

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
BOROUGHES OF BRIELLE AND MANASQUAN

SCOPING PHASE
PUBLIC INFORMATION CENTERS MAY 24, 2016
Meeting Summary

Prepared By: The RBA Group (Denice daCunha, Andy Fekete, Michael Kilar)

Date / Time: May 24, 2016

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

<u>PROJECT TEAM</u> <u>Attendees at Both Meetings</u>	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
	Martin Hofler	North Jersey Transportation Authority
	Sarbjit Kahlon	North Jersey Transportation Authority
	Tom Berryman	NJDOT – Local Aid District 3
	Pamela Garrett	NJDOT – Division of Environmental Resources
	Sean Ream	NJDOT – Division of Environmental Resources
	Gerard Kroner	Hatch Mott MacDonald • Engineering Project Manager
	Andrew Gennaro	Hatch Mott MacDonald
	Denice daCunha	The RBA Group • Project Facilitator
	Andy Fekete	The RBA Group
	Richard L. Porter	The RBA Group
	Michael Kilar	The RBA Group
	Michael Dannemiller	The RBA Group

	Brielle Meeting Attendees			Manasquan Meeting Attendees	
	ATTENDEES	ORGANIZATION (IF APPLICABLE)		ATTENDEES	ORGANIZATION (IF APPLICABLE)
	Malcolm Brown			Dawn Bonelli	
	Fran Drew			Robin Fraster	
	Jack Drew	Save the GGB (Glimmer Glass Bridge) Committee		Jack Drew	Save the GGB (Glimmer Glass Bridge) Committee
	Ellen Thomson			Fran Drew	
	Ed Donovan	Manasquan Borough		Kathy Mahoney	
	Pamela Gebhard			Brian Finnegan	
	Ed Boehm			Robert S Wood	
	Janice Wurfel	Brielle		Kathleen Bloetjes	President, Squan Village Historical Society
	Nicola Fera	Brielle		Bob Grunder	
	Susan Giroux	Manasquan		Al Sauer	MBIA
	Brian Kimming	Brielle		Bette June Worth	Citizens for Safer Wider Bridge; MBIA
	Patti Martz	Brielle		Kathy Milkowski	
	Karin Davis	SLH/Brielle		Lynn Considren	
	Mary Ryan	MBIA (Manasquan Beach Improvement Association)		Donna Gahm	
	Sean Wohltman			Jim Gahm	
	Joe Milancewich	Brielle		Harding	
	Allison Milancewich	Brielle		Johnston	
	Ann Scott	Union Landing Historical Society		Richardson	
	Christian Siano			Donald E Cresitello	
	Jean C. Wilson	Union Landing Historical Society		Pat Merz	
	Michael Tronum			Norm Merz	
	Amy Fitzgerald			Penny Hamilton	
	Cheryl Schnitzler			Neil Hamilton	
	Al Hilla, Jr	Borough Engineer		Nancy Tischio	
	Carrie Becker			MaryLou Bird	
	Kathie Kelly			Gordon Bird	
	John Mahoney			Julie Coccozza	
	Pete Imperiale			Pat Sellick	
	John Belding	Borough Historian		Bill Sellick	
	Ted Griffiths			John Aromando	
	Nancy Griffiths			Patricia Connolly	
	Bette June Worth	Citizens for Safer & Wider Bridge; MBIA		Mary Ryan	MBIA
	Cathy Shallow	Historical Society		Art Ryan	MBIA
	M. Rupertus			Illegible	
	Fred Rimmala	Union Landing Historical Society		Patti Nielsen	
	John Pallovich	Manasquan		Rodwick Lewis	
	Laura Burger	Brielle		Michael Gianforte	Brielle
	Angelo Rizzo	Manasquan		Brian Gianforte	Brielle
	Robert Houseal	Brielle Environmental Committee			
	Larry Theo				
	Andrea Schuett				
	Rebecca Gorham				
	Matt Conre				
	Bob Supino				
	Curtis J. Porcello, Sr	Union Landing Historical Society			

MEETING SUMMARY

Pre- Meeting

Invitations were mailed to property owners within close proximity to the three bridges as well as other stakeholders on May 11, 2016. Emails were also sent by the Project Facilitator on May 11, 2016 and a reminder email was sent on May 20, 2016. Legal Notices appeared in the Asbury Park Press May 17, 18 and 19, 2016 and the Coast Star on May 19, 2016. Local websites also informed to public. They included Brielle Borough, Manasquan Borough, Monmouth County, NJTPA website and Facebook. Flyers were also posted at locations throughout Brielle and Manasquan including post offices, Brielle library, Acme Supermarket, etc.

Meeting Set-up

Directional signs were posted outside each facility. A sign-in table was used for recording attendance, updating contact information, distribution of handouts (Project Team Contact list) and the invitation with project information. The following presentation boards were displayed during the meeting: Project Aerial, Project Process- Scoping Phase, Project Purpose and Need / Goals and Objectives, W7 Structure, W8 Structure, W9 Structure, Environmental Constraints Map. A PowerPoint Presentation was running with project information which is also available on the project website: www.monmouthcountythreebridges.com. A suggestion box was made available for attendees that wanted to submit a written a suggestion or comment. The meeting format provided an opportunity for attendees to view project boards and the slide show and to meet with Project Team members to discuss the project, exchange information and provide comments.

Stakeholder Input

Comments received by the Project Team are summarized as follows:

- Meeting Format Comments
- General Comments
- 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

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

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.

The following are questions / comments were received by Project Team members.

Meeting Format Comments

1. Where is "crowd control" mechanism?
Facilitator Note: The attendees were cordial.
2. I wanted a formal presentation where people like me could explain things to people. For example, if you make the bridge wider it will not be safer. Cars will go faster. The bridge serves as traffic calming and that is safer. I want to explain that.
3. At first I did not like the format of one -on-one conversations with the project team and wanted a sit down presentation. I now realize I liked it because I could say what I want to say - which is not the same as my neighbors. It is time for a new bridge (Glimmer Glass). If it looks like the old one, the area will still look nice.
4. Wanted to hear speech and listen to what people have to say. Next time should have speech so that seniors do not have to walk around or stand. I do not have access to a computer.

Post meeting note: A copy of the presentation slides on the website was mailed to the attendee after the meeting.

5. Senior citizens need a “visual” presentation with speakers. Different ages like different format (meaning website) to learn about things. Most seniors want to keep the bridges and have a question and answer session.
6. It is good that project is moving along and asking people’s opinion. Also good to meet people who are working on it.
7. There was a “shouting match” at previous meetings in Manasquan during the Glimmer Glass emergency repairs. This is better.
8. “too many organizations involved...”
9. “appreciate effort...”
10. Several stakeholders thanked Team members

General Comments

1. I thought the project was already completed and the preferred alternative was already selected three years ago?
The project was put on hold after the last public meetings because the County experienced Hurricane Irene, Superstorm Sandy and emergency bridge repairs. All the data was considered old and outdated by the review agencies and needed to be updated before the alternatives could be advanced.
2. Is the data that was previously collected before the storms garbage?
No, the new data collected is built on it.
3. When will the project reach construction?
2021, in about five years.
4. When will you be coming out to the public again?
End of summer/fall 2016
5. Why will construction take two years?
That was for the old alternatives and we have not developed alternatives for this new round.
6. Does the bridge have to be closed for two years during construction? Can’t the County look at an alternative with a temporary structure put in place during construction to maintain traffic?
We will take a look at that alternative before the next PIC.
7. Can the County hire a contractor to do VE (Value Engineering) on the preferred alternative in final design before the project is awarded for construction, so the project doesn’t hit so many hurdles?
We will take your recommendation into consideration and discuss it with FHWA and DOT.
8. Construction duration needs to be short as possible.
9. Can’t always see pedestrians around corner at the “T” intersection.
10. Local residents are aware of road flooding details and often can avoid flooded areas. This is not the case for seasonal visitors to the area.
11. Make sure safety needs of bicyclists are met.
12. Where is the money coming from?
The current phase of the project, the Scoping Phase, is funded with State funds supplemented with County funds. Final Design, Right-of-Way, and Construction phases of the project are anticipated to be advanced mostly with Federal funds.
13. Purpose of the project should be restated: “How can we preserve this historic treasure, while continuing to provide a safe and efficient crossing for all modes of travel?”
14. Brielle Road speed limit (30 mph) seems fast for walkers and bicyclists
15. Brielle Road still floods even after they raised the road. It is better, but the flooding is a concern and should be fixed if you are fixing the bridge.
16. Drawbridge condos at Fisk Ave. - when floods some people use Green Ave.
17. Existing conditions shown; when will the proposed improvements be shown?

At the next PIC, alternatives will be available to review.

18. Can dredging of Watson Creek be included in the project?
19. Make sure the bridges are aesthetically pleasing.
20. Pedestrian connectivity needed throughout project. Sidewalks should continue between bridges and delineated crosswalks with good sight distance are needed at intersection.
21. There's no traffic control at "T" intersection, could use a flashing light.
22. Eastbound right, on Green, or northbound left, onto Fisk get blocked by queues.
23. Concerned about speeding if roads are made wider.
24. Can pedestrian facility extend across to Route 71?
25. What is the lane width for bicycle use?

W-7, GREEN AVENUE OVER DEBBIE'S CREEK

1. Can sand and debris in Debbie's Creek get cleared out (dredged)?
2. On April 2016 High Tide: Car came across Green Ave. and couldn't get out through Brielle Road or Fisk Ave. The car was stuck at the T-intersection for a couple of hours until the flooding receded. Always check the tide chart before leaving the house.
3. Fishermen on Green Ave. Bridge prefer the ocean side of bridge. They should be restricted to fish just on that side so that do not take up room for pedestrians.
4. There is no sign that says "no trailers" on Green Ave, and I still got pulled over. The signs are missing. The no fishing signs are missing too.
5. The conditions of the W7 beams are in such poor condition that it is dangerous. Concern for teens paddling under bridge - not as careful as adults.
6. Bridge needs pedestrian access
7. Sidewalk connectivity along Green Ave needed to river
8. Crescent Drive – corner house is up for sale. Maybe County should consider purchasing it for the project
9. Flooding is an issue along Green Ave, just south of the bridge (near Crescent Drive)
10. Like the look of the cross-bracing on Green Ave bridge. Can we keep the look?
11. Want sidewalks and bike lanes across the bridge on Green Ave.
12. There should be a bike path along Green Ave and Fisk Ave and Brielle Road (on bridges) and a pedestrian walkway, especially on Green Ave Bridge
13. Tractor trailer used W-7, because couldn't use W-9
14. Should consider sidewalks on either side and/or oversized sidewalks. People sometimes fish from the ocean (east) side of the bridge and block the current sidewalk.
15. Widen bridge W-7: love to see bikes safe
16. At least 30 young children in neighborhood - dangerous conditions on W-7 bridge (route to the beach)
17. Drivers fly down road; high speeds on road; resident avoids
18. Green Ave is too narrow.
19. Green Avenue worse than Brielle road regarding pedestrian safety. She won't let her 11 year old boy walk or ride on Green Avenue
20. Can Debbie's Creek be dredged? There has been siltation/shoaling since Sandy.

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

1. Do not close off the culvert – water needs to flow
2. Fish and other wildlife need/prefer daylight. Free-flowing is better than bulk-heading a structure
3. Structure is small but important for Debbie's Creek. It should not be eliminated.
4. Should consider replacing the entire bulkhead along Fisk Avenue instead of just in the vicinity of the culvert.

5. Could culvert be made larger to improve flow/flushing between Glimmer?
6. Fisk Ave is too narrow.
7. Will the Fisk Ave, pipe that is filled with debris just get removed or filled in?

No, that was being considered at one time but having the culvert open helps flush the area.

W-9, BRIELLE ROAD BRIDGE OVER THE GLIMMER GLASS

1. Safety issue to consider is also width of Brielle Road east of the Glimmer Glass Bridge (Manasquan side). Parking along the roadway creates a narrow and dangerous passage way for bikes. Many teenagers are riding in street along parked cars. Should consider eliminating parking along this section of Brielle Road.
2. Existing "Share the Road" signs are too small and poorly placed. Teens are not looking at the signs and motorists are looking at the beautiful scenery. There are many people not from the area. This results in many distractions. If the corridors on all three bridges were wide enough for a bike lane or even a shared area just for bikes and pedestrians, it would be safer for everyone. Understanding that these types of improvements would impact the historic bridge, the new one should be made to look like the old one.
3. My concern is that if they widen the Glimmer Glass Bridge, which I hope they do, that they will have to take some property from my development or impact our driveway at Drawbridge Condos (east of the bridge)
4. Isn't it cheaper and faster to just repair the bridge? Isn't repair like the rehabilitation option? That should be done so that it does not impact the historic bridge.
5. Brielle Road parking on both sides - dangerous situation at the end of the bridge
6. What is the point of fixing bridges if you do not fix waterways? Dredging is needed and it would save time and money if did at same time as replacing bridges. The tidal waters are both State and Federal and the County and State should coordinate with Congressman Chris Smith.
7. We need a new bridge. The existing Glimmer Glass Bridge can be respected in another way such as the Maritime Museum in Maryland where they have historic bridges and even more people can see it.
8. The bridge is eligible because of its size (width).
Response – the bridge is eligible because of the technology.
9. Leave the bridge where it is and put a "side-by-side" (parallel bridge) and make everyone happy
10. MBIA did a traffic study in 2012 where there were over 600 bicyclists using the Glimmer Glass Bridge a day.
11. It takes way too long for the Glimmer Glass Bridge to open and close. "Round trip" is like 20 minutes. The time down is too short. The Brick Beaver Dam Bridge is so much faster. That is what we need here.
12. Money keeps being spent on Band-Aids (for Glimmer Glass Bridge repairs).
13. If we helped get the Glimmer Glass bridge get on the NJ and National Register, aren't we automatic stakeholders? Post the definition of the kind of stakeholders on the website so we know and members of historic organizations can be involved.
14. It is time for a new Glimmer Glass Bridge. The schedule on demand (for opening) is just wrong.
15. People who complain do not know the bridge schedule.
16. The construction schedule when the "shovels are in the ground" should have been your first board. Schedule for project should be "front and center". That is main concern.

17. While bridge is up and traffic stopped for cars, pedestrians, joggers and bicycles, should conduct an interview of everyone waiting and hear what they want. I did that one day and nearly all want a new bridge.
18. Is there going to be a vote on this? If so, I bet a new bridge would win.
19. The Contractor that was used when the bridge broke and was just repaired was great with the residents. He was out shoveling snow so we could get out. I hope the County would use them again.
20. New bridge because: need wider bridge; always in disrepair, "wouldn't let my family go over it", it is an unsafe bridge and need the fire trucks to be able to over the bridge
21. Drawbridge condo resident: worried about the width of the bridge, where will the width come from and try not to infringe on our driveway/
22. This area is very unique. Manasquan has very little parking at the beach, which is a good thing. That is why so many people including so many teens ride their bikes to the beach. There are so many bike racks at the beach to accommodate the people riding but the trip to the beach is dangerous because of the narrow Glimmer Glass Bridge. Manasquan Beach Improvement Association has bike count data that they will provide the team that shows how many bikes there are. In 2012 there were 688 bikes on May 26th The existing bridge is not wide enough. Need a separate bike lane or area wide enough for bikes and pedestrians to share.
23. Just raise the Glimmer Glass Bridge 2 feet, or finally dredge what Superstorm Sandy dumped there and raise a little, and the bridge will not have to open so often. The Manasquan Marina has a height limit for boats of 18 feet so you can handle most of the boats just by raising 2 feet.
 - This issue was discussed with another attendee who stated that the Brielle marina still had to be accommodated and had taller boats than 18 feet. Either way, the opening and closing of the bridge is set by the US Coast Guard and not Brielle, Manasquan or the County. The Coast Guard could have required every half hour but the "on demand" was a concession and better for everyone.
24. Don't people realize that everyone speeds through to town so that they can catch the bridge down? If is not traffic calming - it's causing traffic speeding through town.
25. If people want to keep the Glimmer Glass Bridge and it keeps on breaking, just leave it down and build a new drawbridge on one of the other legs (Green Ave, or Fisk Ave.)
26. Have you considered a separate structure parallel to Bridge W-9 for pedestrians/bicyclists?
27. Have you considered using Bridge W-9 as part of the replacement for Bridge W-7? It can remain stationary at this location.
28. Can bridge opening time be reduced by rebuilding the portal and its supports?
29. "I love watching that bridge go *up and down!*"
30. Will traffic impacts downtown be addressed/mitigated during construction?
31. I don't want a huge expansion
32. Can a temporary bridge be installed (for cars) during construction?
33. Want faster openings and closings of the bridge "IN KIND"
34. Worried about Manasquan approach – will there be right-of-way impacts?
35. Some people don't prioritize what it looks like, just want it to work and be safe
36. Bikes get a "lead" head start (when there are *many*), but motorists don't always see signal and take the cue from bicyclists, *then* – conflict at mid-span
37. Add Bike Signal with separate/lead phase and info placard
38. After fireworks end, there will be a platoon of bicycles riding in the dark and que up at the gate, in front of motorists
39. Can fixed-time schedule be extended longer, during the year?
40. Have bicycle counts been conducted? (Yes, by MBIA) ~700, 688 Saturday of 2012 Memorial Day weekend (5-26-12)
41. Raising the bridge ~2' would eliminate most required openings for boat clearance

42. Can sand and debris in Debbie's Creek get cleared out (dredged)?
43. With fewer bridge openings, motorists will not "RUSH" as often to make the bridge i.e., 'Traffic Calming'
44. Family with small children want wider bridge for increased bicycle safety
45. Can the clearance for boats be increased?
46. Can fixed-time schedule for bridge openings be used all year?
47. Boat traffic has increased in recent years
48. Time for bridge operation (~15 minutes) is problematic. Limited window between openings for car traffic
49. Get the bridge done, FAST (done = replaced)
50. Inconvenience to boaters and drivers is awful. When cars wait for bridge to open/close, most idle their engines. Queues are long.
51. Scheduled Summer/Winter bridge operation sequencing (on demand, frequent or long-spaced)
52. Some motorists plan around the bridge scheduled openings and do turn off engines. Boaters do the same thing
53. People who live in the area go over the bridges multiple times a day and want a new bridge
54. Don't want the bridge replaced:
 - "It's the last thing we have that's historic"
 - have bicycle paths on both sides
 - ongoing response, "can use Main Street"
 - start the bridge on 1st Street and span and take to SR18
 - "It'll be a shame if W-9 is replaced."
 - "It only really gets used during the summer."
 - "Really haven't had any accidents..."
55. Should try to enforce weight limit restriction on Bridge W-9
56. Need a way to get out during high tide when we can't go down Brielle to the east. Need a plan for [us] residents so we don't get stranded: Ferry?; Shuttle with parking on Fisk Ave.?; Duck boat?
57. Going across W-9 is dangerous for pedestrians and bikes: it is a disaster waiting to happen, concerned someone will get hurt, there's a lot more traffic – need a wider bridge at W9 and at W7
58. Don't want to lose extra driveway at Marina and condo shared access (eastbound, just past the bridge)
59. Concerned that large trucks coming across will be risks to bicyclists and pedestrians
60. If there is a new bridge, it's going to impact Brielle Road with trucks
61. There are vehicle clippings that all witness, but don't get reported
62. Like the look of the Glimmer Glass Bridge – keep the feel/look
63. Historic value of the bridge must be valued and not overlooked
64. Decisions about safety should be made, based on factual information, not just emotions. There has never been a crash along the 20'-wide drawbridge since it was installed, 79 years ago. The NJDOT does not have any reported crashes along the bridge. A wider bridge would eliminate the traffic calming effect.
65. Are there other methods to calm traffic speeds, even if the bridge is widened?
66. Can web service (an app) be provided to share information when the bridge is up?
67. There should be a bike path along Green Ave and Fisk Ave and Brielle Road (*on bridges*) and a pedestrian walkway, especially on Green Ave Bridge
68. We are *not* in the 19th century; construction speed can be faster (pre-fab)
69. Signs for truck weight restriction should be placed further out Brielle Ave, possibly add flashing beacons or otherwise light up
70. Boats should be required to lower antennas if possible, might minimize unnecessary bridge openings and consider scheduled openings, rather than on-demand
71. The current SHARE THE ROAD sign is small and not very obvious

72. Minimal change to overall look of bridge is preferable – sidewalk/bikeway on each side or one side?
73. One goal could be: to retain the perfect crash record of the bridge of continuing the traffic calming effect of the 20'-width of the span
74. Separate bridge for bike/pedestrian – bridge is too narrow
75. "Get it done right the first time!"
76. Bridge will be useless if not dredged; sitting on the problem
77. Not the main way in and out; locals head to Ocean to get out
78. Not taking either Main St or Brielle Rd during a flood
79. What about adjacent properties; potential impacts
80. Speeds limits of 25 - 30 mph are too fast at W9
81. Coordinate bridge opening times with other events/ functions
82. Consider historic values of bridge W9
83. If the Bridge is taken down and replicated, will it stay on the State and Federal Registers of Historic Places?
84. When bridge gets stuck, traffic backs up. Bridge repairs affect traffic. Eastbound traffic turns to Green Ave. cause traffic back-ups.
85. Boats should be required to lower antennas to reduce number of openings at W9.
86. Review bridge opening policy to make sure it is as efficient as it can be.
87. Use of bicycles is not safe at W9.
88. During summer, cars, pedestrians, bicyclists assemble at the crossing gates while the bridge completes its open/ close cycle. As soon as gates are lifted, everyone tries to cross at once, there is a safety concern over possible crashes/ injuries caused by cars.
89. Any replacement options for Bridge W-9 and Bridge W-7 should be aesthetically compatible.
90. Concerned about truck traffic if bridge load capacity is increased.
91. Can a separate bridge be built only for bicyclists and pedestrians on the north side of W9 making use of public land?
The project is still in the P&N development part of the scoping phase and we haven't developed the alternatives yet.
92. What does load posting mean? Does it apply to the entire bridge?
93. Need to safely accommodate pedestrians and bicycles.
94. Have you considered making the bridge one way?
95. A nominal raising of the Bridge W-9 profile would prevent a majority of the required openings.
96. Why does Bridge W-9 have to be raised so often?
97. The bridge project could look the same as the original but it should accommodate all emergency vehicles and improve safety for bicyclists and pedestrians.
98. How much will a new bridge cost?
We haven't developed the alternatives yet.
99. Replace it: it takes too long to go up and down, it is too narrow for everyone who wants to use it, it keeps needing repairs and that takes time and money they say we don't have.
100. Cannot prove/disprove - it's the last of its type (meaning the type of movable bridge).
101. The 3 Ton sign: Can't see sign. Maybe add flashing lights. Put up more signage ahead even several streets ahead so that the overweight vehicle can turn around or go around block. Trucks don't see sign and turns around in the person's driveway. Trucks follow GPS instructions.
102. What is bridge opening Schedule for boats?
103. Cars move right to avoid on-coming cars. The right side mirrors hit the post (of the mechanical equipment). There is a well by the mechanical equipment where mirrors (and hub caps) collect.

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

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.

MAY 24, 2016

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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):

Born & raised Manasquan Bch.!
I love the old bridge and understand historic consideration & sentiment but we need a wider & safer bridge for 2016 use. Wonderful rendition by Mon Co Engineers - whatever happens - not easy - thank you for all your help! New bridge ASAP! Thanks!

KINDLY SUBMIT COMMENTS BY JUNE 24, 2016 TO (MAIL OR EMAIL):

DENISE D'ACUNHA
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-OR-

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

I have resided in Brielle on Fisk Ave for almost 11 years. In that time I have witnessed on more than one occasion the bridge broken down, in disrepair, being repaired and being stuck. I have been stuck walking back from Manasquan Beach with my dog and children, and had to call for someone to come get me. We are not able to comfortably ride our bikes to the beach with our children because the bridge is unable to accommodate more than one person at a time along the walkway. Besides the fact that it is unsafe and not secure. My only concern is that a new bridge, which we are ALL for →

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will cause much more traffic. My children cannot play in the front yard as it is because of the speeding traffic. I would love to see speed bumps installed to slow the traffic on Fish Ave. It is time for the bridge to go!

The safety of the people in town that live in the area should be taken into consideration. Not one emergency vehicle can go over that decrepid bridge. What does that say for the people who need them?

It is time for a NEW BRIDGE!!

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BOROUGH OF BRIELLE AND MANASQUAN

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

Our family recently moved from our beautiful neighborhood in the Brielle Hills to this house for 1 main reason... OUR KIDS. They are 11 and 14 and we wanted the community lifestyle that this area offers. Walking and biking to the beach, town and school ~~and~~ ^{on} sidewalks! Safety is my main concern. This area is filled with kids and whatever changes are made we need to have sidewalks and bike lanes. ^{Also,} We do not want to see Fisk become any busier than it already is. Speed has to be controlled ~~more~~ in this area. We (and our neighbors) would love to see speed bumps!

Thank you.

KINDLY SUBMIT COMMENTS BY JUNE 24, 2016 TO (MAIL OR EMAIL):

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MAY 24, 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):

*The Fisk Ave. Culvert needs steel walls replaced - as to
the Glimmer Glass (W-9) Preserve it and completely
redo the underpiling^(and pilings). I do not want a bigger bridge
as the traffic flow will increase and I won't be able
to get out of my driveway! People speed down the street
as it is! The aesthetics of this historical bridge should
remain so people and artists coming to the shore can
appreciate something historical about Brielle and Manasquan.
When I moved to Brielle - our street had trees lining
the roadway - thanks to NJNG the trees were all
killed off by all the road digging. Now you are trying
to ruin the appeal of the people who moved here
for the quiet and aesthetics of living by the water. →*

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Do you realize there is only one other bridge like this one in the whole US!

Why can't we be like Europe and preserve our historic bridges and buildings.

Do you intend to let the public vote on this or is it a done deal?

P.S. Putting up speed limits do not work!

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

I agree that we need a new bridge for safety and to accommodate the local traffic. I am very concerned that the new bridge will be accommodating heavy load trucks that will be going up and down Fisk Ave. I believe there should be some restriction to trucks traveling on Fisk Ave.

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

(see attached Fact Sheet)

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GLIMMER GLASS BRIDGE Fact Sheet

The Glimmer Glass Bridge is a National historic treasure in the southern end of Monmouth County.

The August 5, 2002 report from Hatch Mott McDonald (Monmouth County Engineer's independent consultants) regarding "Accident History, 3 year period" indicates: "Based on a search of accident reports within the project area, there is no significant accident history in the study area."

The bridge is 122 years old and has been a safe crossing for all that time. According to the NJDOT crash records, in the last 12 years [1997-2008] 251,167 accidents have occurred on road systems in Monmouth County. Manasquan Police records show NONE of them on the Glimmer Glass Bridge.

76% of Manasquan's 99 streets have LESS or the same passable width (20') as the Glimmer Glass Bridge.

As per FHWA, Office of Project Development & Environmental Review, the 20' road width on the bascule span is a traffic calming device. A wider span would encourage faster speeds which may well result in the increased likelihood of accidents.

There is a 5' sidewalk along the Glimmer Glass Bridge, enough for pedestrians and bikers to walk their bikes across the bridge. The small section of narrower sidewalk at the bascule can be increased to 5 feet.

The live load capacity of the Bridge can be increased to a tonnage which would carry all the emergency vehicles. In addition, there are two other bridges in Manasquan that do the same thing, and one of them, the Main Street Bridge has access to the beach a mere 612 feet away from the access point of the Glimmer Glass Bridge. The Main Street Bridge is the main thoroughfare for all of Manasquan's emergency equipment.

The Glimmer Glass Bridge is the last bridge of its type in the world. It is on the National Register of Historic Places and it is on the New Jersey Register of Historic Places. It will remain on those Registers when it is replaced in-kind. If the Bridge is made wider, and larger, it will not remain on the Registers and this National Treasure that we have in Manasquan will be lost.

Section 106, 4F

Department of Transportation Act adopted by Congress in 1966, Section 106, 4(f) states that transportation projects must avoid historic sites unless there is "no feasible and prudent alternative" and requires "all possible planning to minimize harm" to historic places. This unequivocal "hands-off" directive has been invoked hundreds of times over the past 35 years to keep the nation's heritage from being bulldozed and blacktopped, as examples from around the country show.

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BOROUGH OF BRIELLE AND MANASQUAN

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

- IF IT IS NOT BROKEN
WHY FIX IT
- ROBE & BRIDGE WIDE ENOUGH
- WHY MAKE ROAD MORE OF A SPEEDWAY
- I BELONG TO INTERNATIONAL ORGANIZATION
QUESTERS - THE BARNAGET WINDHAMMERS
CHAPTER -
OUR PURPOSE - RESTORATION & PRESERVATION
OF HISTORICAL OBJECTS - BUILDINGS - SITES
ETC ETC.
- ~~KISS~~ KISS - KEEP IT SIMPLE SWEETHEART

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BOROUGHES OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

Brielle Road is a raceway even in the winter months.
If the road + bridge ^{are} widened the road will not be
able to handle the traffic.

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

Definitely need new bridge over
Glimmerglass. Draw bridge not safe,
15-20 min up & down.

Need bike/walking lane to beach.
Emergency vehicle concern.

Safety for residents should take priority
over those who like the "look".

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

- Needs to remain estetically looking
Because its in a residential
Neighborhood.
- Needs to be safe for walkers
+ Bikes
- Side walks must remain
- Keep speed under control
for Neighborhood

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

PLEASE INCLUDE ADEQUATE ROADWAY TO ACCOMMODATE
ALL MODES OF TRANSPORTATION eg. CARS, TRUCKS,
SUVS, BICYCLES, SKATEBOARDS, ETC. AND
ADEQUATE SIDEWALKS FOR WHEELCHAIRS, BABY
CARRIAGES, WALKERS, PEDESTRIANS, ETC. ON ALL
THREE BRIDGES.

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

I support a moderate widening of
the roads leading to/from bridges.
We need for safety in walking &
bike riding.

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PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

These three bridges set the whole tone and feel for the area - making it feel like a very special place at the shore. Being an engineer myself, I understand that newer technologies may offer many benefits - tangible benefits (e.g. longevity, reduced maintenance, increased load ratings), but they could never compensate for the losses in less tangible aspects (e.g. look, feel, history) that would result if the existing bridges were removed. The three bridges are a historic landmark that should be protected.

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

I AM OF THE OPINION THIS UNIQUE HISTORIC
BRIDGE (GLIMMER GLASS) MUST BE MAINTAINED
AND PRESERVED. A GROUP OF US WERE
INSTRUMENTAL IN ENSURING ITS LISTING
AS A NATIONAL HISTORIC SITE. WE WILL
NOW SUSTAIN AN EFFORT TO HAVE IT LISTED
AS A NATIONAL HISTORIC LANDMARK.

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PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

Bridge must be replaced for safety reasons - both structurally & capacity-wise. I believe the bridge should be widened to accommodate all users to avoid conflicts. And it should be replaced as soon as possible.

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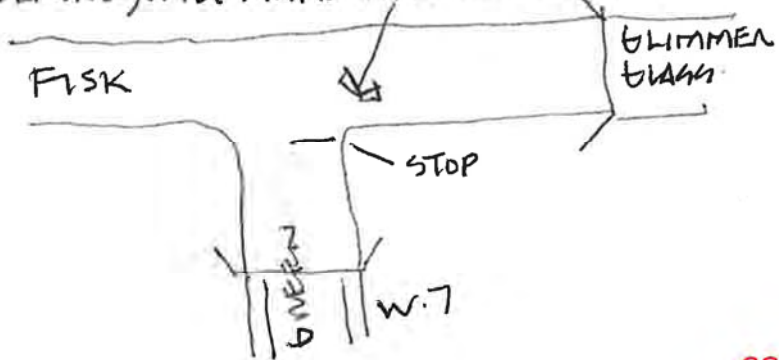
W-9, BRIELLE ROAD BRIDGE OVER GLIMMER GLASS

BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

7/9 # ASKED 5
24
14
400+ PEOPLE
"INTERVIEWED"
FOR KEEPING BRIDGE AS IS!
I "INTERVIEWED" PEOPLE STOPPED
IN TRAFFIC DUE TO BRIDGE BEING
WP. FOR 3 SEASONS AS I MYSELF
USED THE SUMMER
BRIDGE

THIS INTERSECTION VERY
CONGESTED. WIDER GLIMMER GLASS
BRIDGE (HIGHER SPEEDS MORE VEHICLES PER
INTERVAL) WILL MAKE THIS HAZARDOUS.



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PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

ASSHTO Guidelines are published, not imposed by FHWA unless the road is a National Highway Road [NHS] or an Interstate Highway. Glimmer Glass Bridge is neither.

76% of Manasquan's 99 local roads have a passable width of only 20' or less. Practically all of the roads have 2-way traffic and allow parking on both sides. Thus, the passable width is reduced to 20' or less. Some examples, of many, are:

1. Ocean Avenue - Passable width: 17'
2. First Avenue - Passable width: 19' [Lanes are marked as 10']
3. Virginia Avenue - Passable width: 19'
4. Marcellus Avenue - Passable width: 20'
5. Parker Avenue - Passable width: 20' [Manasquan Fire Company #1 is located here]
6. Lakewood Road - Passable width: 17'
7. McGreevey Place - Passable width 13.5'
8. Broad Street - Passable width: 19'
9. Cedar Avenue - Passable width: 17'
10. Narrumson Road - Passable width: 16'

In her January 5, 2005 letter to Anthony Sabidussi, Manager, NJDOT, Dorothy P. Guzzo, Deputy State Historic Preservation Officer, HPO indicated "...the movement of vehicles over the bridge was witnessed. All of the vehicles appeared to stay within lanes when crossing the bridge."

Recently, Main Street in Avon has been narrowed to make it safer. As was noted on their website: The Avon Main Street project is "a project that both the DOT and the community can be proud of. Improved safety and mobility of all road users, not just autos. Increased economy and quality of life." By reducing the road width (through use of construction of corner bump-outs and center islands), "the traffic calming features have eliminated the speedway that previously existed."

Reference: AASHTO/FHWA Peer Exchange: CSS BaltoMd

Contacts: Former Mayor Jerry Hauselt; Charles Rooney, T&M Associates
Gary Toth, NJDOT

And Cherry Hill Road, Holmdel was narrowed 5 years ago to limit speeds. In November, 2013, travel lanes on Kings Road, Chatham were narrowed by use of midblock medians to slow down traffic and make the road safer.

The Institute of Transportation Engineers defines traffic calming as "the combination of mainly physical measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for non-motorized street users" (Institute of Transportation Engineers, 1999). A form of speed control is a narrowing measure, which relies on a psycho-perceptive sense of enclosure to discourage speeding.

COMMENTS ARE OPINIONS
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(M)

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PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

Since the purpose of this meeting is Existing Conditions and seeking input on PURPOSE and NEED. I bring the following to your attention: **Purpose should include the incredible historic value of the Glimmer Glass Bridge:** The Glimmer Glass Bridge was built 128 years ago, and the drawbridge which features technology which originated in 19th century France, was added 79 years ago. The Glimmer Glass Bridge is the only one of its type in the world today.

The community LOVES the Glimmer Glass Bridge --- and have embraced its existence over the years in postcards, calendars, puzzles, recognized by the Historic Bridge Foundation in its first newsletter, and it is on Manasquan Borough's website as its logo.

EXISTING CONDITIONS and NEED should include the factual information regarding road width and safety and the incredible safety record that dates back over 128 years!

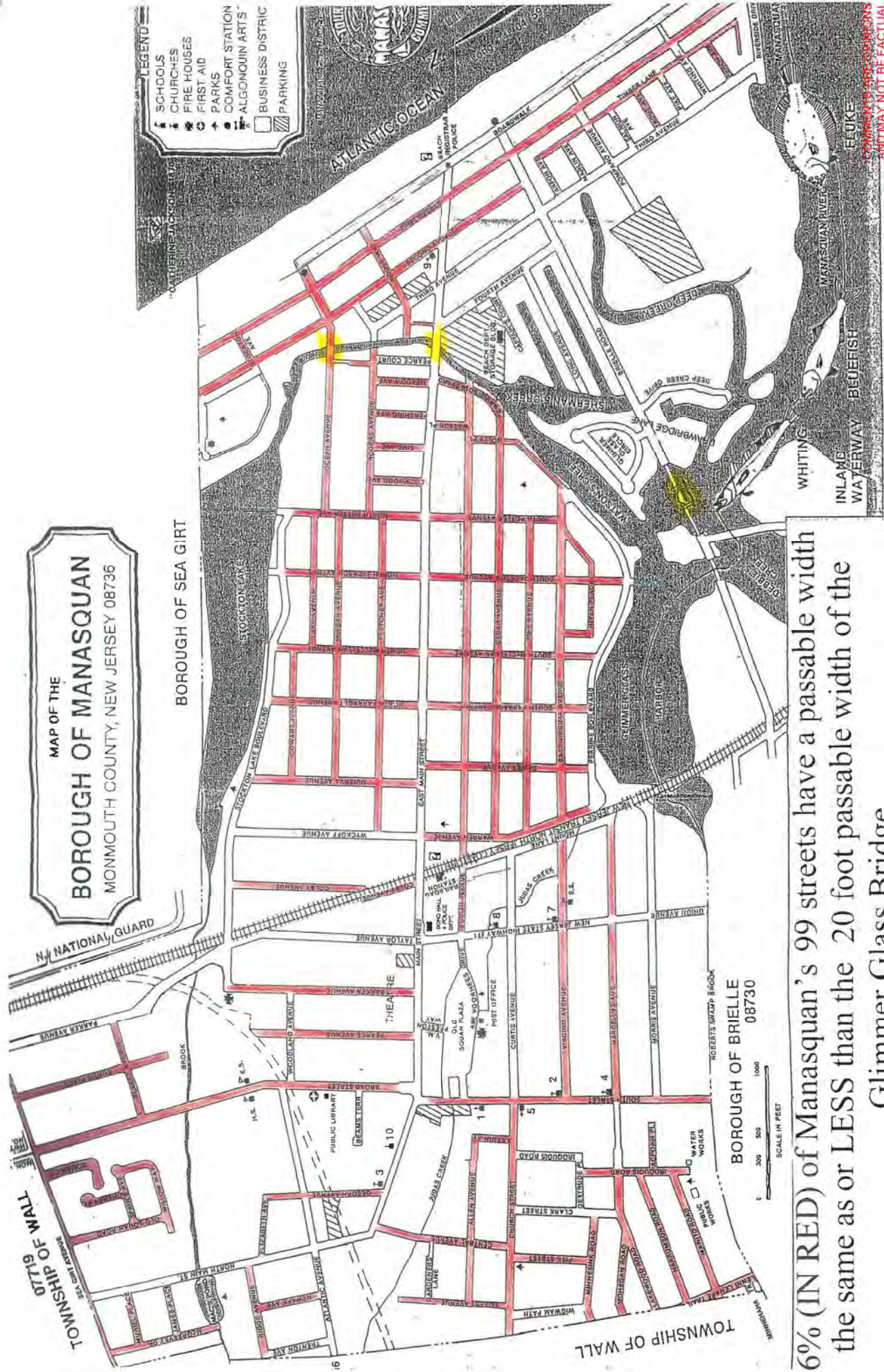
Some have expressed a concern regarding the passable width of 20 feet that exists at the draw-bridge section. **Actually, 76% of Manasquan's 99 streets have less or the same passable width of the Glimmer Glass Bridge—20 feet or less (see attached map of the Borough of Manasquan). The Bridge is not narrow, it's the normal width of roads in Manasquan.**

Over 150 historic two-way bridges, 20' wide or less, exist in New Jersey today, and 16 of them are in Monmouth County. Seven of them have annual average daily traffic up to 23,000 cars per day, far more than the Glimmer Glass Bridge. The bridge has been a **safe conduit** over the Glimmer Glass for over 128 years. A 2002 Engineer's Report regarding "Accident History" indicates: "Based on a search of accident reports within the project area, there is no significant accident history in the study area". **The 20' road width on the bascule span is a traffic calming device, as per FHWA.** A wider span would encourage faster speeds which may well result in the increased likelihood of accidents.

We have OVER 2,000 signatures in support of rehabilitating the Glimmer Glass Bridge. Many signers are Manasquan and Brielle residents, however people from all over the United States want to see this bridge saved: New York, Pennsylvania, North Carolina, Connecticut, Florida, Arizona, Maine, Vermont, Utah, Georgia, Maryland, Texas, California, South Carolina, New Mexico, Virginia, Oregon, New Hampshire, Ohio and Hawai.

P.S. My husband and I are members of the MBIA. **We do not support the destruction of** the Glimmer Glass Bridge, as suggested by There was NEVER any poll taken of the 253 MBIA members. It is only the opinion of the trustees.

**COMMENTS ARE OPINIONS
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76% (IN RED) of Manasquan's 99 streets have a passable width the same as or LESS than the 20 foot passable width of the Glimmer Glass Bridge.

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

The bridge has been a safe conduit over the Glimmer Glass for over 122 years. There is NO citing of any accident on the Glimmer Glass Bridge as a result of the 20' wide deck at the bascule span. The one accident in 1989 involved an intoxicated driver who was driving in the wrong wider approach lane. The accident did not occur on the 20' wide bascule span. As per Keith Skilton, FHWA, "If alcohol was involved, the County can't use that as an example of unsafe road."

There is an existing 6' sidewalk which can be repaired for pedestrians. Bicyclists can walk their bikes over the bridge. A sign can indicate this requirement (Same as is indicated on the Route 35 bridge over the Manasquan River).

The August 5, 2002 report from Hatch Mott McDonald regarding "Accident History, 3 year period" indicates: "Based on a search of accident reports within the project area, there is no significant accident history in the study area."

According to the NJDOT crash records, in the last 12 years [1997-2008] 251,167 accidents have occurred on road systems in Monmouth County. Manasquan Police records show NONE of them on the Glimmer Glass Bridge.

MaryAnn Nabor, FHWA, Historic Preservation, Office of Project Development & Environmental Review stated "there are provisions to grant an exception for road width if the bridge functions safely." And she re-iterated FHWA's directive to save historic bridges, not destroy them.

KINDLY SUBMIT COMMENTS BY JUNE 24, 2016 TO (MAIL OR EMAIL):

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MAY 24, 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):***NOTES FROM NJDOT DESIGN EXCEPTION MANUAL:*

1.0 GENERAL: "Design exception may be approved when it can be documented that a lesser design value is best practical alternative." "Factors... shall include social, economic and environmental impacts together with safe and efficient traffic operation"

Comment: Present Glimmer Glass Bridge, rehabilitated, in-kind, best meets these criteria:

SOCIAL: Keeps the Glimmer Glass Bridge on National and NJ Historic Registers which is a source of local pride to have a historic bridge and tourist attraction -- which is the last bridge of its type in the world today. And it meets the mandate from Congress : Department of Transportation Act adopted by Congress in 1966, Section 106, 4(f) states that transportation projects must avoid historic sites unless there is "no feasible and prudent alternative" and requires "all possible planning to minimize harm" to historic places. This unequivocal "hands-off" directive has been invoked hundreds of times over the past 35 years to keep the nation's heritage from being bulldozed and blacktopped, as examples from around the country show.

ECONOMIC: Lowest cost to rehabilitate, and lowest cost to maintain in the future [See Childs Engineering report, dated October 13, 2011]

ENVIRONMENTAL: The Glimmer Glass Bridge is in a pristine eco-system. Three of the many species that are on the endangered list nest at the bridge: the osprey, piping plover and yellow crowned night heron. Photographs and data has been submitted to the DEP that will put this information on the Registry of Endangered Species. The Chair of the Endangered Species Program stated that the project would have to be approved by them.

Also, the smaller bridge (Alternate 2A) minimizes encroachment on the salt marsh and retains esthetic value and quality of life for area residents.

SAFEST AND MOST EFFICIENT TRAFFIC OPERATION: As per NJDOT, there are no recorded accidents for the 100 year history of the bridge. The 20' width is a traffic calming device recognized by the FHWA. A rehabilitated bridge will meet all load requirements for emergency vehicles.

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BOROUGH OF BRIELLE AND MANASQUAN
PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

The natural environment surrounding the Glimmer Glass Bridge provides indirect benefits generated by ecotourism, and other ecosystem services which include: Aesthetic, recreational, biological control, cultural and spiritual. (ref: "Valuing New Jersey's Natural Capital: An Assessment of the Economic Value of the State's Natural Resources", April, 2007, NJDOT)

The Secretary of the Interior's standards for treatment of historic properties applies to the Glimmer Glass Bridge. It states "Every reasonable effort shall be made to continue a historic bridge in useful transportation service. Primary consideration shall be given to rehabilitation of the bridge on site."

As was so aptly said at the conclusion of Ken Burns' PBS series "The National Parks, " The challenge of the 21st century is restoration."

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BOROUGHES OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

Only the proposed rehabilitation "in-kind" will maintain the historic listing which is based on both technology and scale, as well as minimizing environmental disturbance. The rolling counterweight single-leaf bascule bridge (W-9) with a deck girder movable leaf is the only example of the late 19th century bridge type in the whole country. The bridge represents technology that was developed prior to 1885. It was used in New Jersey by railroads and over canals. The Glimmer Glass still operates in the original manner and is thus historically and technologically significant.

On February 28, 2008, the Glimmer Glass Bridge was placed on the New Jersey Register of Historic places. It is "a resource of national significance". ref: New Jersey State Historic Preservation Office

The Glimmer Glass Bridges was entered on the National Register of Historic Places on April 25, 2008. "The National Register is the Nation's official list of cultural resources significant in American history, architecture, archaeology, engineering or culture." NJDEP, Historic Preservation Office.

Rehabilitation of W-9, in-kind will maintain the historic resource. The Glimmer Glass Bridge, W-9, is the only one of its type in the World. Rehabilitation of W-9 in-kind is the only way to maintain the Historic Resource.

In her January 5, 2005 letter to Anthony Sabidussi, Manager, NJDOT, Dorothy P. Guzzo, Deputy State Historic Preservation Officer, HPO indicated "It should be noted that this (Glimmer Glass Bridge, W-9) is an extremely rare resource type, the last of its kind in New Jersey and perhaps the nation. As such, it is a resource of national significance."

Brielle Historian David DuPre has made the following observation: "We are rapidly losing our historic sites. These are precious to us, they provide a sense of history, a sense of belonging and a serenity that brings a special contentment to our lives. We grew up with this bridge. It is our history, and we want to continue to enjoy all that it brings us."

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PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

The Glimmer Glass Bridge is perfectly adequate for the current traffic. Since the Manasquan Beach area is fully developed, there is no expectation that traffic demand will increase in the future. There is no bottleneck to traffic other than the frequent bridge openings which will of course continue in all cases.

According to the Minutes of the Field Meeting of July 22, 2005 Helene Bowdman, FHWA representative, concluded that ... "the traffic experienced at W-9 bridge is local traffic..."

The W-9 bridge is used by local residents who are familiar with it. They slow down to cross the span. The major beach traffic occurs only in two months of the year, July and August when the average traffic is about 6,000 cars a day. But during the other ten months of the year, the average traffic is only 2,000 cars a day. Combined, the annual average daily traffic is still only about 2,500 cars a day. Much less than occurs on many other narrow 2-way bridges in NJ today.

Monmouth County Engineer Joseph Ettore, at the March 19, 2008 meeting in Brielle, and again at the April 14, 2008 workshop meeting said W-9 is a local bridge for local residents. Most of the traffic would not choose W-9 but would go down Hwy 71

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BOROUGH OF BRIELLE AND MANASQUAN

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

- ① We definitely need a new "modern bridge"
- ② The bridge design that was presented was very close to the original
- ③ We can't have fire engines come over the bridge
- ④ Takes "very" long time to raise & lower
- ⑤ It is not wide enough for cars & bikes to travel safely
- ⑥ Can only be repaired to handle 3 tons (cars)
- ⑦ Brielle will not send fire engines or rescue vehicles over the bridge - It is much longer to go over Main St. and in an emergency time counts -

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PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

It is my opinion that this bridge is too narrow. I'm always afraid of hitting people on bicycles, especially if cars are going both ways. Our Emergency Vehicles & Brielle's, are not allowed to use the bridge due to "Weight" limits. This may delay vehicles from getting to our neighborhood. I am also afraid of hitting another vehicle's side view mirror with mine, and 150 P/u. This bridge is forever needing more repairs. Time to replace it with today's standards. This one is way too old, meant for the 'old' vehicles from when it was built, not today's!

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

I would like to see the bridge replaced with a more modern, safer structure while still retaining the look of the historic bridge. An example of this type of reconstruction is the historic covered bridge in Woodstock, VT. They needed to replace this historic bridge. They replaced the bridge making it wider to accommodate 2 way traffic while retaining the look of the original bridge. The best of both worlds. If you did not know it was replaced you would think it was the original.

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

Agree with all the widening, etc.
& especially W-9 & with W-9 allowing
heavier vehicles (fire engines, etc.) to
cross.

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BOROUGH OF BRIELLE AND MANASQUAN

PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

ITS BEEN WAY TOO LONG

THE BRIDGES MUST BE REPLACED

PAST DESIGNS I SAW WILL LOOK
LIKE THE OLD

TOO MUCH MONEY, TIME ENGINEERING
SPENT, WITH NO CURRENT RESULT

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PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

I would like to see the bridges replaced.
I love history and understand why some people want
to keep it but the times have changed. It is 2016
and these bridges are unsafe. There are no sidewalks
for pedestrians^{and} bike riders. The bridge is always
up to accomodate the boats but it really delays
the cars. I will turn around if I see brake lights.
Seriously, please replace the bridges. This way
it will be safe for all involved

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PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

I would prefer the structure as it is be remade
& leave it to look as it is. wider does not ~~be made~~
make a huge difference - 3 ft? however it may
impact our environment if it is enlarged

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PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

I look forward to the future meetings.
I would prefer keeping the "old" bridge but
I also understand the impact of the condition
of our current bridge in terms of emergency
vehicles.

Please show us the possibilities of repair
vs. building new...

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PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

I'D LIKE A DRAWING THAT LOOKS
SIMILAR TO THE EXISTING BUT IS BUILT
WITH NEW CURRENT MATERIALS TO GET MAXIMUM
LIFE OF BRIDGE. ALSO WANT IT TO
BE DESIGNED TO OPEN & CLOSE MUCH FASTER.
THE LENGTH OF TIME WASTED AT OPENING
IS A MAJOR FACTOR FOR PEOPLE USING THE
BRIDGE DAILY TO ACCESS BEACH / LITTLE LEAGUE,
ETC..

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PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

COMMENTS (PLEASE PRINT CLEARLY):

I WOULD LIKE A WIDER BRIDGE @ THE DRAWING
(W-9) AND GREEN AVENUE BUILT TO TODAY'S STANDARD.
SPECIFICALLY WIDER LANES / SHOULDER FOR
BIKE TRAFFIC. ALSO AT LEAST 1 SIDEWALK FOR
PEDESTRIANS. ELIMINATE THE PINCH POINT
AT TOP OF BRIDGE

ENORMOUS AMOUNT OF BIKE TRAFFIC / SKATEBOARD, ETC.
CROSS THE BRIDGE WHILE CARRYING SURFBOARD, BEACH
CHAIRS, ETC... AND SAFETY IS A MAJOR CONCERN. EVEN
IF NO ACCIDENTS, I HAVE NEARLY BEEN RUN OVER NUMEROUS
TIMES AND WATCHED CARS SMACK REAR VIEW MIRRORS

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MAY 24, 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):

We need to replace the Glimmer Glass Bridge. We need a structure safe for fire trucks, emergency vehicles. Wide enough for cars and bicycles.

KINDLY SUBMIT COMMENTS BY JUNE 24, 2016 TO (MAIL OR EMAIL):

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-OR-

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

I am in favor of replacing the bridge and widening it "in Kind". I love the style of the bridge and would love to see a replacement that looks similar.

I am concerned about the safety of the bridge especially since there are only 3 accesses to the beach area and the Main St bridge floods often. leaving only 2

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

Thank you for all the info - appreciated

My concerns are

- the width of new bridge -

- concerned w/ taking of our right of way

might impede our entrance to condo's

- length of time bridge will be out, we still have flooding on Brielle Rd at certain high tides.

We are still trapped during those tides

I can't schedule anything without checking my tide chart.

- I am NOT concerned with the bridge's history or historical significance. I want a working + safe bridge that suits its surroundings.

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U

Save the Glimmer Glass Bridge

(Notes for the Public Meetings, May 24, 2016)

Setting Purposes and Goals

This meeting is said to be the third meeting as part of a multi-stage, multi-step process to determine what to do about the bridge. This process is necessary since the bridge is on the National and New Jersey Registers of Historic Places.

At the prior Stakeholders meeting, the purpose that was presented was:

"To maintain a safe and efficient crossing for all modes of travel". The goals were to consider social, economic and environmental factors. The presentations at that meeting were entirely about the structural system.

However, this is not just a structural project. It involves historic and aesthetic values. Because of this, the purpose needs to be altered. The purpose should be:

"How can we continue to save this historic and aesthetic treasure while maintaining a safe and efficient crossing." This puts the emphasis where it should be, on the gem we have been granted by our forebears and that we need to preserve for the benefit of future generations. The bridge is on the historic registers for its historic technology and for its scale in its marsh setting. We cannot change the technology and we cannot enlarge it without losing its historic value and damaging the marsh that surrounds it.

next page

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Completing the Repairs

Since \$3 million in repairs were recently done, it occurred to us that to avoid wasting all that money and for time advantages, perhaps the repairs could be continued to complete the work of addressing the deficiencies. An engineering report we commissioned showed this indeed could be done. This puts a new light on the project. It means that the bridge does not necessarily have to be totally replaced, but can be repaired. The Engineering Report shows that the repairs can be accomplished at about half the cost (\$10 million vs. \$20 million for the new bridge) and half of the down time of a new bridge (30 weeks in off-seasons vs. 3 years for the new bridge).

Federal Mandate to Preserve Historic Places

Section 106, Subsection 4(f), adopted by Congress in 1966, states that transportation projects must avoid historic sites unless there is "no feasible and prudent alternative". This unequivocal "hands off" directive has been evoked hundreds of times over the past 40 years to keep the nation's heritage from being destroyed. In this case, there are the above two perfectly feasible and prudent alternatives, thus mandating that the bridge be preserved in its historic condition.

SUMMARY

As will be seen below, there are no safety, engineering nor financial reasons to deprive us and future generations of this historic treasure. Therefore, the purpose and goals of the project should be reoriented toward the overriding and perfectly feasible goal of preserving the bridge as it is for its historic and aesthetic value.

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PROJECT PURPOSE AND NEED: COMMENTS & SUGGESTIONS

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- W9 needs to be widened for safety purposes. Cars have gotten bigger & wider (Influx of SUV's). I've witnessed two instances where vehicles going in opposite directions clipped their side mirrors.
- W7 needs to be widened (same reasons as above for W9) and sidewalks & guardrails added.
- W9 needs to be replaced so emergency vehicles can access homes in Manasquan beach area.

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

At this time, our Brielle Bridge over the Glimmer Glass is on the NJ and National Registry for Historical Sites. Any radical change will take it off the Registry. There are very few, if any, other bridges like this one around with the rollers & cables. We accept the idea of rehabilitation to strengthen the bridge, but not renovation that will alter the bridge (ie: widen). Too many buildings and structures that are part of our past are being torn down - let us keep our historical background.

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