 136, Lot 26.01) and Build New Bridge as per Alternative 4

Stakeholder Suggestion (11/2016): Consider sidewalks on both
sides of all 3 roadways throughout project limits



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Assessment of Alternatives

Alternatives will be evaluated based on the following criteria:

- Meeting Project Purpose
- Achieving Project Needs
 - Bridge Needs
 - Roadway Needs
 - System Linkage
 - Pedestrian/Bicyclist
- Achieving Goals and Objectives
 - Sidewalk Connectivity
 - Environmental Impacts
 - Historic Resources Impacts
 - Safety Improvements
 - Long Term Maintenance
 - Traffic Impacts & Detour
- Compliance
 - Pedestrian/Bicyclist
 - Compatibility, ADA



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Assessment of Alternatives

Additional Considerations:

- Construction / Life Cycle Costs
- Various Environmental Impacts
- Required permitting
- ROW Impacts and Costs
- Construction Duration and Detours



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Next Steps

- Continued Public Outreach
 - Round #2 – Project Alternatives**
 - Local Officials Briefings **Held November 10, 2016**
 - Stakeholder Meeting **Held November 29, 2016**
 - Public Information Center (Manasquan & Brielle) **Today December 15, 2016**
 - Two Meetings
 - 30 day Post Comment Period
- Consider Comments
- Prepare Alternative Analysis



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Next Steps

- Identify Preliminary Preferred Alternative (PPA) for Each Structure
- Continued Public Outreach
 - Round 3 – Present PPA**
 - Local Officials Briefings **Late Spring / Early Summer 2017**
 - Stakeholder Meeting **Late Spring / Early Summer 2017**
 - Public Information Center (Manasquan & Brielle) **Late Spring / Early Summer 2017**
 - Two Meetings
 - 30 day Post Comment Period
- Incorporate Comment Responses
- Prepare / Submit Draft AA Report



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Next Steps

- Cultural Resource / Section 106 Process
- New Jersey Register Authorization
- Final Alternatives Analysis Report
- NEPA Process / Section 4(f)
- Federal Authorization For Final Design



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Opportunities for Input / Comments

- At today's PIC's (**December 15, 2016**)
 - 2-4 PM, Curtis House
 - 6-8 PM, Manasquan Borough Hall
- At meeting or drop off comment in suggestion box
- After PIC during 40 Day Comment Period (extended from 30 days due to holidays) – to January 24, 2016
- Email mcw789facilitator@rbagroup.com or Monmouth County contact or Mail – see website

www.monmouthcountythreebidges.com



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Thank you



www.monmouthcountythreebidges.com



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DECEMBER 15, 2016

PUBLIC INFORMATION CENTER

MONMOUTH COUNTY THREE BRIDGES

W-7, GREEN AVENUE OVER DEBBIE'S CREEK

W-8, FISK AVENUE CULVERT BETWEEN DEBBIE'S CREEK AND GLIMMER GLASS

W-9, BRIELLE ROAD BRIDGE OVER GLIMMER GLASS

BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

This bridge needs to open & close
FASTER. It should never have

been declared an historic structure.

KINDLY SUBMIT COMMENTS BY JANUARY 24, 2017 TO (MAIL OR EMAIL):

DENICE D'ACUNHA
PROJECT FACILITATOR
THE RBA GROUP / NV5
7 CAMPUS DRIVE, SUITE 300 • PARSIPPANY, NJ 07054
P: 973-946-5624
E: MCW789FACILITATOR@RBAGROUP.COM

-OR-

INKYUNG ENGLEHART
COUNTY PROJECT FACILITATOR
MONMOUTH COUNTY ENGINEERING
1 EAST MAIN STREET • FREEHOLD, NJ 07728
P: 732-431-7760 EXT. 3643
E: ENGINEER@CO.MONMOUTH.NJ.US



COMMENTS ARE OPINIONS
AND MAY NOT BE FACTUAL

(B)

DECEMBER 15, 2016

PUBLIC INFORMATION CENTER

MONMOUTH COUNTY THREE BRIDGES

W-7, GREEN AVENUE OVER DEBBIE'S CREEK

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W-9, BRIELLE ROAD BRIDGE OVER GLIMMER GLASS

BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

Alt 4A is a NO go
will be in court for ever
& then not get approved

KINDLY SUBMIT COMMENTS BY JANUARY 24, 2017 TO (MAIL OR EMAIL):

DENICE D'ACUNHA
PROJECT FACILITATOR
THE RBA GROUP / NV5
7 CAMPUS DRIVE, SUITE 300 • PARSIPPANY, NJ 07054
P: 973-946-5624
E: MCW789FACILITATOR@RBAGROUP.COM

-OR-

INKYUNG ENGLEHART
COUNTY PROJECT FACILITATOR
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E: ENGINEER@CO.MONMOUTH.NJ.US



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DECEMBER 15, 2016

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MONMOUTH COUNTY THREE BRIDGES

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W-9, BRIELLE ROAD BRIDGE OVER GLIMMER GLASS

BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

Do not close W-8 we need
the constant flow of water to keep
things clean & moving.

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

① Many of us choose to live in this drawbridge area because of the aesthetic appeal.

Please consider an option that maintains the historic integrity of the wooden pilings

(perhaps "fake" wood) + tundle look of draw bridge. Ex: Option 4D (or 4C?)

② Please be sensitive to schedule of work to allow some ^{Manasquan} beach access from Brielle (Green Ave) during July/Aug. if at all possible. Rental income during July/Aug matters to some neighbors & a "closed" bridge impacts rentability.

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③ Please consider aesthetics of bridge - wooden pilings are very attractive

COMMENTS ARE OPINIONS
AND MAY NOT BE FACTUAL

DECEMBER 15, 2016

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS**COMMENTS (PLEASE PRINT CLEARLY):**

- Improve Glimmer Glass w/o destroying its charm, character or appealing appearance
- improve safety of bridges
- when under construction if all 3 bridges are closed - construct a temporary bike and pedestrian walkway over waterways during summer (Memorial to Labor Day)
- 2 side walk on Green - not necessary but improving of Green side walk - width & railing is necessary
- whatever improvements are made - pls do in such a way to permit Dredging of Debbie's Creek by D.C. of Engineers in the future.

KINDLY SUBMIT COMMENTS BY JANUARY 24, 2017 TO (MAIL OR EMAIL):

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

I am in favor of complete
Replacements. 'Type' of bridge is
Not of concrete, but being to today's
standards for size, load, safety, etc
is.

This project has been dragging on
for way too long.

LET'S GET IT DONE!

KINDLY SUBMIT COMMENTS BY JANUARY 24, 2017 TO (MAIL OR EMAIL):

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

From a financing point of view, why
NOT just encapsulate pilling, rather
than a new bridge.

Rumors has it, you want to place
a bicycle path on a new bridge.

It should be noted there are
no bicycle paths in any of the
public lands in Manasquan.

Leave Bridge alone!

Suggestion - eliminate truck traffic -
enough roads available to set to areas

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(Main Street area)

DECEMBER 15, 2016

PUBLIC INFORMATION CENTER

MONMOUTH COUNTY THREE BRIDGES

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS**COMMENTS (PLEASE PRINT CLEARLY):**

We are losing historic bridges all across the USA
because

1. Engineers fail to keep them repaired
2. Engineers fail to value historic properties
3. Code is more important than ASHTO Guidelines
for Rehabilitating Historic Bridges

Don't worry about being sued, if you repair
the bridge. Worry about losing an incredible
historic bridge — one of 3 serving 0.9 mile
of beachfront — SAFE for 80 years!!!

KINDLY SUBMIT COMMENTS BY JANUARY 24, 2017 TO (MAIL OR EMAIL):

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

PREFERRED ALT. #4D

- NEW BRIDGE & WIDER
w/ BIKE LANES

- NO FIXED HEIGHT BRIDGE

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