

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
STAKEHOLDER MEETING APRIL 21, 2016

Meeting Summary

Prepared By: The RBA Group (Denice daCunha, Andy Fekete, Michael Kilar)
Date / Time: April 21, 2016 at 2:00 p.m.
Location: Manasquan Borough Town Hall • 201 E Main Street, Manasquan, NJ 08736

	<u>ATTENDEES</u>	<u>ORGANIZATION</u>
<u>STAKEHOLDERS</u>	Robert Houseal	Brielle Environmental Commission
	Bette June Worth	Citizens for a Wider Safer Bridge
	Fran Drew	Committee to Save the Glimmer Glass Bridge
	Jack Drew	Committee to Save the Glimmer Glass Bridge
	Frank S Proviero	Deep Creek Cove Marina
	Joseph Delorio	Manasquan Borough Municipal Administrator
	Ed Donovan	Manasquan Borough Council
	Tom Nicastro	Manasquan Borough Department of Public Works
	Chris Tucker	Manasquan Borough Office of Emergency Management
	Jim Priolo	Manasquan Borough Engineering (Maser Consulting)
	Paul Nolan	Brielle Borough Council
	Al Sauer	Manasquan Beach Improvement Association
	Art Ryan	Manasquan Beach Improvement Association
	Bob Young	Manasquan Beach Improvement Association
	Helen Young	Manasquan Beach Improvement Association
	Mary L. Ryan	Manasquan Beach Improvement Association
	Michael Donovan	Monmouth County Sherriff's Office
	Andrea Tingey	NJDEP - Historic Preservation Office
	Joe Thompson	Office of Assemblyman Dave Rible
	Matthew Woolley	Office of Assemblyman Sean Kean
<u>PROJECT TEAM</u>	John Belding	Union Landing Historical Society
	Joseph Ettore	Monmouth County Engineering • County Engineer
	Denis Walsh	Monmouth County Engineering • Project Manager
	Inkyung Englehart	Monmouth County Engineering
	Debby DeJong	Monmouth County Engineering
	Martin Hofler	North Jersey Transportation Authority
	Sarbjit Kahlon	North Jersey Transportation Authority
	Sascha Frimpong	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
	Michael Dannemiller	The RBA Group
	Michael Kilar	The RBA Group
	Richard L. Porter	The RBA Group
	Pat McHugh	The RBA Group

MEETING SUMMARY

A sign-in table was used for recording attendance, updating contact information and distribution of handouts (Project Team Contact list). 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 suggestion box was made available for any attendees that wanted to write a comment or question for the Project Facilitator to read, or to leave a comment if they had to leave the meeting early. A PowerPoint Presentation was made and Stakeholder Input Session followed.

A. Welcome

Denice daCunha, the Project Team's Facilitator, opened the meeting by reviewing meeting logistics and the agenda. Joseph Ettore, Monmouth County Engineer welcomed stakeholder attendees on behalf of Monmouth County and collaborating agencies of North Jersey Transportation Planning Authority (NJTPA) and the New Jersey Department of Transportation (NJDOT).

B. Purpose of Meeting and Introductions

The purpose of the meeting was to present status of the project, review the existing condition of the three structures, and fine tune the project Purpose, Need, Goals and Objectives. It also provided stakeholders an opportunity to provide feedback and information useful to the Project Team towards Project Purpose and Need and for advancing improvements. Joseph Ettore briefly reviewed reasons for refreshing the information needed to complete the scoping process, citing the effects of two major storms (Hurricane Irene and Superstorm Sandy), the need to address the 2014 Glimmer Glass Bridge deck failure, update environmental information and regulatory requirements. He noted that the meeting would focus on the Purpose and Need. The process will also include implementation of an updated Public Involvement Action Plan (PIAP) which engages Local Elected Officials, Stakeholders and the Public. Prior to this meeting the County met with Manasquan officials on March 23, 2016 and Brielle officials on April 4, 2016.

Project Team members introduced themselves. Introductions were offered to stakeholders and most introduced themselves.

C. Project Presentation

A Power Point presentation, attached to this Meeting Summary, was given by Denice daCunha and Gerard Kroner which covered the following topics:

1. Project Delivery Process (D. daCunha)
2. Existing Conditions (G. Kroener)
3. Project Purpose & Need / Goals & Objectives (G. Kroener)
4. Next Steps (D. daCunha)
5. Stakeholder Input (D. daCunha)
6. Meeting Review / Action Items (D. daCunha)

Denice daCunha noted that two Public Information Centers, one in the afternoon and one in the evening, are being scheduled for May 24, 2016 (Brielle session at The Curtis House and Manasquan session at the Borough Meeting Room. Times are being confirmed and stakeholders will receive notices.

D. Stakeholder Input

Following the PowerPoint presentation, Denice daCunha opened the meeting to Stakeholders for input. She reminded the group that input was being noted, will be considered during the Alternatives Analysis phase, answers will be provided (if available at the time) and a meeting summary will be posted on the project website. The following is a list of comments /suggestions **(C)** and questions **(Q)** by stakeholders. Project Team responses, facilitated by Denice daCunha, are *noted with indented italic text*:

It is noted: Comments are the opinion of stakeholders and may not be factual. The intent, as noted at the meeting, is that the Project Team will review stakeholder comments and consider suggestions.

1. C / Q
 - Should present what has already been done. Weren't options considered already?
 - o *RESPONSE: This effort is basically a "restart." We are evaluating current existing conditions. Reasons for delays were discussed during the meeting introduction and included storm related efforts. Yes, previously options were developed. Updates will include current conditions and stakeholder input. Alternative Analysis will be the topic of a separate meeting after input from this meeting and the next public meeting.*
 - Will this presentation be posted on the website?
 - o *RESPONSE: Yes, the project website should be operational approximately 7-10 days before the Public Information Center (May 24, 2016)*
2. C
 - The efficiency (time needed for opening / closing the drawbridge) and the effects on traffic should be included as a project need.
 - Bridge W-9 opens two times per hour during the summer
3. C
 - Restart is frustrating - bridge replacement process was started in early 1990's. Need to move the process and the project forward.
 - To address the Americans with Disabilities Act (ADA) considerations, wider bridges are required.
 - Most important Purpose/Need should be public safety. Glimmer Glass bridge is dangerous for other users. Safety for all users should take precedence over historic resource. Bridge narrows down to 20' – Cars, trucks, skate boarders, joggers, and bicyclists use the bridge. It's a big tragedy waiting to happen.
 - Municipal Resolutions of Support were passed in 2003 and 2014
 - At one point, 2 – 12' lanes & 2 – 2' shoulders were proposed. This is insufficient. Need a minimum of 32' width with 2 – 4' shoulders. Need a concept that takes into account all users.
 - Don't believe historic aspect should take precedence over safety.
 - County offered the Glimmer Glass Bridge to various entities for preservation – not at its current location.
4. C
 - Is Safe Streets which also accounts for pedestrians and bicyclists (Complete Streets Policy) included in the Purpose/ Need?
 - o *RESPONSE: Yes, the Purpose and Need presented at this meeting considers all users.*
 - 12 foot lanes and 2 foot shoulders are not sufficient.
5. C / Q
 - Current Glimmer Glass W-9 Bridge width of 20' is sufficient. Manasquan has other bridges such as the Main Street Bridge and Ocean Ave. The Glimmer Glass is the only one of its type in existence.
 - It is possible to get a waiver for a historic bridge – there is a process for obtaining design exceptions according to FHWA. Stakeholder has a letter supporting this comment and will submit to Project Team. Glimmer Glass Bridge (W-9) is the last bridge of its type in the world.
 - o *RESPONSE: Project Team noted that due to historic significance, coordination with SHPO and meeting with Historic Sites Council will be required.*
 - The following additional comments related to W9 were offered:
 - o One (1) accident in 1989 involved an intoxicated driver
 - o Accidents do not occur within in the 20 foot wide area
 - o Bicyclists can walk bikes over the bridge
 - o Wider lanes may lead to increased speeds
 - o The bridge serves as traffic calming device. Other roads have been narrowed for traffic calming. Most roads within Manasquan are of similar width (it is noted that a

- map, prepared by the stakeholder, showing roads with similar passable widths within Manasquan was shown to some Project Team members prior to meeting)
- o Wetlands – wider bridge would affect view and impact wetlands
 - o New cables and new motors can be installed on bridge
 - o Safety history is excellent
 - *RESPONSE: There was a discussion between the stakeholder and Project Team that safety can be characterized by considering the number of crashes, although not all crashes are reported. “Safety” is also considered when looking at design standard conditions compared to existing, such as lane width, sidewalk width, etc. It was noted by the Project Team that “safety” as a reflection of reported accidents was not identified in the presentation as a current issue. The W-9 roadway may be considered “safe” due to the lack of reported accidents, however there are safety concerns.*
 - o Ten minute wait for open / close cycle is an opportunity to observe area and appreciate the beautiful surroundings
 - o Endangered species exist in the area
 - o Remember that the roads are “local” and “historic” – not “highways”
 - o The bridge is valued by artists as well. The stakeholder read several quotes from a calendar with Glimmer Glass Bridge (W-9) renderings. A jigsaw puzzle of an artist rendering of the bridge was also brought to the meeting and shown to several Project Team members before the meeting.
 - o Bridge tender operations should be addressed. Damage to the bridge in 2014 occurred when a new bridge tender signaled overweight trucks to advance over the bridge to deliver bottled water and to provide port-a-john service for the bridge tender building
 - *RESPONSE: There was a discussion regarding the truck that did the damage and some views of Monmouth County and the stakeholder differed. It was discussed that the point was the bridge was damaged and moving forward, the bridge tender operations (with respect to allowing overweight vehicles to traverse the bridge) should be reviewed.*
7. Q • Why not put a camera on the bridge and ticket violators?
- o *RESPONSE: There is a camera, however the process of issuing fines needs to be evaluated. Similar to red light cameras, unfortunately there can be issues.*
8. Q • What is overall timeline? Don’t want to wait another 5, 10 years.
- o *RESPONSE: The Project Team is planning to have a draft schedule for the May 24, 2016 Public Information Center. The goal is to work together to move the process forward.*
 - Is there a sufficiency rating for W8?
 - o *RESPONSE: Sufficiency rating is not applicable to this structure due to its size: Technically, Structure W-8 is not considered a bridge by NBIS (National Bridge Inspection Standards) and is therefore not evaluated for a sufficiency rating.*
9. C Since existing conditions have changed, and must have changed due to storms, expanding the rehabilitation effort should be required
10. Q • Are there major repairs scheduled on the Glimmer Glass bridge and can they be scheduled for winter?
- o *RESPONSE: At this time, there are no priority repair notices and no major repairs are scheduled. When work is necessary, construction timing would account for seasonal traffic and any environmental restrictions as much as possible. There will be times when there is no flexibility in scheduling necessary repair work. Mechanisms such as pulleys and sheaves are from 1938 and cables need to be moved/reset every two to three months. We can’t predict when emergencies occur with aging structures.*

- o *Monmouth County will continue to monitor piles.*
- 11. C Bridge closure impacts businesses.
- 12. C Larger pickup trucks exceed the weight limit and must take a longer, busier route to get to boat ramps. Modern SUVs do not fit on the bridge.
- 13. Q
 - Is there a limit and/or deadline on the federal funding?
 - o *RESPONSE: This phase of the project is funded as a Federal Earmark which would be supplemented by NJTPA as needed.*
 - Are the reports being redone completely?
 - o *RESPONSE: Reports will be updated; typically data more than three years old is updated.*
 - Stakeholders have noted that pedestrians must move over to allow vehicles to pass
- 14. C Citizen has a video of truck traffic crossing the Glimmer Glass Bridge which includes SUVs
- 15. C If you are looking at three options, they should be: “Do nothing”, “Rehabilitate” and “Incremental schedule of restoration / repair of failing components” - which is possible, and may cost less than \$10M and minimize disruption required to restore the bridge back to its “original strength”
- 16. C The Glimmer Glass Bridge is part of a coastal evacuation route
 - *RESPONSE: This was disputed by a stakeholder. Municipal representatives confirmed Brielle Road is a coastal evacuation route. It is a signed coastal evacuation route by the Manasquan Office of Emergency Management (OEM).*
- 17. C
 - Video recording has been made of Glimmer Glass bridge and shows pedestrians and bicyclists in roadway without incidents with large SUVs. Bikes can be walked over bridge using sidewalk if an issue
 - The \$3M deck repair in 2014 due to truck damage appears to be a lost investment since the bridge is still posted at 3 ton limit and the deck substructure elements have a questionable life span – 3-5 years? Waste of money? How long will things last?
 - o *RESPONSE: For the alternative analysis, life cycle costs (rehabilitation vs replacement) will be considered. For recent repairs, substructure issues still exist.*
 - Rehabilitation is a viable alternative. Save the Glimmer Glass Bridge Committee did studies
 - Spent \$3M to fix Glimmer Glass when bridge failed due to overweight truck
 - Bicycles and skateboards can be handled with safer practices
- 18. C Based upon presentation, may be more fearful of condition of Green Ave. Bridge (W-7)... stakeholder was glad it’s also included in the project.
- 19. C
 - Kitty Henderson (National Historic Bridge Foundation) is interested in the project and would have attended if she could.
 - o *RESPONSE: Team noted Ms. Henderson was invited to attend.*
- 20. Q
 - Are all three bridges considered one project?
 - o *RESPONSE: Yes, and as one project, it is expected to provide for more efficient and effective construction, traffic control, staging, etc.*
- 21. C
 - Stakeholder was pleased that Bridge W-9 was repaired in a short amount of time
 - As a local tow operator who tows vehicles from the bridge, has observed many vehicles with broken side view mirrors and noted that cars have been hit, damaged and rolled to the bottom of the ramp. When mirrors are hit, drivers typically roll into the Stakeholder’s parking lot. Agree that unreported accidents / crashes likely do not get tracked.
 - o *RESPONSE: Accidents that are not reported do not show up in NJDOT accident data.*
 - Stakeholder knows it was a furniture truck that caused the bridge to break. He and two workers heard the deck snap. It was really the age of the bridge that caused the failure of the bridge. If there is another bridge failure and closure, his business will suffer.
 - Not being able to drive / pull trailers across the bridge (boats and jet skis) is a negative business impact.

- 22. C Support was expressed for installing video cameras for load limit enforcement.
- 23. C
 - Aesthetics of concept are important and appreciated, like the one previously considered. Estimated life span is important.
 - o *RESPONSE: Project team confirmed for new bridge structures - 75 years*
 - Use of CCA (chromated copper arsenate) treated wood – which can only last 35 years, has impacts of leaching preservative chemicals on water and ecology and was previously proposed.
 - o *RESPONSE: Project team noted that environmental permits will be required and construction materials considered.*
 - The use of steel and concrete can last 75 years without leaching of chemicals - compared to previously considered timber. This is preferable.
 - Construction “time of year” affects fluke/flounder spawning. Leaching of wood preservative is a long term impact
 - o *Team noted that environmental permits will be required and construction materials considered.*
- 24. C
 - Extremely important to keep our history. Historic value is critical. Keep the nation’s heritage from being bulldozed
 - Concerns for safety can be addressed with rehabilitation. Shame that piles were not replaced when deck work was completed
- 25. C
 - History is great, but we don’t drive on it — we keep it in a museum. Transportation analogy to airplanes no longer used was noted.
 - The bascule section of the bridge can be moved to adjacent public land, preserved and used as fishing pier.
- 26. Q
 - Will website be just for this project?
 - o *RESPONSE: Yes, a project specific website will be operational in May in advance of the Public Information Center. There will be a link from the Monmouth County website.*

Suggestion Box: No comments/input notes were left in the Suggestion Box.

E. Meeting Review

Denice daCunha asked if any other groups should be included as stakeholders. No suggestions were offered by attendees. They were reminded they can always contact Denice or Inkyung Englehart from Monmouth County after the meeting or present and discuss their concerns with Team members before or at Public Information Center.

The website is expected to be activated a week to 10 days before the PIC.

Notices will be distributed to local property owners in the project vicinity and posted at public places.

Stakeholders were encouraged to support efforts to advance the project process efficiently.

Denice thanked attendees for participation.

Several attendees noted they appreciated the opportunity to be involved and thanked the Project Team.

Meeting ended at 4:00PM.

These notes are the The RBA Group representative’s recollections of the meeting and represent a record of comments received. As noted, stakeholder comments are opinions and may not be factual. Comments have been reviewed and accepted by the Project Team.

Monmouth County Bridges

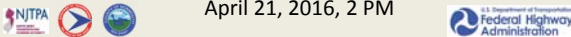
W-7, Green Avenue Bridge, Debbie's Creek
 W-8, Fisk Avenue Culvert, Debbie's Creek & The Glimmer Glass
 W-9, Brielle Road Bridge, The Glimmer Glass
 Boroughs of Brielle and Manasquan



W7 W8 W9

April 2016 Stakeholder Meeting

Manasquan Borough Hall
 April 21, 2016, 2 PM



Agenda

- Welcome / Introductions
- Purpose of Meeting / Format
- Project Delivery Process
- Existing Conditions
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Project Delivery Process

PHASES	Scoping	Final Design / Right of Way Acquisition	Construction
MAJOR TASKS	Purpose and Need Statement Data Collection & Environmental Screening Prepare Environmental Studies Alternative Analysis / Evaluation Approved Environmental Document Cost Estimate (Final Design, ROW and Construction)	Environmental Reevaluations Environmental Permits Acquisition of ROW Construction Contract Documents and PS&E Package	Complete Construction As-Builts Close-Out Documentation

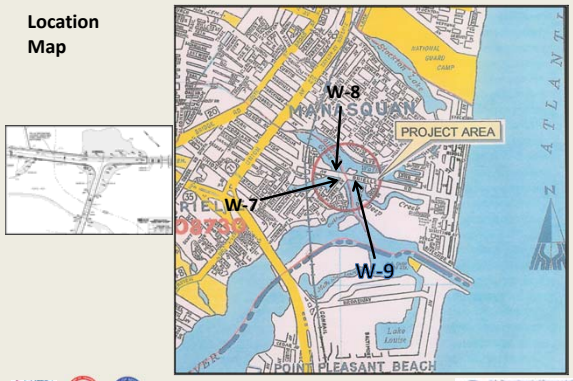


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Location Map

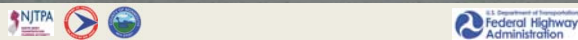



W-7: Green Avenue over Debbie's Creek



KEY NOTES:

- CONSTRUCTED 1944
- 120' LONG FIXED (7 SPAN) TIMBER BRIDGE
- ROADWAY WIDTH 21.7'
- 2.9' WIDE SIDEWALK
- 10" FORCE SEWER MAIN



W-7: Green Avenue over Debbie's Creek



CONCERNS:

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

NJTPA Federal Highway Administration

W-7: Green Avenue over Debbie's Creek



NJTPA Federal Highway Administration

W-7: Green Avenue over Debbie's Creek Existing Conditions



Splits and Sagging in Timber Stringers and Pile Bent Cap

Severely Decayed Pile Bracing and Reduced Pile Cross Sections at Waterline



NJTPA Federal Highway Administration

W-7: Green Avenue over Debbie's Creek Existing Conditions

Wide Split in Pile




Heart Rot in Pile Bent Cap

NJTPA Federal Highway Administration

W-8: Fisk Avenue Culvert Between Debbie's Creek & The Glimmer Glass



KEY NOTES:

- CONSTRUCTED 1946
- 80" x 80" FLAT BOTTOM REINFORCED CONCRETE PIPE STRUCTURE
- 34.8' CURB TO CURB WIDTH
- 6' WIDE SIDEWALK

NJTPA Federal Highway Administration

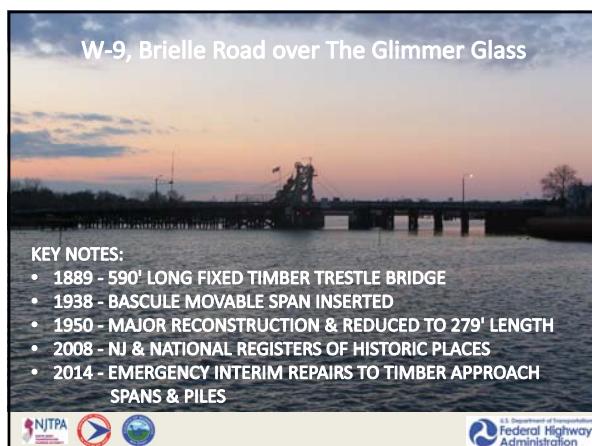
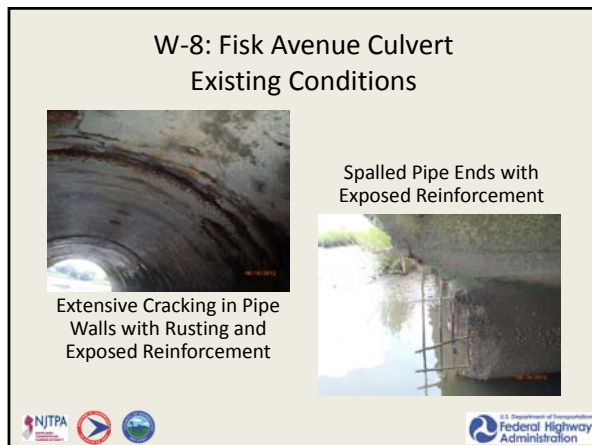
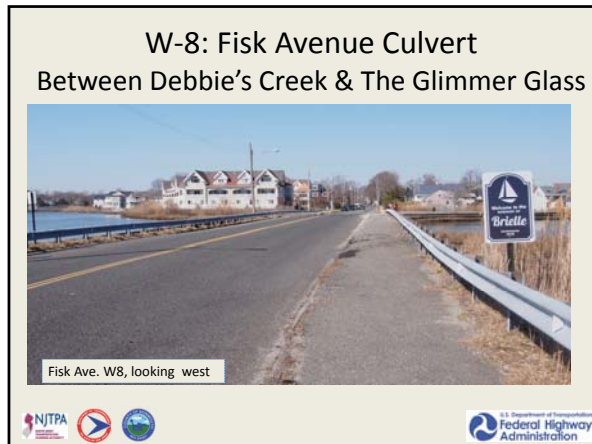
W-8: Fisk Avenue Culvert Between Debbie's Creek & The Glimmer Glass



CONCERNS:

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

NJTPA Federal Highway Administration



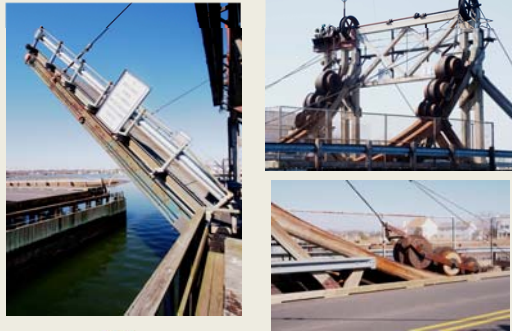
W-9, Brielle Road over The Glimmer Glass



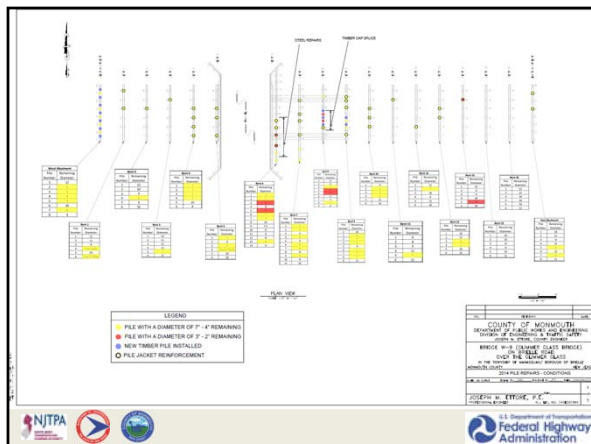
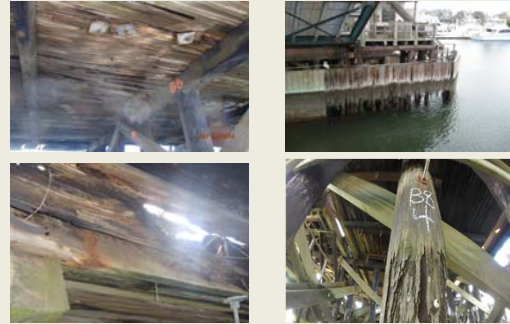
W-9, Brielle Road over The Glimmer Glass



W-9, Brielle Road over The Glimmer Glass



2014 Failure



Bent 8 - Pile 4



Video slide



2014 Repair



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Project Purpose and Need (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



Project Purpose

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

Geometric,
Structural,
Operational,

and Maintenance deficiencies of:

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



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



Project Goals and Objectives

To Be Further Refined with input from Stakeholders / Public in 2016

- Provide ADA compliant pedestrian facilities and crossings with 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



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

To Be Further Refined with input from Stakeholders / Public in 2016

Slide 2 of 2



Alternatives to be Considered

- Alternatives to be investigated generally include:

No Build

Rehabilitation

Replacement

- Alternatives will be evaluated against various criteria to identify the Preliminary Preferred Alternative (PPA)
 - Social, Economic & Environmental Impact
 - Meet Purpose & Need / Consider Goals & Objectives



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Next Steps

- **Public Outreach**
 - **Project Website**
 - Project Information
 - Opportunity for Comment
 - **Re-Introducing the Project / 2016 Outreach Sessions**
 - Local Officials Briefings (Manasquan & Brielle) **March 2016**
 - Stakeholder Meeting (Invited stakeholders) **April 21, 2016**
 - Public Information Center (Manasquan & Brielle) **May 24, 2016**
 - o Two Meetings (afternoon & evening)
 - o 30 day Post Comment Period
- **Incorporate Comments**



Next Steps

- **Development of PPA – Each Structure**
- **Public Outreach**
 - **PPA / 2016 Outreach Sessions**
 - Local Officials Briefings (Manasquan & Brielle)
 - Stakeholder Meeting (Invited stakeholders)
 - Public Information Center (Manasquan & Brielle)
 - Two Meetings (afternoon & evening)
 - o 30 day Post Comment Period
 - o Team Comment Responses
- **Incorporate Comment Responses**



Next Steps

- **New Jersey Registers Authorization**
- **Cultural Resource / Section 106 Process**
- **Final Alternative Analysis Report**
- **NEPA Process**
- **Federal Authorization For Final Design**



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Stakeholder Input

- **Comments**
 - Existing Conditions Feedback / Sharing of Information / Knowledge of Study Area
 - Opportunities
 - Constraints
 - Concerns
- **? Questions ?**
- **Additional Opportunity to Comment at Public Information Center on May 24, 2016**



Stakeholder Feedback Session



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Meeting Review / Action Items

- Stakeholder Summary /Action Items
 - Any new Stakeholders?
 - Meeting Responses
- Project Team Summary /Action Items
 - Meeting Notes / Summary
 - Incorporate Feedback into Alternative Analysis
 - Public Information Center



Thank you for your input and continued participation in the Monmouth County Bridges W7, W8 and W9 Project

