

**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  
BOROUGHS OF BRIELLE AND MANASQUAN

**Scoping Phase**  
**Public Information Centers #3 - February 15, 2018**  
**Recommended Preliminary Preferred Alternatives**  
**Meeting Summary**

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

Meeting Date: February 15, 2018

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

<b><u>Project Team Members in Attendance</u></b> <b><u>Attendance at both Meetings *</u></b>	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
	Alroy Cuatton	Monmouth County Engineering
	Doug Behrend	North Jersey Transportation Planning Authority
	Sarbjit Kahlon	North Jersey Transportation Planning Authority
	Tom Berryman	NJDOT – Local Aid District 3
	Kyle Skala	NJDOT – Local Aid District 3
	Pamela Garrett	NJDOT – Division of Environmental Resources
	Sean Ream	NJDOT – Division of Environmental Resources
	Gerard Kroner	Mott MacDonald • Engineering Project Manager
	Andrew Gennaro	Mott MacDonald
	Denice daCunha	NV5 / The RBA Group • Project Facilitator
	Orielan Harrington	NV5 / The RBA Group
Michael Kilar	NV5 / The RBA Group	
Patrick McHugh	NV5 / The RBA Group (*Manasquan meeting only)	

SEE ATTENDEE LISTING ON NEXT PAGE

## MANASQUAN BOROUGH PIC #3 ATTENDEES

ATTENDEES	ORGANIZATION (IF APPLICABLE)	ATTENDEES	ORGANIZATION (IF APPLICABLE)
A. Pellam		Dan Healey	
Bill Bable	MBIA-Resident	Jim Yeager	
Pete Imperiale		Mike Bremer	
Rosemary Dente	Resident (at Drawbridge)	David Mykulak	HNTB
Janet Lambertson	Resident	Jeanne Beard	Resident
Rhuzalene Orhzman	Resident	Randi Quilici	
C. Anderson	Resident	Karl J. Beeker	Resident
Ed Anderson	Resident	Sean Wohltman	Resident
Jerry Hall	Resident	Bob Ellsworth	Slip Muni
Jack Cheer		Maryann Ellsworth	Slip Muni
Matt Alben		John & Pam Koene	Home Owners
Joyce Maraziti	Resident	Gertrude Ryan	Home Owner-Manasquan
Colleen Minck	Resident	Ed Donovan	Manasquan Borough
Joseph Strafaci	HNTB	Jane Fertig	Manasquan Resident
Denise Jakeway		Linda Dolceamore	Resident
Mary Ryan	MBIA/Citizen	Rod Lewis	HNTB
Helen Young	MBIA/Citizen	John McCabs	Resident
Robert Young	MBIA	Sal Maraziti	Resident
Allison Perrine	Coast Star	Mark Lupperman	Save The Glimmer Glass Bridge
John Fertig	Citizen	Jeff Lee	Manasquan Borough Council
Bill Colon	HDR	Patricia Greeley	Resident
Matthew Maraziti		Brad & Susan Whiting	Home Owners
Nolan Maraziti	Citizen	Chris Tucker	Manasquan OEM
Jerry Brown		Gina Finn	
Jim Benner		Chris Muly	Owner
Alex Simone	Resident	Amy Fitzgerald	Drawbridge Townhomes
John Finn	Citizen	Bill Ryan	Resident/Boater
Marilyn Dey		Bob Bedard	Resident
Jennifer Mills		Joanne McNamara	Resident-Brielle
Peggy D. Thompson			

## BRIELLE BOROUGH PIC #3 ATTENDEES

ATTENDEES	ORGANIZATION (IF APPLICABLE)	ATTENDEES	ORGANIZATION (IF APPLICABLE)
Joe Strafaci	HNTB	Michael Gianforte	
Pete Imperiale		Donald Cresitello	
David Mykulak	HNTB	Mike Farrell	
Rod Lewis	HNTB	Andre Bellusci	
Gary Pstrak	Resident & Brielle Fire Co.	Sheila Yeager	
Dean Santulli	Brielle Fire Co.	Grace Foy	
Ellen & John Thomson		Gabrielle Korb	
Charles Witte	H2M Engineers	Mike Kavanagh	
Emmett Walling		Jim Prunosti	
Jim & Donna Gahm		Jennifer Guthrie	
Rod Zarelli	Brielle Fire Co.	Pete Albertelli	
Charles Kirlew	JSTS	Lori Centrella	
Taylor Latourette		Mike Centrella	
Alan Deubett		Ted Giannechini	
Ken Sullivan		Chris Sawitsky	
Kevin Hudson		Nick Mills	
Bill Colon		Robert Howseal	Brielle Environmental Comm.
Robin Fraster		Eric Leonhardt	
Sean Callahan		Brian Kimmins	
Catherine McClare	Resident-Manasquan	John Dreher	
Thomas Condan	Brielle Fire Co.	Derrick Ward	Brielle Fire Co.
Carol Krasowski		Tom Beaton	Brielle Fire Co.
Mark Levy		Bruce Riegall	Hardesky & Hanover
Steve Esposito		Bryon Heitmann	Brielle Fire Co.
Jim Ham	ULHS	Bill Meister	AECOM
Mick Petrulla	Brielle Fire Co.	Mary Ryan	MBIA/Citizen
William Mills		Peter Krasowski	
Andrew Kile		Mary Ware	
John & Cyn McManmon		Rich Hingston	Manasquan First Aid
Lynn & Daryl Schambach		John Piryovstky	
William McKean		Joe Milancewich	Home Owner/Brielle Fire Co.
Larry Wheeler		Quintin Davison	Home Owner
Rick Schwarz		John Devereux	Home Owner-REC
Marion Reilly		Rob Booth III	Home Owner
Stan Mazuoir		Dave Wojton	Home Owner

## MEETING SUMMARY

### Pre- Meeting

Invitations were mailed to property owners within close proximity to the three bridges as well as other stakeholders on January 26, 2018. Emails were also sent by the Project Facilitator on January 26, 2018 to those stakeholders on the project email list. Legal Notices appeared in the Asbury Park Press on February 1, 2018 and the Coast Star on February 1, 2018. Local websites also informed the public about the meetings. They included Brielle Borough, Manasquan Borough, Monmouth County and NJTPA website. Flyers were also posted at locations throughout Brielle and Manasquan. 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 and providing information about meeting. The following presentation boards were displayed during the meeting: Project Aerial, Project Process- Scoping Phase, Existing Conditions boards, Project Alternatives, Environmental Constraints Map, Matrices, Preliminary Preferred Alternatives.

A PowerPoint Presentation (approx. 30 minutes) was conducted at each PIC. Presentation slides are **attached** and are also available on the project website: [www.monmouthcountythreebridges.com](http://www.monmouthcountythreebridges.com).

Comment sheets and a suggestion box were 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 (both before and after presentation) to discuss the project, exchange information and leave written comments in suggestion boxes or return to a team member after the meeting.

Since stakeholders wanted to hear the status on the Bridge W9 Emergency Repairs associated with the current closure, Monmouth County Engineer Joseph Ettore provided a summary during each PIC #3 noting:

- Issues were discovered during routine maintenance performed in November 2017.
- Bridge is in open (up) position.
- Both County and NJDOT divers confirmed accelerated deterioration likely caused by more aggressive marine borer activity, severely compromising numerous piles. NJDOT is requiring that all piles not jacketed or replaced in the 2014/2015 emergency work be repaired at this time.
- County hopes to open around second week of May 2018.
- Every effort being made to have bridge open by Memorial Day 2018.
- Cost for emergency repairs approximately \$3.5M.

### PIC #3 Comments

PIC #3 Comments/Questions received by Project Team members are summarized below. Written comments and suggestions from the suggestion boxes (and those comment sheets forwarded after the meeting) are attached. Names of attendees are not included with comments they provided.

***Note: 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. It is noted that Team responses will be prepared and posted on the project website after the comment period ends. Some responses provided below (see indented response).***

### **General Comments:**

1. Why are there no dates on milestones? When would construction be done?
  - Several processes and reviews required. It was estimated to be 3-4 years from now until start of construction and another couple of years for construction.
2. Should not have had meeting when people with kids on vacation.
  - Meeting was scheduled based upon availability of Team (NJTPA, NJDOT County and consultants) and meeting rooms. Meeting information is posted on the website. Comment period is open until March 19, 2018.
3. Can Brielle Road flooding be fixed?
  - Flooding is related to tides and not part of this project (beyond limit).
4. Is data/information available for distribution?

- See project website
5. Renderings are needed to better convey the proposed improvements. Why not show colored visual of side by side comparison.
    - Numerous alternatives were considered. Plan and section views are provided. Will consider comment for PPA.
  6. Every effort should be made by the team to reduce the amount of permanent impacts to existing wetlands.
    - This is a typical goal of all projects.

### **Bridge W7 Comments**

1. Need lighting on Bridge W7.
2. Why can't you make W7 a bridge and open up?
3. Was Bridge W7 originally a white bridge? Or was it another color and then painted white, and is now faded?
4. When are hydraulic calculations done? Can flooding be alleviated?

### **Structure W8 Comments**

1. Consider re-establishing historical conditions at the site by removing Structure W8 and the entire bulkhead and replacing with a multi-span bridge.
2. Hydraulic studies should be performed now in order to weigh the merits of each alternative, particularly for Structure W8.

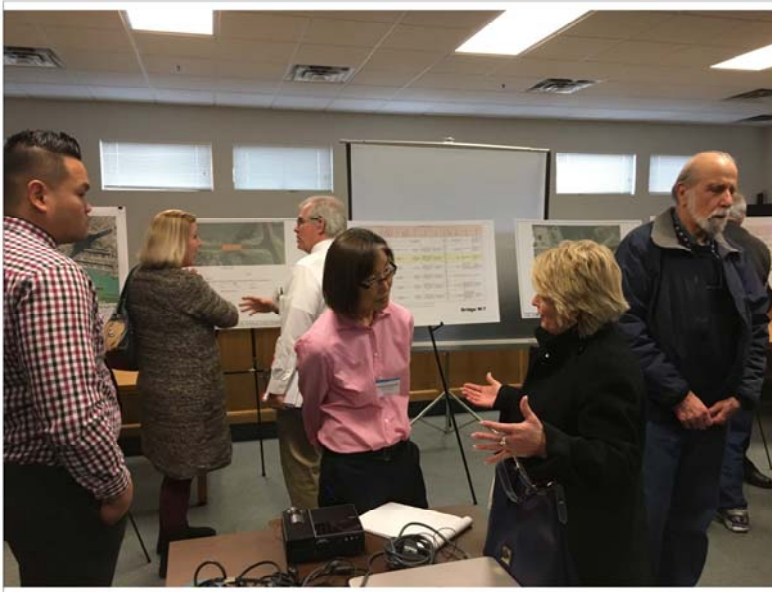
### **Bridge W9 Comments**

1. Who really has final say on Bridge W9?
2. Can you really take down a historic bridge? When it gets a ranking on the register doesn't that protect it? If it does not, then why have it labeled historic?
3. Heard Bridge W9 is the only one left in US, someone told me there are others. How many bridges like W-9 still exist?
4. Why can't allow pedestrian traffic during emergency repair construction?
  - The bridge is in the up position and active construction site. Safety is key issue.
5. Shame can't have some emergency improvements be part of overall fix and save money. Can work being done during emergency repairs be incorporated into the proposed construction?
  - Final design is not yet completed. It is impossible to know where exact location of piles will be. The majority of repairs being conducted are temporary (jacketing) and are not consistent with the long term solutions that go along with a replacement structure.
6. Appreciate efforts but why do these studies take so long? Maybe if didn't take so long the new bridge would be there and did not have to waste money on repairs.
7. On which side is the operator's house? Why is operator house moved to the other side?
  - For the safety of the operator, it will likely to moved to be on the same side as the sidewalk. Currently, the operator has to walk in the roadway to get to the house or use the sidewalk then cross the road.
8. Will new W9 bridge go up and down faster? How will new structure affect opening/closing time of Bridge W9?
9. What are the material options? Can it been "modern underneath and clad with timber"?
10. Are material life spans being considered?
11. Doesn't the existing bridge serve as traffic calming?
  - Existing constraints not engineered traffic calming design measure and are fixed object roadside hazards. Refer to the FAQs on the project website.
12. What about moving the bridge? Location options?
13. Discussion about bridge width and accident rate.
14. Current closure makes it difficult to care for elderly parent living on opposite side - must take detour several times daily and worry about emergency needs for all.
15. Even with Alternative 4D, every effort should be made by the team to incorporate at least a few components of the existing bridge in the new bridge.
16. Why would we install the same type of bridge when other, more modern types may be more efficient? How does historic status impact this decision?

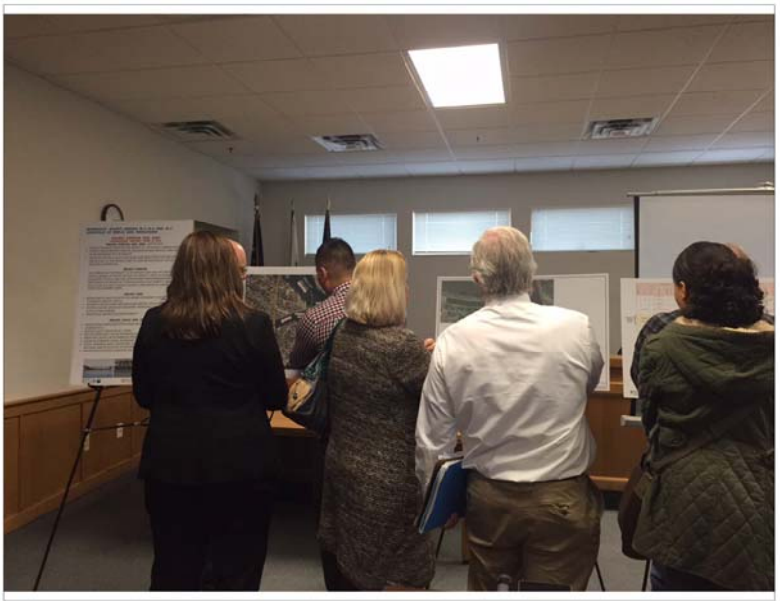
17. Given Bridge W9's historical status, does selection of a replacement alternative have a realistic chance of moving forward?
18. Pedestrian crossing should be located west of the Green Avenue/Brielle Road intersection and/or it should be protected by a signal.
19. The profile of Bridge W9 should be raised as much as possible without impacting adjacent properties in order to reduce the number of required openings of the movable bridge.
20. Consider installing a temporary pedestrian/bicyclist bridge during construction to maintain access to the beach.
21. For the parallel pedestrian bridge option, would it need to be a movable bridge?
22. Comments supporting the Bridge W9 replacement:
  - Happy the County had chosen to replace everything
  - Liked what was proposed and just wanted "them to get going already."
  - It is about time this is being advanced
  - Glad it will be wider and safer for bike and pedestrians and not break down so often, causing delays and money
  - Glad will look the same
  - Appreciate reviewing project to date and effort involved (missed earlier meetings)

**Suggestion Box:** Suggestions/comments written by attendees and deposited into the suggestion box or mailed to facilitator after meeting, and comments received through the comment period March 19, 2018 are included in a the PIC #3 Comment file separate from these notes (and included on website).

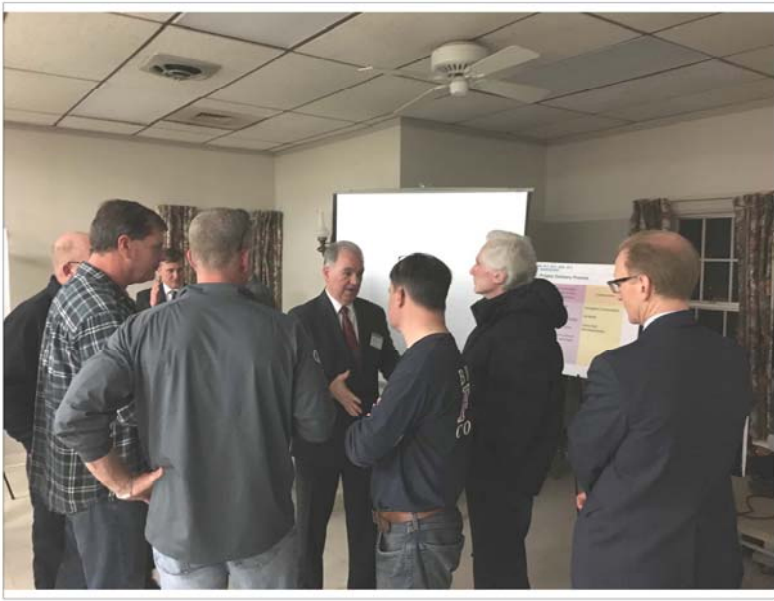
*NV5 (formerly The RBA Group) has prepared this summary which includes input from several team members. As noted, comments from attendees are opinions and may not be factual. The summary has been reviewed and accepted by the Project Team members present at the PICs.*













## 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



### Public Information Center #3

#### Recommended Preliminary Preferred Alternatives

Scoping Phase, Section 106 of the National Historic Preservation Act, N.J. Register of Historic Places Act, Section 4(f) and other Environmental Review Processes  
February 15, 2018



2 to 4 pm Manasquan Borough Hall  
6 to 8 pm Brielle Borough at the Curtis House

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Project Delivery Process

PHASES	Scoping	Final Design / Right of Way Acquisition	Construction
MAJOR TASKS	Purpose and Need Statement Data Collection & Environmental Screening Alternative Analysis Prepare Environmental Studies 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

**We are here**

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Agenda

- Welcome / Introductions
- Purpose of Meeting
- Public Interaction to Date
- Review of P&N & Goals
- Alternatives Considered and Recommended Preliminary Preferred Alternative for each Bridge
- Next Steps
- Opportunities for Input



PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Public Interaction to Date (since 2016)

### • Meetings – Round 1 (April & May 2016)

#### Re-Introduced Project, Solicited Public Opinion on Purpose, Needs, Goals and Objectives

- Local Officials Briefing, Brielle and Manasquan
- Stakeholder Meeting
- Public Information Centers, Brielle and Manasquan

### • Meetings – Round 2 (Nov. & Dec. 2016)

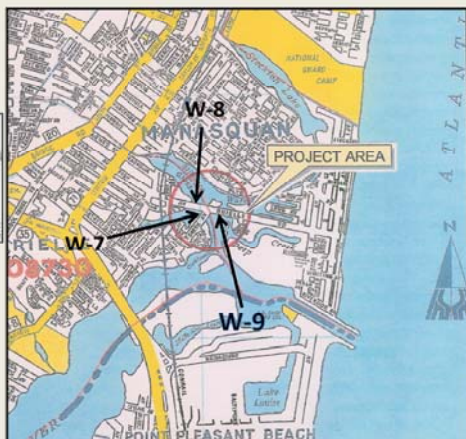
#### Reviewed Project Alternatives

- Local Officials Briefing, Brielle and Manasquan
- Stakeholder Meeting
- Public Information Centers, Brielle and Manasquan



PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Location Map



Bridge W-7  
(Green Avenue)

Structure W-8  
(Fisk Avenue)

Bridge W-9  
(Brielle Road)



PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Public Interaction to Date (since 2016)

*(continued)*

### • Project Website

[monmouthcountythreebridges.com](http://monmouthcountythreebridges.com)

Project Information, FAQs, contact information

### • Email / Letter Comments



PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Project Purpose

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



7

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Project Goals and Objectives

*(continued)*

- 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*



10

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Project Needs

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



8

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Concerns Expressed During Purpose and Needs PIC #1

### Six Main 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



11

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## 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*



9

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## December 15, 2016 PIC #2 Meeting Summary Review of Project Alternatives

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

### PIC #2 Notifications and Invitations

- Municipal Websites
- Notification by Mail – 327
- Email Contacts – 162±
- Newspaper Legal Notices: Asbury Park Press & Coast Star
- Bulletin Boards/Flyers within study area
- Project Website Updates



12

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## December 15, 2016 PIC #2 Meeting Summary

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

- 67 Attendees, Excluding Project Team**
  - Brielle Attendees: 39, Manasquan Attendees: 28
- 46 Comments Recorded by Team Members**
- 21 Comments from Suggestion Boxes and 30-Day Period**  
(Comment period ending January 24, 2017)
  - Suggestion Boxes: 9
  - E-mail: 12
- 25 Post-Comment Period Comments**  
(January 24, 2017 to January 24, 2018)
  - Letters and E-mails: 21
  - Newspaper Articles: 4+
  - Petitions, DVD, studies by others

**Website Visitors in 2017 = 3,864**



13

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Alternatives Considered

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



- Alternative 1 – No Build
- Alternative 2 – Rehabilitation
- Alternative 3 – Replacement with a Wider Bridge
- Alternative 4 – Replacement with Bridge W-9



PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## February 15, 2018 PIC #3 Meeting Recommended Preliminary Preferred Alternatives

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

### PIC #3 Notifications and Invitations

- Notification by Mail – 350+
- Email Contacts – 184±
- Municipal Websites
- Newspaper Legal Notices: Asbury Park Press and Coast Star
- Monmouth County Press Releases
- Bulletin Boards/Flyers within study area
- Website Updates



14

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## 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 # 3 : FEBRUARY 15, 2018

## Alternatives Considered

- Alternatives investigated generally include:
  - No-Build
  - Rehabilitation
  - Replacement
- High-level and parallel bridge alternatives were also investigated for Bridge W-9 with several sub-alternative variations



PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## 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 (4 sub-alternatives)
- Alternative 4 – Replace Bridge (4 sub-alternatives)



PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Alternatives Considered

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

### Alternative 2: Rehabilitation Sub-Alternatives:

- Alternative 2A – Rehabilitation (Variation 1 – Restoration; Variation 2 – Rehabilitation without Widening)
- Alternative 2B – Modified Rehabilitation (with widening)
- Alternative 2C – Rehabilitation of Movable Span and Replacement of the Approach Spans



PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## December 15, 2016 PIC #2 Meeting Summary

Comments Expressed during Alternatives PIC

### General Comments (all structures):

- Sidewalk connectivity, bicycle accommodation
- Keep same look the of existing bridges (if repair or replace)
- Improve Safety



PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

22

## 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
- Alternative 3B – Retain Existing Bridge (Close to Vehicular Traffic) and Build New Bridge on a Parallel Alignment – Movable Bridge
- Alternative 3C – Retain Existing Bridge (Convert to One-Way Traffic) and Build New Bridge on a Parallel Alignment – Movable Bridge
- Alternative 3D – Rehabilitate Existing Bridge and Build New Pedestrian/Bicyclist Bridge on a Parallel Alignment – Movable Bridge



PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## December 15, 2016 PIC #2 Meeting Summary

Comments Expressed During Alternatives PIC  
(through 30 day comment period to January 2018)

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

- Maintain current appearance
- Consider alternate sidewalk configurations



PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

23

## 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



PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## December 15, 2016 PIC #2 Meeting Summary

Comments Expressed during Alternatives PIC  
(through 30 day comment period to January 2018)

### Structure W-8, Fisk Avenue Culvert

- Opposition to elimination of culvert
- Suggestions to replace entire bulkhead



PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

24



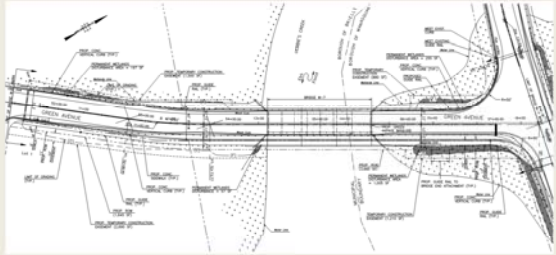
## W-7: Green Avenue over Debbie's Creek



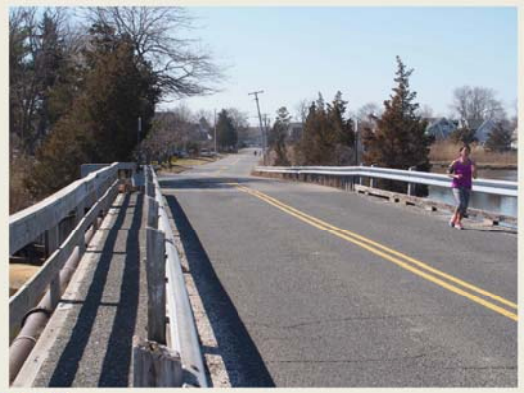
- EXISTING CONDITIONS:**
- NARROW BRIDGE ROADWAY WIDTH (21.7')
  - SUBSTANDARD LIVE LOAD CAPACITY
  - SUBSTANDARD RAILINGS
  - 2015 NBIS REPORT SUFFICIENCY RATING OF 18.5 OUT OF 100



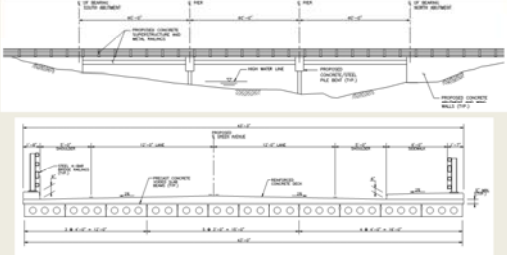
## Recommended Preliminary Preferred Alternative Monmouth County Bridge W-7 Green Avenue over Debbie's Creek Alternative 3: Replacement with a Wider Bridge



## W-7: Green Avenue over Debbie's Creek



## Recommended Preliminary Preferred Alternative Monmouth County Bridge W-7 Green Avenue over Debbie's Creek Alternative 3: Replacement with a Wider Bridge



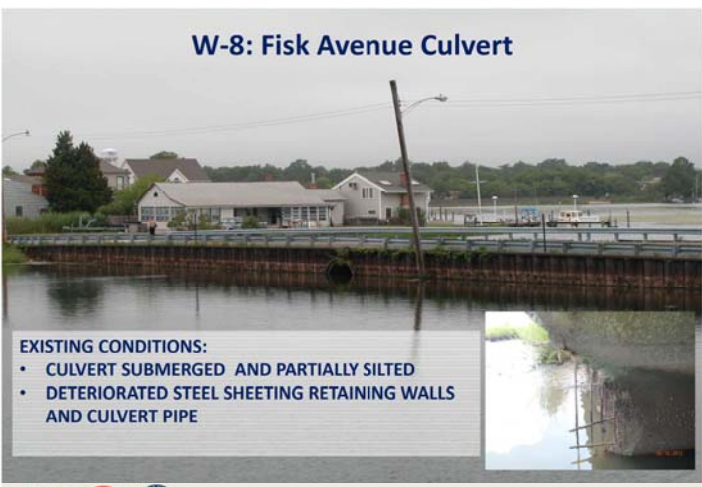
## Recommended Preliminary Preferred Alternative Monmouth County Bridge W-7 Green Avenue over Debbie's Creek

### Alternative 3: Replacement with a Wider Bridge

- Meets project purpose and all project needs
- Meets many project goals and objectives
- Provides new bridge with more durable materials (concrete)
  - Architectural treatments can be explored in final design
- Reduces number of piers/spans
- Widens bridge to provide standard width lanes with bicycle compatible shoulders and standard ADA compliant sidewalk



## W-8: Fisk Avenue Culvert



- EXISTING CONDITIONS:**
- CULVERT SUBMERGED AND PARTIALLY SILTED
  - DETERIORATED STEEL SHEETING RETAINING WALLS AND CULVERT PIPE



## W-8: Fisk Avenue Culvert



Fisk Avenue, looking west



37

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## W-9: Brielle Road over The Glimmer Glass



### EXISTING CONDITIONS:

- NARROW BRIDGE ROADWAY WIDTH (19.3' MIN. & VARIES)
- SUBSTANDARD LIVE LOAD CAPACITY
- SUBSTANDARD RAILINGS
- SUBSTANDARD VERTICAL CLEARANCE
- SUBSTANDARD & NON-REDUNDANT MECHANICAL & ELECTRICAL SYSTEMS
- 2015 NBIS REPORT SUFFICIENCY RATING OF 10.1 OUT OF 100



40

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Recommended Preliminary Preferred Alternative

Monmouth County Bridge W-8  
Fisk Avenue Culvert

### Alternative 4: Replacement of Culvert

- Meets project purpose and all project needs
- Meets many project goals and objectives
- Provides new culvert with similar materials (concrete)
  - Match existing hydraulic opening
- Replaces steel bulkhead at each end of culvert
- Add on: replace steel bulkhead full length of causeway, both sides of roadway



38

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## W-9: Brielle Road over The Glimmer Glass



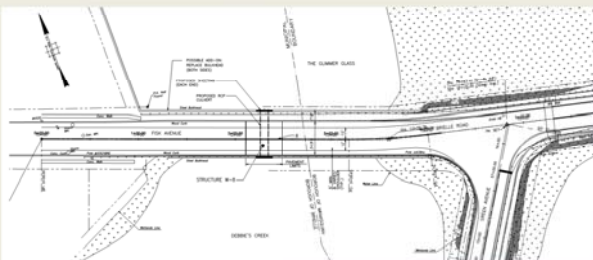
41

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Recommended Preliminary Preferred Alternative

Monmouth County Bridge W-8  
Fisk Avenue Culvert

### Alternative 4: Replacement of Culvert



39

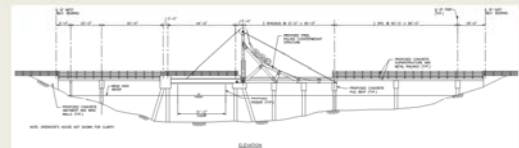
PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Recommended Preliminary Preferred Alternative

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

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

- Meets project purpose and needs and many project goals and objectives
- Build new, rolling counterweight bridge in same location
- Provide standard lane and shoulder widths, and ADA compliant sidewalks



42

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Current Efforts

### Continued Public Outreach Round 3 – Recommended PPAs

- Local Officials Briefings  
**January 16, 2018**
- Public Information Centers (Manasquan & Brielle)  
**February 15, 2018**
- 30 day Post PIC #3 Comment Period  
**(through March 19, 2018)**
- Project website updates – information and FAQs



43

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Thank You



[monmouthcountythreebridges.com](http://monmouthcountythreebridges.com)



46

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Next Steps

- Review/Consider Feedback and Comments
- Prepare / Submit DRAFT Alternatives Analysis Report
- Cultural Resource / Section 106 Process
  - New Jersey Register Authorization
- Final Alternatives Analysis Report
- Environmental Assessment Document/ Section 4(f)
- Federal Authorization For Final Design



44

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018

## Input (Comments / Questions)

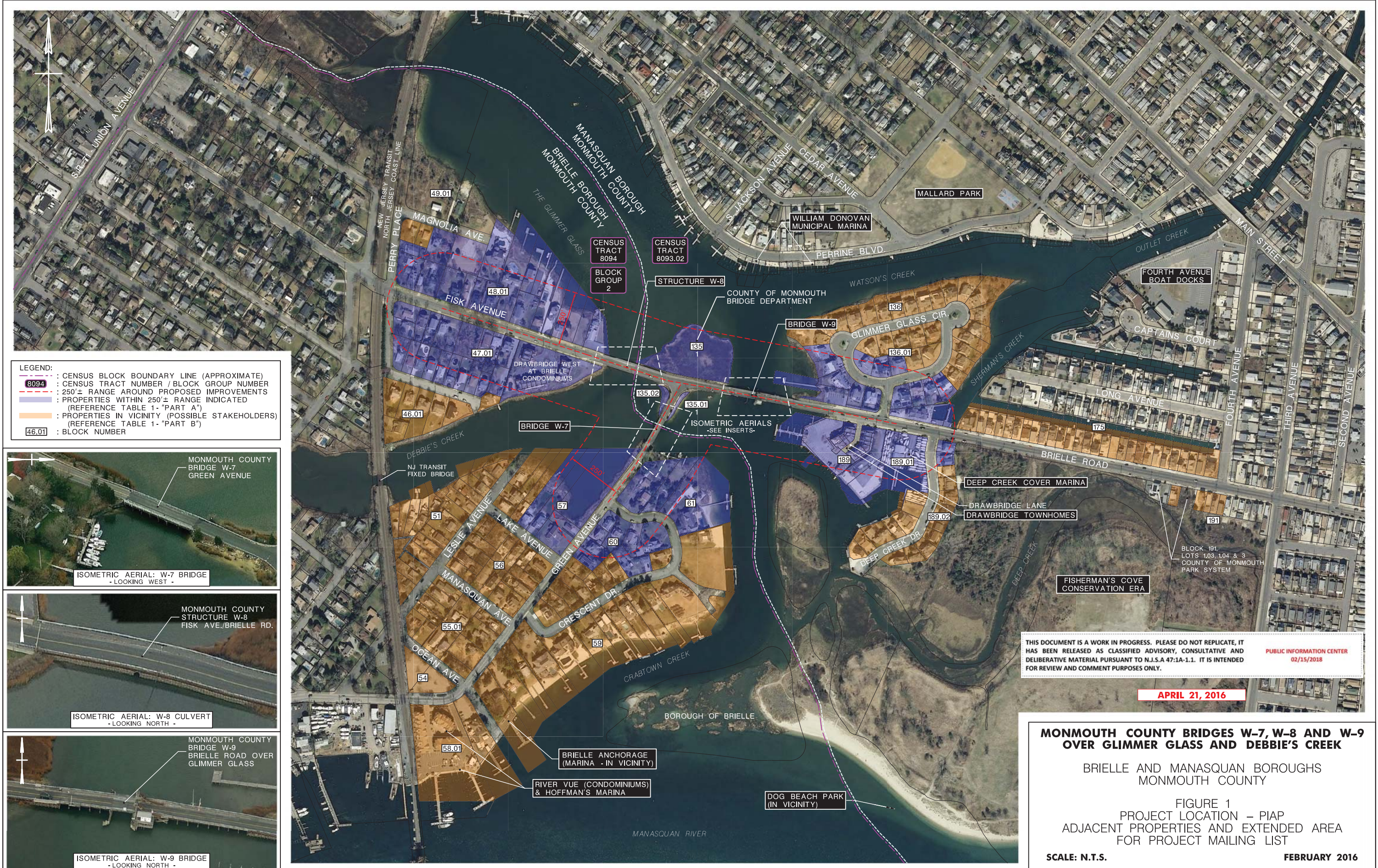
- Speak with Team Members during PIC
- Comment Boxes
- Email or send Comments to Facilitators  
(through 30 Day Comment Period – ends 3/19/18)
- Check FAQs on website:  
[monmouthcountythreebridges.com](http://monmouthcountythreebridges.com)

Future / Additional Opportunities to Comment:  
During various environmental approval / permitting  
processes (including Section 106, NEPA) and Final Design PIC



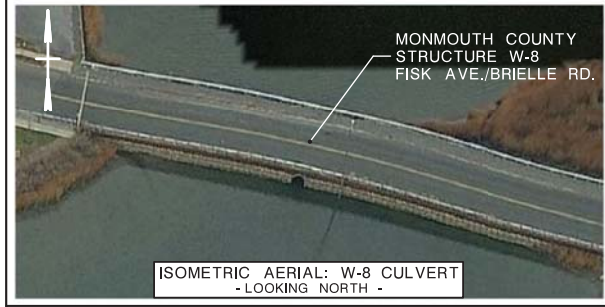
45

PUBLIC INFORMATION CENTER # 3 : FEBRUARY 15, 2018



**LEGEND:**

- - - : CENSUS BLOCK BOUNDARY LINE (APPROXIMATE)
- 8094 : CENSUS TRACT NUMBER / BLOCK GROUP NUMBER
- - - : 250'± RANGE AROUND PROPOSED IMPROVEMENTS
- : PROPERTIES WITHIN 250'± RANGE INDICATED (REFERENCE TABLE 1- "PART A")
- : PROPERTIES IN VICINITY (POSSIBLE STAKEHOLDERS) (REFERENCE TABLE 1- "PART B")
- 46.01 : BLOCK NUMBER



THIS DOCUMENT IS A WORK IN PROGRESS. PLEASE DO NOT REPLICATE, IT HAS BEEN RELEASED AS CLASSIFIED ADVISORY, CONSULTATIVE AND DELIBERATIVE MATERIAL PURSUANT TO N.J.S.A 47:1A-1.1. IT IS INTENDED FOR REVIEW AND COMMENT PURPOSES ONLY.

PUBLIC INFORMATION CENTER  
02/15/2018

**APRIL 21, 2016**

**MONMOUTH COUNTY BRIDGES W-7, W-8 AND W-9 OVER GLIMMER GLASS AND DEBBIE'S CREEK**

BRIELLE AND MANASQUAN BOROUGHS  
MONMOUTH COUNTY

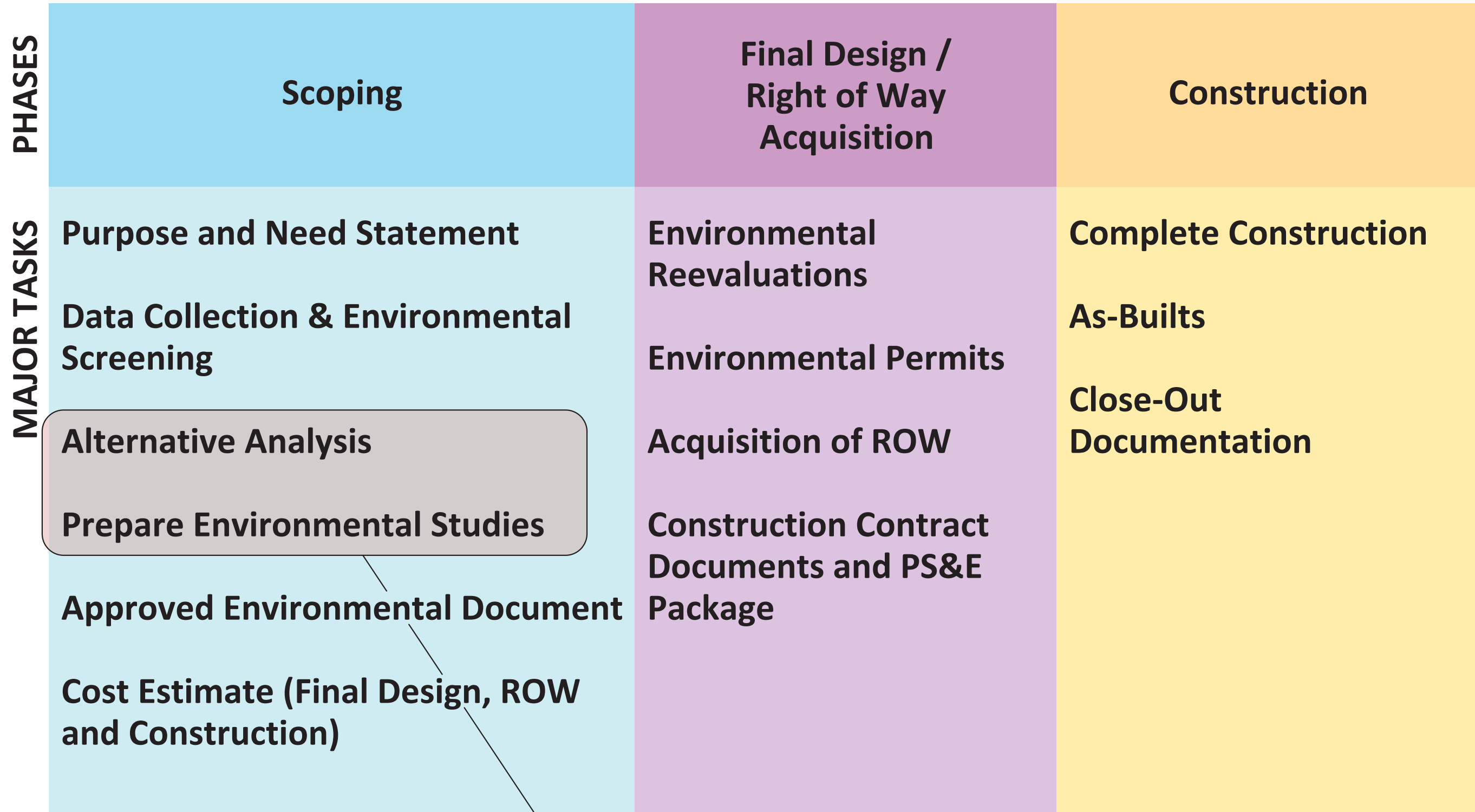
FIGURE 1  
PROJECT LOCATION - PIAP  
ADJACENT PROPERTIES AND EXTENDED AREA  
FOR PROJECT MAILING LIST

SCALE: N.T.S.

FEBRUARY 2016

FILE: J:\PROJECT\48402\CADD\VIEWVIEW MAP.DGN

# Project Delivery Process



**WE ARE HERE**

# MONMOUTH COUNTY BRIDGES W-7, W-8 AND W-9 BOROUGHES OF BRIELLE AND MANASQUAN

## PROJECT PURPOSE AND NEED

### 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

THE PURPOSE OF THE PROJECT IS TO PROVIDE 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).

### PROJECT NEED

- BRIDGE NEED (LOAD CAPACITY INCLUDING EMERGENCY VEHICLES, VERTICAL CLEARANCE, BRIDGE WIDTH)
- ROADWAY NEEDS (LANE AND SHOULDER WIDTHS, CROSS SLOPES)
- SYSTEM LINKAGE (ROADWAY NETWORK, EMERGENCY RESPONSE, COASTAL EVACUATION, MARINE)
- PEDESTRIAN AND BICYCLE COMPATIBILITY

### PROJECT GOALS AND OBJECTIVES

- PROVIDE ADA COMPLIANT PEDESTRIAN FACILITIES AND CROSSINGS WITH CONNECTIVITY
- REDUCE SAFETY RISKS FOR ALL USERS
- REDUCE FREQUENCY OF MAJOR BRIDGE MAINTENANCE ACTIVITIES
- MAINTAIN TRAFFIC WITH MINIMUM DISRUPTION DURING CONSTRUCTION
- 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





- LEGEND:**
- : UPPER WETLAND BOUNDARY (NJDEP COASTAL WETLANDS)
  - : OPEN SPACE (COUNTY)
  - : NJDEP MAPPED FRESHWATER WETLANDS (2012)
  - : SHELLFISH
  - : HISTORIC DISTRICT / PROPERTY
  - : MUNICIPAL BOUNDARY

**MONMOUTH COUNTY BRIDGES W-7, W-8 AND W-9  
OVER GLIMMER GLASS AND DEBBIE'S CREEK**

BRIELLE AND MANASQUAN BOROUGHS  
MONMOUTH COUNTY

ENVIRONMENTAL ELEMENTS



FEBRUARY 2018  
SCALE: N.T.S.

THIS DOCUMENT IS A WORK IN PROGRESS. PLEASE DO NOT REPLICATE, IT HAS BEEN RELEASED AS CLASSIFIED ADVISORY, CONSULTATIVE AND DELIBERATIVE MATERIAL PURSUANT TO N.J.S.A. 47:1A-1.1. IT IS INTENDED FOR REVIEW AND COMMENT PURPOSES ONLY.

PUBLIC INFORMATION CENTER  
02/15/2018

FILE: J:\PROJECT\480402\CADD\OVERVIEW MAP.DGN

# EXISTING CONDITIONS

## Bridge W-7:

### Green Avenue over Debbie's Creek

- NARROW BRIDGE ROADWAY WIDTH (21.7')
- SUBSTANDARD LIVE LOAD CAPACITY
- SUBSTANDARD RAILINGS
- 2015 NBIS REPORT SUFFICIENCY RATING OF 18.5 OUT OF 100



## Structure W-8:

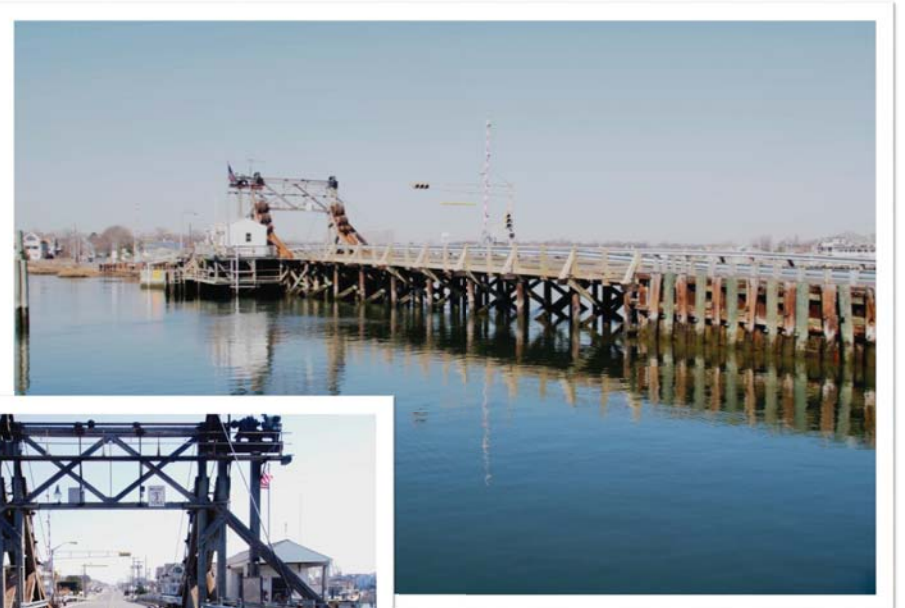
### Fisk Avenue Culvert

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

## Bridge W-9:

### Brielle Road over The Glimmer Glass

- NARROW BRIDGE ROADWAY WIDTH (19.3' MIN. & VARIES)
- SUBSTANDARD LIVE LOAD CAPACITY
- SUBSTANDARD RAILINGS
- SUBSTANDARD VERTICAL CLEARANCE
- SUBSTANDARD & NON-REDUNDANT MECHANICAL & ELECTRICAL SYSTEMS
- 2015 NBIS REPORT SUFFICIENCY RATING OF 10.1 OUT OF 100



# MONMOUTH COUNTY BRIDGES W-7, W-8 AND W-9 BOROUGH OF BRIELLE AND MANASQUAN

# W-7 (GREEN AVE.)



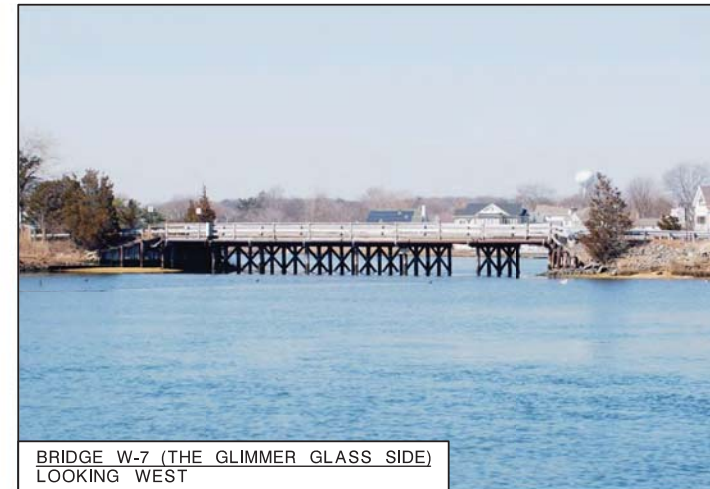
## BRIDGE W-7 GREEN AVENUE OVER DEBBIE'S CREEK

### KEY NOTES:

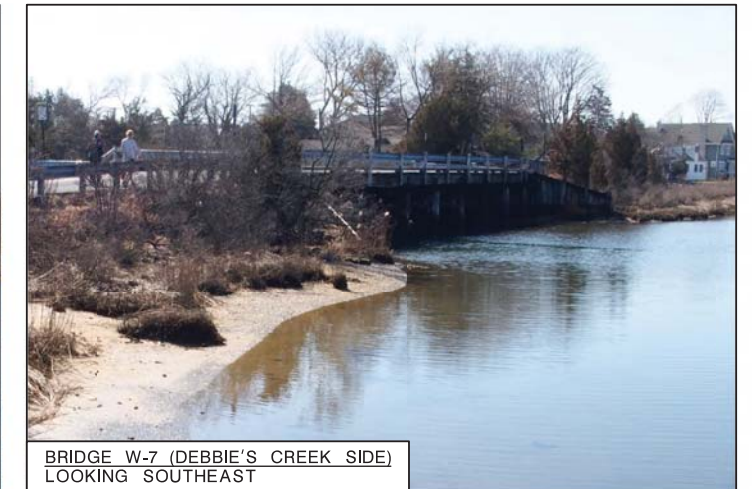
- CONSTRUCTED 1944**
- 120' LONG FIXED (7 SPAN) TIMBER BRIDGE**
- ROADWAY WIDTH 21.7'**
- 2.9' WIDE SIDEWALK**
- 10" FORCE SEWER MAIN**

### CONCERNS:

- NARROW BRIDGE ROADWAY WIDTH (21.7')**
- SUBSTANDARD LIVE LOAD CAPACITY**
- SUBSTANDARD RAILINGS**
- 2015 NBIS REPORT SUFFICIENCY RATING OF 18.5**



BRIDGE W-7 (THE GLIMMER GLASS SIDE)  
LOOKING WEST



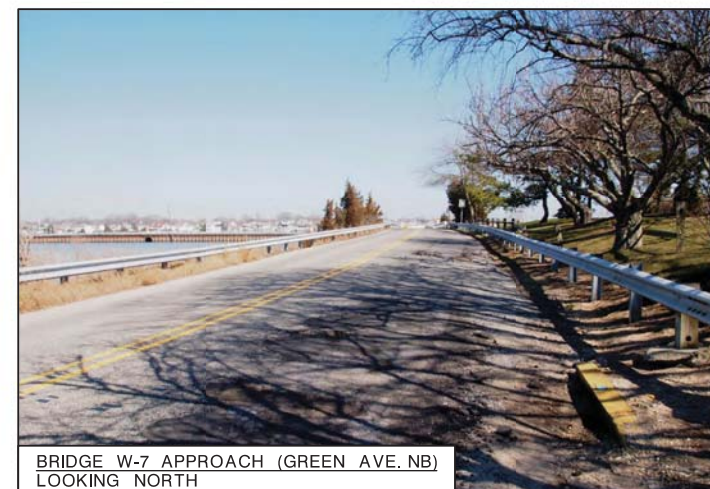
BRIDGE W-7 (DEBBIE'S CREEK SIDE)  
LOOKING SOUTHEAST



BRIDGE W-7  
LOOKING SOUTH



BRIDGE W-7  
LOOKING NORTH TOWARDS FISK AVENUE



BRIDGE W-7 APPROACH (GREEN AVE. NB)  
LOOKING NORTH



BRIDGE W-7 APPROACH (GREEN AVE. SB)  
LOOKING SOUTH

PHOTOS TAKEN: MARCH 2016



THIS DOCUMENT IS A WORK IN PROGRESS. PLEASE DO NOT REPLICATE, IT HAS BEEN RELEASED AS CLASSIFIED ADVISORY, CONSULTATIVE AND DELIBERATIVE MATERIAL PURSUANT TO N.J.S.A 47:1A-1.1. IT IS INTENDED FOR REVIEW AND COMMENT PURPOSES ONLY.

PUBLIC INFORMATION CENTER  
02/15/2018

Recommended Preliminary Preferred Alternative

Alternative - Variation Number	Description	Meets Project Purpose?	Achieves Project Needs?				Achieves Project Goals and Objectives											Key Advantages	Key Disadvantages
			Bridge Needs	Roadway Needs	System Linkage	Pedestrian and Bicyclist Compatibility	Sidewalk Connectivity	Safety Improvements	Long-Term Maintenance	Cultural Resources Impacts	Environmental Impacts	Permits Required <sup>1</sup>	ROW Impacts	Estimated Costs <sup>2</sup>	Estimated Construction Duration	Traffic Impacts and Detours			
1	No Build	No	Structural Capacity: No Bridge Roadway Width: No Vertical Clearance: Not Applicable	No	No	No	No	Not Improved	High	No	None at first, but additional noise and vehicle emissions on local roads if bridge is closed	None	None	Yearly Maintenance Cost: <sup>3</sup> \$20K (<10 years)	Not Applicable	None at first, but bridge may eventually be closed and require permanent detour.	• No construction impacts	• Does not address substandard structural capacity or deck geometry of existing bridge • Potential for rising maintenance costs and eventual closure	
2	Rehabilitation	No	Structural Capacity: Yes Bridge Roadway Width: No Vertical Clearance: Not Applicable	Partial <sup>4</sup>	Yes	Partial <sup>5</sup>	Partial <sup>6</sup>	Partial: New bridge railings and guide rails.	Moderate	No	Low: Short term impacts during construction, 400 SF ± of permanent wetlands disturbance.	USACE (NWP 3, 6, & 15), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	1,850 SF ± of ROW acquisitions required and 4,850 SF ± of temporary construction easements across 4 parcels	Initial: \$2.4M (20-30 years) Life Cycle: \$6.3M ROW: \$55K	4-6 months	Low: Partial closures required, but shorter duration than full replacement option.	• Structural capacity increased • Nominal extension of service life	• Does not address long term structural integrity • Does not improve deck geometry • Still potential for high maintenance costs	
3-1	Replacement with a Wider Bridge Sidewalks on One Side	Yes	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Not Applicable	Yes	Yes	Yes	Yes	Substantial: New bridge railings and guide rails and updated geometry.	Low	No	Moderate: Short term impacts during construction, 1,500 SF ± of permanent wetlands disturbance.	USACE (NWP 6, 14, & 15), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	5,300 SF ± of ROW acquisitions required and 6,300 SF ± of temporary construction easements across 4 parcels	Initial: \$4.9M (75+ years) Life Cycle: \$6.2M ROW: \$80K	6-8 months	Moderate: Full closure required for short period.	• Addresses all project needs • Provides longest projected service life	• High initial cost • Higher construction impacts than rehabilitation • Requires moderate ROW acquisitions	
3-2	Replacement with a Wider Bridge Sidewalks on Both Sides	Yes	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Not Applicable	Yes	Yes	Yes	Yes	Substantial: New bridge railings and guide rails and updated geometry.	Low	No	High: 4800 SF ± of permanent wetlands disturbance	USACE (NWP 6, 14, & 15), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	8,800 SF ± of ROW acquisitions required and 7,300 SF ± of temporary construction easements	Initial: \$5.2M (75+ years) Life Cycle: \$6.6M ROW: \$130K	6-8 months	Moderate: Full closure required for short period.	• Addresses all project needs • Provides longest projected service life • Provides better sidewalk connectivity and reduces safety risks for pedestrians/bicyclists when compared to Alternative 3-1	• High initial cost • Higher construction impacts than rehabilitation • Higher environmental and ROW impacts when compared to Alternative 3-1	
4-1 <sup>7</sup>	Replacement with Bridge W-9 Modified Rehabilitated Bridge W-9 (Operational)	Yes	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Yes	Yes	Yes	Yes	Yes	Partial: New bridge railings and bascule span safety features.	High	Yes	Moderate: Short term impacts during construction, 1,500 SF ± of permanent wetlands disturbance.	USACE (NWP 6, 14, & 15), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	5,300 SF ± of ROW acquisitions required and 6,300 SF ± of temporary construction easements across 4 parcels	Initial: \$11.6M (40-50 years) Life Cycle: \$17.6M ROW: \$80K	20-22 months	High: Full closure required and at same time as Bridge W-9 work.	• Historic Resource partially maintained near original location	• Very high cost and construction impacts	
4-2 <sup>7</sup>	Replacement with Bridge W-9 Modified Rehabilitated Bridge W-9 (Fixed)	Yes	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Yes	Yes	Yes	Yes	Yes	Partial: New bridge railings and guide rails and bascule span safety features.	Moderate	Yes	Moderate: Short term impacts during construction, 1,500 SF ± of permanent wetlands disturbance.	USACE (NWP 6, 14, & 15), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	5,300 SF ± of ROW acquisitions required and 6,300 SF ± of temporary construction easements across 4 parcels	Initial: \$8.3M (40-50 years) Life Cycle: \$12.6M ROW: \$80K	16-18 months	High: Full closure required and at same time as Bridge W-9 work.	• Historic Resource partially maintained near original location • Reduced initial and long-term costs and maintenance when compared to Alternatives 4-1 and 4-3	• Very high cost and construction impacts • Changed use of historic resource	
4-3 <sup>7</sup>	Replacement with Bridge W-9 Rehabilitated Bridge W-9 (Operational)	No	Structural Capacity: No Bridge Roadway Width: No Vertical Clearance: No	No	No	No	Yes	Partial: New bridge railings and guide rails and bascule span safety features.	Very High	Yes	Moderate: Short term impacts during construction, 1,000 SF ± of permanent wetlands disturbance.	USACE (NWP 6, 14, & 15), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	3,300 SF ± of ROW acquisitions required and 3,800 SF ± of temporary construction easements across 4 parcels	Initial: \$10.6M (40-50 years) Life Cycle: \$15.9M ROW: \$50K	18-20 months	High: Full closure required and at same time as Bridge W-9 work.	• Historic Resource partially maintained near original location • Reduced initial and long-term costs and maintenance when compared to Alternative 4-1 • More features of historic resource are preserved compared to Alternatives 4-1 and 4-2	• Very high cost and construction impacts • Does not address any of the project needs	

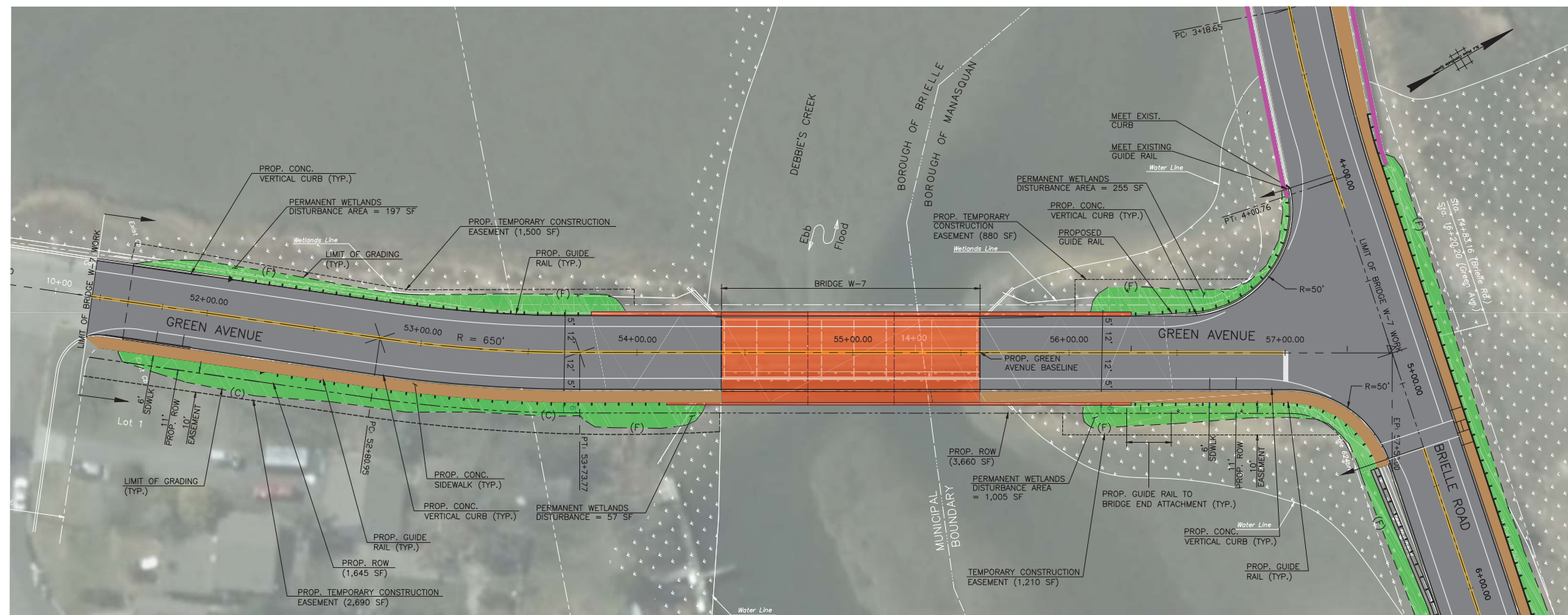
1 Permit Legend: United States Army Corp of Engineers (USACE), Nationwide Permit (NWP), General Permit (GP), Individual Permit (IP) New Jersey Department of Environmental Protection (NJDEP), Coastal Area Facility Review Act (CAFRA), Waterfront Development (WFD)  
 2 Life cycle costs assume a common 100-year period. All future costs are converted to present value dollars. Life cycle costs include initial costs as well as anticipated long-term replacement/maintenance costs within the noted 100-year period.  
 3 Yearly maintenance costs are averaged and fluctuate by year. They do not include normal operating costs.  
 4 Cross slopes improved, but roadway width not addressed.  
 5 Nominal sidewalk widening, but no provisions for bicyclists.  
 6 Sidewalk remains on current side, limited improvements on approaches.  
 7 Selection of any of the variations of Alternative 4 for Bridge W-7 would eliminate Alternatives 1, 2 and 3 and all of their sub-alternatives and variations for Bridge W-9.

# Bridge W-7

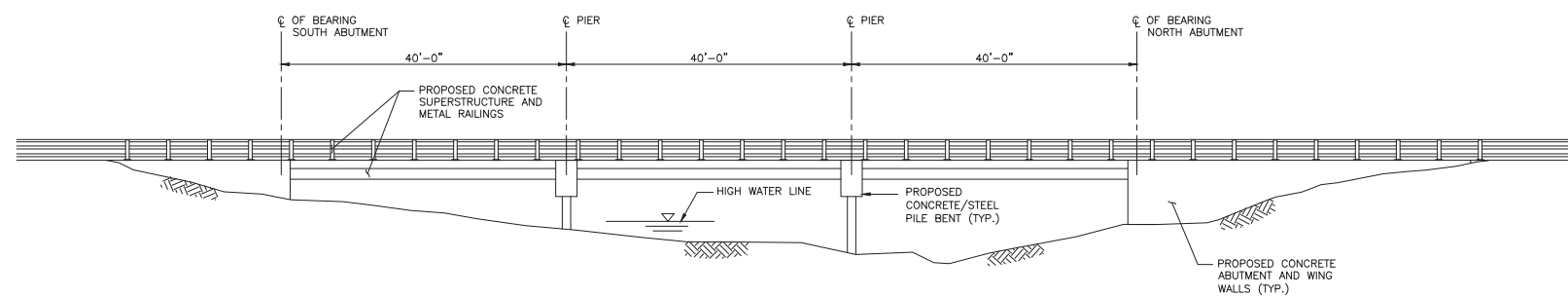


THIS DOCUMENT IS A WORK IN PROGRESS. PLEASE DO NOT REPLICATE, IT HAS BEEN RELEASED AS CLASSIFIED ADVISORY, CONSULTATIVE AND DELIBERATIVE MATERIAL PURSUANT TO N.J.S.A 47:1A-1.1. IT IS INTENDED FOR REVIEW AND COMMENT PURPOSES ONLY.

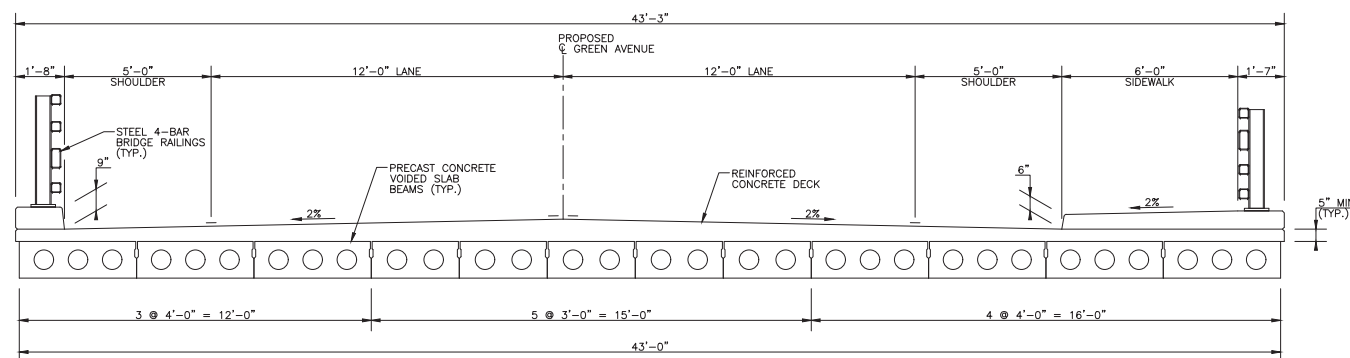
PUBLIC INFORMATION CENTER  
02/15/2018



OVERALL PLAN



BRIDGE ELEVATION



BRIDGE SECTION

**RECOMMENDED PRELIMINARY PREFERRED ALTERNATIVE:**

**ALTERNATIVE 3: REPLACEMENT WITH A WIDER BRIDGE**

- NEW WIDER CONCRETE SUPERSTRUCTURE WITH STANDARD WIDTH LANES, BICYCLE COMPATIBLE SHOULDERS AND STANDARD ADA COMPLIANT SIDEWALKS
- NEW CONCRETE/STEEL SUBSTRUCTURES (REDUCED NUMBER)
- RECONSTRUCTED WIDER APPROACH ROADWAYS

THIS DOCUMENT IS A WORK IN PROGRESS. PLEASE DO NOT REPLICATE, IT HAS BEEN RELEASED AS CLASSIFIED ADVISORY, CONSULTATIVE AND DELIBERATIVE MATERIAL PURSUANT TO N.J.S.A 47:1A-1.1. IT IS INTENDED FOR REVIEW AND COMMENT PURPOSES ONLY.

PUBLIC INFORMATION CENTER  
02/15/2018

# MONMOUTH COUNTY BRIDGES W-7, W-8 AND W-9 BOROUGHES OF BRIELLE AND MANASQUAN

## W-8 (FISK AVE.)



### STRUCTURE W-8 FISK AVENUE CULVERT BETWEEN DEBBIE'S CREEK AND 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**

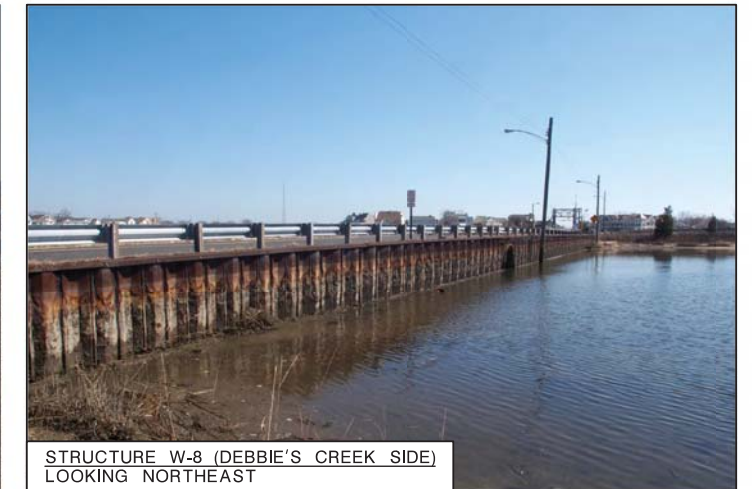
**CONCERNS:**

**CULVERT SUBMERGED & PARTIALLY SILTED**

**DETERIORATED STEEL SHEETING RETAINING WALLS AND CULVERT PIPE**



STRUCTURE W-8 (THE GLIMMER GLASS SIDE)  
LOOKING SOUTHEAST



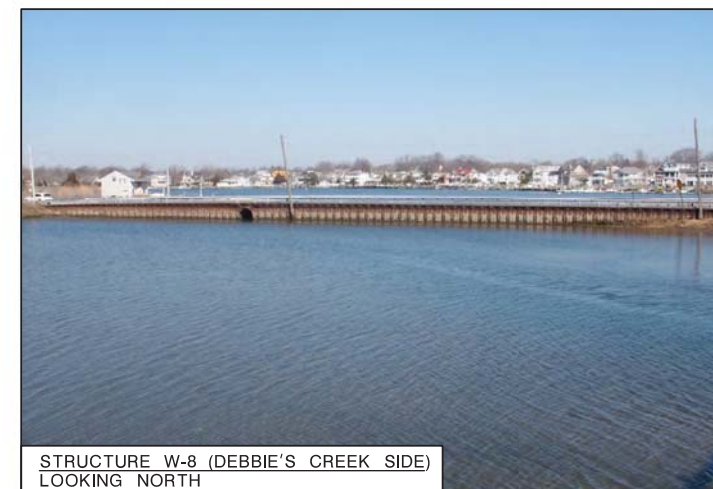
STRUCTURE W-8 (DEBBIE'S CREEK SIDE)  
LOOKING NORTHEAST



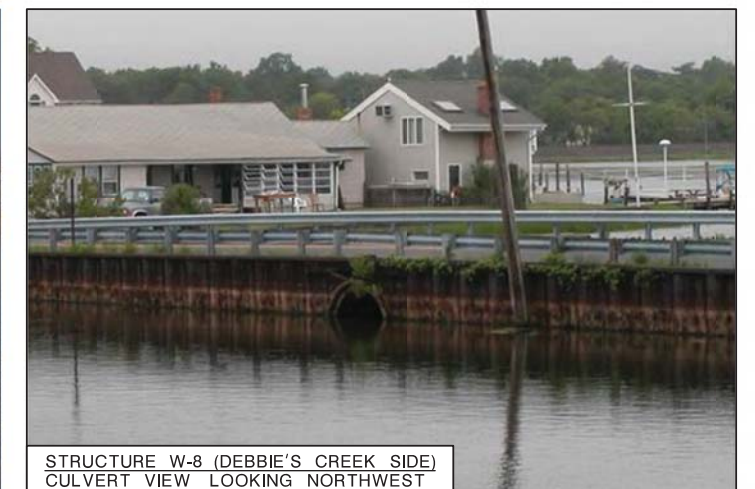
STRUCTURE W-8 - FISK AVENUE WESTBOUND  
LOOKING WEST



STRUCTURE W-8 - FISK AVENUE EASTBOUND  
LOOKING EAST



STRUCTURE W-8 (DEBBIE'S CREEK SIDE)  
LOOKING NORTH



STRUCTURE W-8 (DEBBIE'S CREEK SIDE)  
CULVERT VIEW LOOKING NORTHWEST

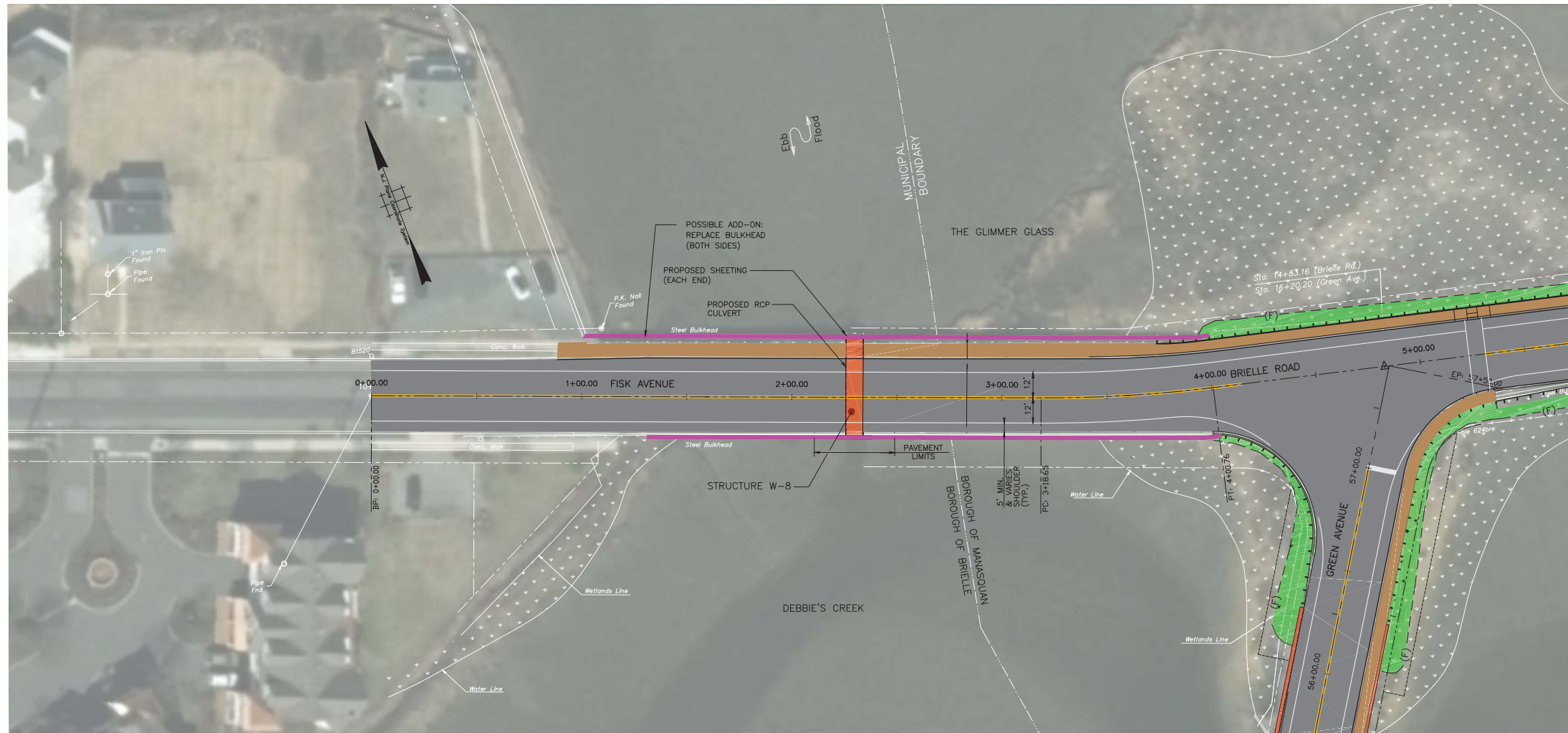
PHOTOS TAKEN: MARCH 2016

Recommended Preliminary Preferred Alternative

Alternative - Variation Number	Description	Meets Project Purpose?	Achieves Project Needs?				Achieves Project Goals and Objectives										Key Advantages	Key Disadvantages
			Bridge Needs	Roadway Needs	System Linkage	Pedestrian and Bicyclist Compatibility	Sidewalk Connectivity	Safety Improvements	Long-Term Maintenance	Cultural Resources Impacts	Environmental Impacts	Permits Required <sup>1</sup>	ROW Impacts	Estimated Costs <sup>2</sup>	Estimated Construction Duration	Traffic Impacts and Detours		
1	No Build	No	Structural Capacity: No Bridge Roadway Width: Yes Vertical Clearance: Not Applicable	Yes	No	No	No	Not Improved	Very High	No	None at first, but additional noise and vehicle emissions on local roads if bridge closes	No permits required.	No ROW acquisitions required.	Yearly Maintenance Cost: <sup>2</sup> \$5K (<10 years)	Not Applicable	None at first, but bridge may eventually be closed and require permanent detour.	• No construction impacts	• Does not address structural capacity of existing culvert • Potential for rising maintenance costs and eventual partial collapse
2	Rehabilitation	Yes	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Not Applicable	Yes	Yes	Yes	Yes	Moderate: New guide rails.	High	No	Minimal: short term impacts during construction	USACE (NWP 3, 6, & 33), NJDEP (CAFRA, WFD, GP 23, & Tidelands)	No ROW acquisitions required.	Initial: \$410K (15-20 years)	2 months	Low: Partial closures required, but shorter duration than full replacement option.	• Minimizes cost, construction duration, and impacts	• Does not address long term structural integrity of culvert • Provides only nominal extension of service life. Replacement will eventually still be required
3	Elimination of the Culvert	Yes	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Not Applicable	Yes	Yes	Yes	Yes	Moderate: New guide rails.	Low	No	Moderate to High: hydrological study required to investigate.	USACE (NWP 6 & 14), NJDEP (CAFRA, WFD, GP 23, & Tidelands)	No ROW acquisitions required.	Initial: \$670K <sup>3</sup>	2 months	Moderate: Full closure required for short period.	• Addresses project needs • Practically eliminates long term maintenance costs	• Requires hydraulic study to confirm environmental effects • Permits may not be granted depending on results of study
4	Replacement of Culvert	Yes	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Not Applicable	Yes	Yes	Yes	Yes	Moderate: New guide rails.	Moderate	No	Minimal: short term impacts during construction	USACE (NWP 6 & 14), NJDEP (CAFRA, WFD, GP 23, & Tidelands)	No ROW acquisitions required.	Initial: \$940K <sup>3</sup> (75+ years)	3 months	Moderate: Full closure required for short period.	• Addresses project needs • Provides longest projected service life	• Highest initial cost • Largest construction impacts

<sup>1</sup> Permit Legend: United States Army Corp of Engineers (USACE), Nationwide Permit (NWP), General Permit (GP), Individual Permit (IP) New Jersey Department of Environmental Protection (NJDEP), Coastal Area Facility Review Act (CAFRA), Waterfront Development (WFD)  
<sup>2</sup> Yearly maintenance costs are averaged and fluctuate by year. They do not include normal operating costs.  
<sup>3</sup> If considered, replacement of the entire steel sheet pile bulkhead would add approximately \$300-350K to the initial costs.

# Structure W-8



OVERALL PLAN

**RECOMMENDED PRELIMINARY  
PREFERRED ALTERNATIVE:**

**ALTERNATIVE 4: REPLACEMENT OF CULVERT**

- REPLACE EXISTING CULVERT WITH NEW CONCRETE CULVERT
- INSTALL NEW STEEL SHEETING AT EACH END
- RECONSTRUCT PAVEMENT OVER CULVERT
- POSSIBLE ADD-ON: REPLACE STEEL BULKHEAD FULL LENGTH

THIS DOCUMENT IS A WORK IN PROGRESS. PLEASE DO NOT REPLICATE, IT HAS BEEN RELEASED AS CLASSIFIED ADVISORY, CONSULTATIVE AND DELIBERATIVE MATERIAL PURSUANT TO N.J.S.A 47:1A-1.1. IT IS INTENDED FOR REVIEW AND COMMENT PURPOSES ONLY.

PUBLIC INFORMATION CENTER  
02/15/2018

# MONMOUTH COUNTY BRIDGES W-7, W-8 AND W-9 BOROUGH OF BRIELLE AND MANASQUAN

# W-9 (BRIELLE RD.)



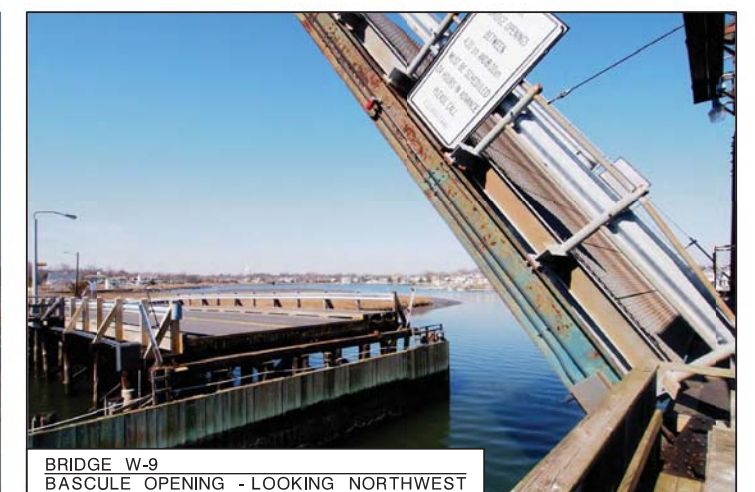
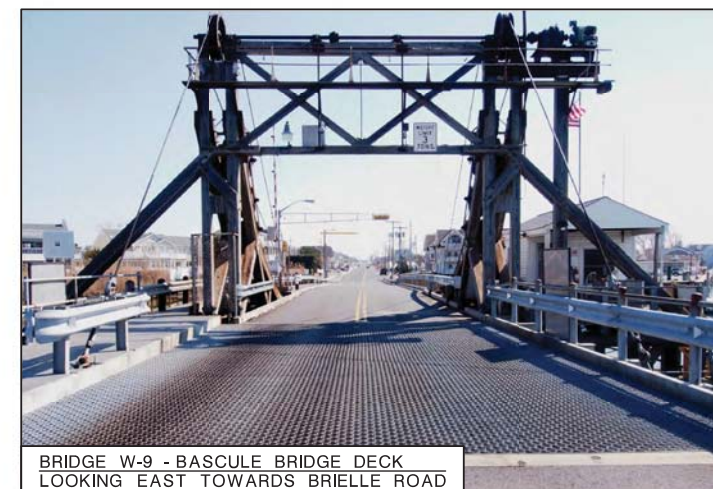
## BRIDGE W-9 BRIELLE ROAD OVER THE GLIMMER GLASS

### KEY NOTES:

- 1889 - 590' LONG FIXED TIMBER TRESTLE BRIDGE
- 1938 - BASCULE MOVABLE SPAN INSERTED
- 1950 - MAJOR RECONSTRUCTION & REDUCED TO 279' LENGTH
- 2008 - NJ & NATIONAL REGISTERS OF HISTORIC PLACES
- 2014 - EMERGENCY INTERIM REPAIRS TO TIMBER APPROACH SPANS & PILES
- 2017 - EMERGENCY INTERIM REPAIRS

### CONCERNS:

- NARROW BRIDGE ROADWAY WIDTH (20' & VARIES)
- SUBSTANDARD LIVE LOAD CAPACITY
- SUBSTANDARD RAILINGS
- SUBSTANDARD VERTICAL CLEARANCE
- SUBSTANDARD AND NON-REDUNDANT MECHANICAL AND ELECTRICAL SYSTEMS
- 2013 NBIS REPORT SUFFICIENCY RATING OF 2.0
- 2015 NBIS REPORT SUFFICIENCY RATING OF 10.1



PHOTOS TAKEN: MARCH 2016



THIS DOCUMENT IS A WORK IN PROGRESS. PLEASE DO NOT REPLICATE, IT HAS BEEN RELEASED AS CLASSIFIED ADVISORY, CONSULTATIVE AND DELIBERATIVE MATERIAL PURSUANT TO N.J.S.A 47:1A-1.1. IT IS INTENDED FOR REVIEW AND COMMENT PURPOSES ONLY.

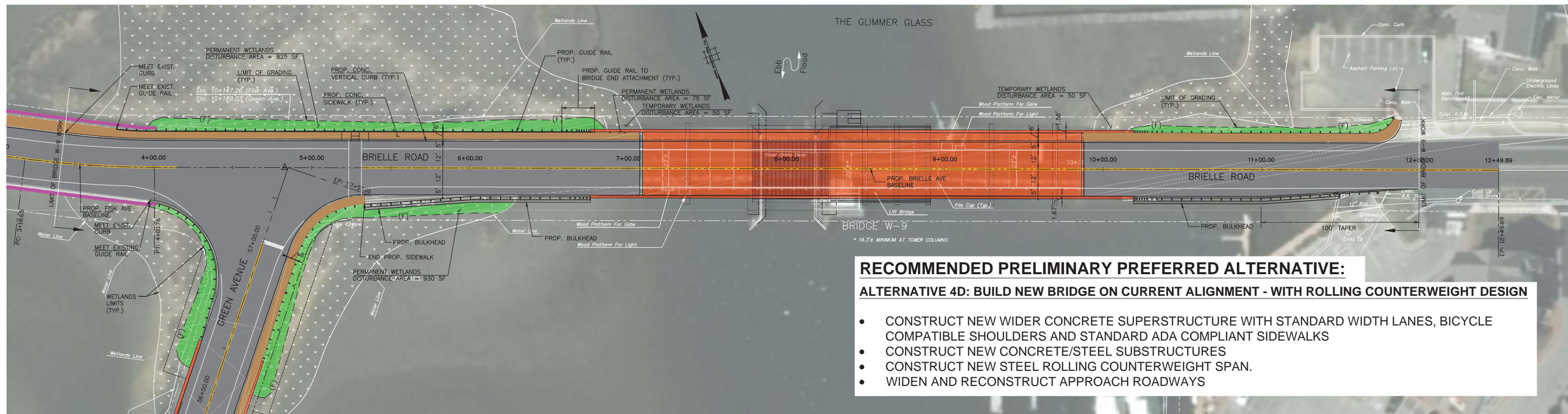
PUBLIC INFORMATION CENTER  
02/15/2018

Alternative - Variation Number	Description	Meets Project Purpose?	Achieves Project Needs?							Achieves Project Goals and Objectives									
			Bridge Needs	Roadway Needs	System Linkage	Pedestrian and Bicyclist Compatibility	Sidewalk Connectivity	Safety Improvements	Long-Term Maintenance	Cultural Resources Impacts	Environmental Impacts	Permits Required	ROW Impacts	Estimated Costs <sup>3</sup>	Estimated Construction Duration	Traffic Impacts and Delays	Key Advantages	Key Disadvantages	
1	No Build	No	Structural Capacity: No Bridge Roadway Width: No Vertical Clearance: No	No	No	No	No	Not Improved	Very High	No	None at first, but additional noise and vehicle emissions on local roads after bridge closure	None	No ROW acquisitions required	Yearly Maintenance Cost: <sup>3</sup> \$135K+ (10-15 years)	Not Applicable	None at first, but bridge may eventually be closed and require permanent detour.	<ul style="list-style-type: none"> <li>No impacts on historic resource</li> <li>No construction impacts</li> </ul>	<ul style="list-style-type: none"> <li>Does not address any project needs</li> <li>Potential for rising maintenance costs and eventual closure</li> </ul>	
2A-1	Restoration	No	Structural Capacity: Partial <sup>4</sup> Bridge Roadway Width: No Vertical Clearance: No	No	Partial <sup>5</sup>	No	Partial <sup>6</sup>	Partial: New bridge railings and guide rails and bascule span safety features.	High	Yes	Minimal: no wetlands would be impacted	USACE (NWP 3 & 15), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	No ROW acquisitions required	Initial: \$10.3M (20-30 years) Life Cycle: \$23.7M	18-20 months	Moderate: Full closure required, but shorter duration than full replacement options.	<ul style="list-style-type: none"> <li>Limited impacts on historic resource</li> <li>Construction impacts are minimized</li> <li>Nominal safety improvements</li> </ul>	<ul style="list-style-type: none"> <li>Live load capacity and bridge geometry still substandard</li> <li>High cost relative to life cycle gains with continued high maintenance</li> <li>No improvements to bicycle/pedestrian compatibility</li> </ul>	
2A-2	Rehabilitation without Widening	No	Structural Capacity: Yes Bridge Roadway Width: No Vertical Clearance: No	No	Partial <sup>5</sup>	No	Partial <sup>6</sup>	Partial: New bridge railings and guide rails and bascule span safety features.	High	Yes	Minimal: no wetlands would be impacted	USACE (NWP 3 & 15), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	No ROW acquisitions required	Initial: \$11.7M (40-50 years) Life Cycle: \$18.8M	18-20 months	Moderate: Full closure required, but shorter duration than full replacement options.	<ul style="list-style-type: none"> <li>Historic resource partially maintained</li> <li>Structural capacity improved</li> <li>Nominal safety improvements</li> </ul>	<ul style="list-style-type: none"> <li>Bridge geometry still substandard</li> <li>High cost relative to life cycle gains</li> <li>No improvements to bicycle/pedestrian compatibility</li> </ul>	
2B	Modified Rehabilitation	Yes	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Yes	Yes	Yes	Yes	Yes	Partial: New bridge railings and guide rails and bascule span safety features.	High	Yes	Moderate: around 1950 SF ± of wetlands would be impacted	USACE (NWP 6, 14, & 15), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	No ROW acquisitions required	Initial: \$14.3M (40-50 years) Life Cycle: \$21.8M	18-20 months	High: Full closure required of similar duration to full replacement options.	<ul style="list-style-type: none"> <li>Limited components of historic resource reused as compared to replacement options</li> <li>Structural capacity and geometry improved</li> </ul>	<ul style="list-style-type: none"> <li>High cost relative to life cycle gains</li> </ul>	
2C	Rehabilitation of Movable Span and Replacement of the Approach Spans	No	Structural Capacity: Partial <sup>7</sup> Bridge Roadway Width: Partial Vertical Clearance: No	No	Partial <sup>5</sup>	No	Partial <sup>6</sup>	Partial: New bridge railings and guide rails and bascule span safety features.	Moderate	Yes	Moderate: around 1950 SF ± of wetlands would be impacted	USACE (NWP 6, 14, & 15), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	No ROW acquisitions required	Initial: \$13.7M (20-30 years) Life Cycle: \$21.4M	18-20 months	High: Full closure required for extended period	<ul style="list-style-type: none"> <li>Limited impacts on key aspects of historic resource</li> <li>Approach roadway geometry improved</li> <li>Reduces long term maintenance</li> </ul>	<ul style="list-style-type: none"> <li>Live load capacity and bridge geometry still substandard due to bascule span</li> <li>Minimal improvements to bicycle/pedestrian compatibility</li> </ul>	
3A	Retain Existing Bridge (Close to Vehicular Traffic) and Build New Bridge on a Parallel Alignment - High Level Fixed Span Bridge	No	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Yes	Yes	No	Yes	No	Substantial: New bridge railings and guide rails and bascule span safety features, improved geometry	Moderate	Yes	Significant environmental impacts from new road/bridge on new alignment, including impacts to wetlands and green acres land.	USACE (IP), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	Significant additional ROW (>30 parcels) with possible loss of access to additional properties & Riparian Grant / License	>\$25M Detailed costs not prepared for this alternative.	28-30 months	Moderate: Parallel construction would minimize required closures	<ul style="list-style-type: none"> <li>Historic resource fully maintained (changed use)</li> <li>New bridge with standard structural capacity and geometry</li> <li>Eliminates bridge opening delays</li> <li>Improved bicycle and pedestrian compatibility</li> </ul>	<ul style="list-style-type: none"> <li>Very high initial cost</li> <li>Excessive environmental and property/ROW impacts for several properties</li> <li>Requires future maintenance of 2 bridges</li> </ul>	
3B	Retain Existing Bridge (Close to Vehicular Traffic) and Build New Bridge on a Parallel Alignment - Movable Bridge	Yes	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Yes	Yes	Yes	Yes	Yes	Substantial: New bridge railings and guide rails and bascule span safety features, improved geometry	High	Yes	Significant environmental impacts from new road/bridge on new alignment, including impacts to wetlands and green acres land.	USACE (IP), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	Significant additional ROW (=5 parcels) & Riparian Grant / License	>\$25M Detailed costs not prepared for this alternative.	22-24 months	Low: Parallel construction would minimize required closures	<ul style="list-style-type: none"> <li>Historic resource fully maintained (maintained use)</li> <li>New bridge with standard structural capacity and geometry</li> <li>Improved bicycle and pedestrian compatibility</li> </ul>	<ul style="list-style-type: none"> <li>Very high initial cost</li> <li>Excessive environmental and property/ROW impacts</li> <li>Requires future maintenance of 2 movable bridges</li> </ul>	
3C	Retain Existing Bridge (Convert to One-Way Traffic) and Build New Bridge on a Parallel Alignment - Movable Bridge	No	Structural Capacity: Partial <sup>10</sup> Bridge Roadway Width: Yes Vertical Clearance: Partial <sup>11</sup>	Yes	Partial <sup>12</sup>	Yes	Yes	Substantial: New bridge railings and guide rails and bascule span safety features, improved geometry	High	Yes	Significant environmental impacts from new road/bridge on new alignment, including impacts to wetlands and green acres land.	USACE (IP), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	Significant additional ROW (=5 parcels) & Riparian Grant / License	>\$25M Detailed costs not prepared for this alternative.	22-24 months	Moderate: Parallel construction would minimize required closures	<ul style="list-style-type: none"> <li>Historic resource fully maintained (maintained use)</li> <li>New bridge with standard structural capacity and geometry</li> <li>Improved bicycle and pedestrian compatibility</li> </ul>	<ul style="list-style-type: none"> <li>Very high initial cost</li> <li>Excessive environmental and property/ROW impacts</li> <li>Vertical clearance and structural capacity not improved on existing bridge</li> <li>Requires future maintenance of 2 movable bridges</li> </ul>	
3D	Rehabilitate Existing Bridge and Build New Pedestrian/Bicyclist Bridge on a Parallel Alignment - Movable Bridge	No	Structural Capacity: Partial <sup>13</sup> Bridge Roadway Width: No Vertical Clearance: No	No	Yes	Yes	Yes	Partial: New bridge railings and guide rails, but limited changes to geometry	High	Yes	Significant environmental impacts from new road/bridge on new alignment, including impacts to wetlands and green acres land.	USACE (IP), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	Significant additional ROW (=5 parcels) & Riparian Grant / License	>\$25M Detailed costs not prepared for this alternative.	16-18 months	High: Similar to Alternative 2B	<ul style="list-style-type: none"> <li>Historic resource fully maintained (maintained use)</li> <li>Pedestrians and bicyclists accommodated in new separate bridge</li> </ul>	<ul style="list-style-type: none"> <li>High initial cost</li> <li>High environmental and property/ROW impacts</li> <li>Substandard geometry and structural capacity of existing bridge is not fully addressed</li> <li>Requires future maintenance of 2 movable bridges</li> </ul>	
4A	Build New Bridge on Current Alignment - High Level Fixed Span Bridge	No	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Yes	Yes	No	Yes	Yes	Substantial: New bridge railings and guide rails and bascule span safety features, improved geometry	Low	Yes	Moderate	USACE (IP), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	Significant additional ROW (>30 parcels) with possible loss of access to additional properties	>\$25M (75+ years) Detailed costs not prepared for this alternative.	22-24 months	Very High: Full closure required for extended period	<ul style="list-style-type: none"> <li>New bridge with standard structural capacity and geometry</li> <li>Minimized maintenance and operation costs</li> <li>Improved bicycle and pedestrian compatibility</li> </ul>	<ul style="list-style-type: none"> <li>Significant effects to historic resource</li> <li>Creates access issues for several properties</li> <li>Moderate environmental impacts</li> </ul>	
4B	Build New Bridge on Current Alignment - Movable Bridge, Vertical Lift	Yes	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Yes	Yes	Yes	Yes	Yes	Substantial: New bridge railings and guide rails and bascule span safety features, improved geometry	Moderate	Yes	Moderate: Around 1950 SF ± of wetlands would be impacted	USACE (NWP 6, 14, & 15), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	No ROW acquisitions required	Initial: \$19.5M (75+ years) Life Cycle: \$25.7M	18-20 months	High: Full closure required for extended period	<ul style="list-style-type: none"> <li>New bridge with standard structural capacity and geometry</li> <li>Improved bicycle and pedestrian compatibility</li> </ul>	<ul style="list-style-type: none"> <li>Significant effects to historic resource</li> <li>Not as cost effective as Alternative 4D</li> <li>Structure would be visually out of context</li> <li>Moderate environmental impacts</li> </ul>	
4C	Build New Bridge on Current Alignment - Movable Bridge, Trunnion Bascule	Yes	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Yes	Yes	Yes	Yes	Yes	Substantial: New bridge railings and guide rails and bascule span safety features, improved geometry	Moderate	Yes	Moderate: Around 1950 SF ± of wetlands would be impacted	USACE (NWP 6, 14, & 15), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	No ROW acquisitions required	Initial: \$16.4M (75+ years) Life Cycle: \$21.5M	18-20 months	High: Full closure required for extended period	<ul style="list-style-type: none"> <li>New bridge with standard structural capacity and geometry</li> <li>Improved bicycle and pedestrian compatibility</li> </ul>	<ul style="list-style-type: none"> <li>Significant effects to historic resource</li> <li>Not as cost effective as Alternative 4D</li> <li>Moderate environmental impacts</li> </ul>	
4D	Build New Bridge on Current Alignment - Movable Bridge, Rolling Counterweight	Yes	Structural Capacity: Yes Bridge Roadway Width: Yes Vertical Clearance: Yes	Yes	Yes	Yes	Yes	Substantial: New bridge railings and guide rails and bascule span safety features, improved geometry	Moderate	Yes	Moderate: Around 1950 SF ± of wetlands would be impacted	USACE (NWP 6, 14, & 15), USCG (Bridge Permit), NJDEP (CAFRA, WFD, Coastal Wetlands, GP 23, & Tidelands), Soil Erosion and Sediment Control Plan	No ROW acquisitions required	Initial: \$15.2M (75+ years) Life Cycle: \$19.7M	16-18 months	High: Full closure required for extended period	<ul style="list-style-type: none"> <li>New bridge with standard structural capacity and geometry</li> <li>Improved bicycle and pedestrian compatibility</li> <li>Existing bridge aesthetics and general method of mechanical operation replicated</li> </ul>	<ul style="list-style-type: none"> <li>Significant effects to historic resource</li> <li>Operation not as efficient as Alternatives 4B and 4C</li> <li>Moderate environmental impacts</li> </ul>	

Recommended Preliminary Preferred Alternative

1 Permit Legend: United States Army Corp of Engineers (USACE), Nationwide Permit (NWP), General Permit (GP), Individual Permit (IP) New Jersey Department of Environmental Protection (NJDEP), Coastal Area Facility Review Act (CAFRA), Waterfront Development (WFD)  
 2 Life cycle costs assume a common 100-year period. All future costs are converted to present value dollars. Life cycle costs include initial costs as well as anticipated major replacement/maintenance costs within the noted 100-year period. They do not include normal operating costs.  
 3 Yearly maintenance costs are averaged and fluctuate by year. They do not include normal operating costs.  
 4 Nominal improvements are possible, but full legal capacity would not be provided.  
 5 Bridge would remain operational in this alternative, but at current level of service and would not adequately service all users.  
 6 No improvements to sidewalk width, but sidewalk ramps and pedestrian crossings would be provided.  
 7 Capacity of bridge would be limited by movable span, where full legal capacity would not be provided.  
 8 Bridge would remain operational in this alternative, but at current level of service and would not adequately service all users.  
 9 Improvements to sidewalk width limited to approach spans, but sidewalk ramps and pedestrian crossings would be provided.  
 10 Full legal capacity would be provided on new parallel bridge, but not on existing bridge.  
 11 Adequate clearance would be provided on new parallel bridge, but not on existing bridge.  
 12 Existing bridge would remain operational in this alternative, but at current level of service and would not adequately service all users.  
 13 Nominal improvements to the existing bridge are possible, but full legal capacity would not be provided.

# Bridge W-9



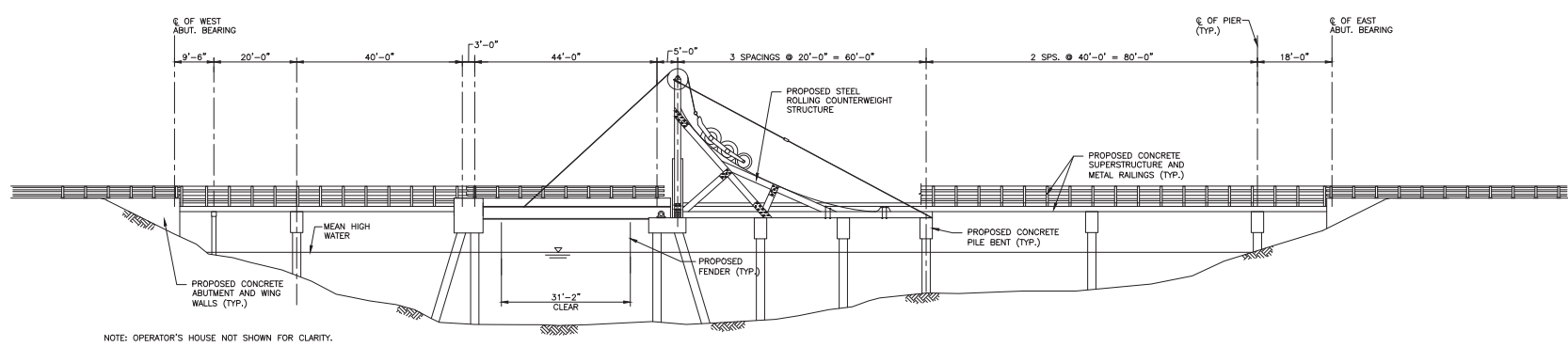
**RECOMMENDED PRELIMINARY PREFERRED ALTERNATIVE:**  
**ALTERNATIVE 4D: BUILD NEW BRIDGE ON CURRENT ALIGNMENT - WITH ROLLING COUNTERWEIGHT DESIGN**

- CONSTRUCT NEW WIDER CONCRETE SUPERSTRUCTURE WITH STANDARD WIDTH LANES, BICYCLE COMPATIBLE SHOULDERS AND STANDARD ADA COMPLIANT SIDEWALKS
- CONSTRUCT NEW CONCRETE/STEEL SUBSTRUCTURES
- CONSTRUCT NEW STEEL ROLLING COUNTERWEIGHT SPAN.
- WIDEN AND RECONSTRUCT APPROACH ROADWAYS

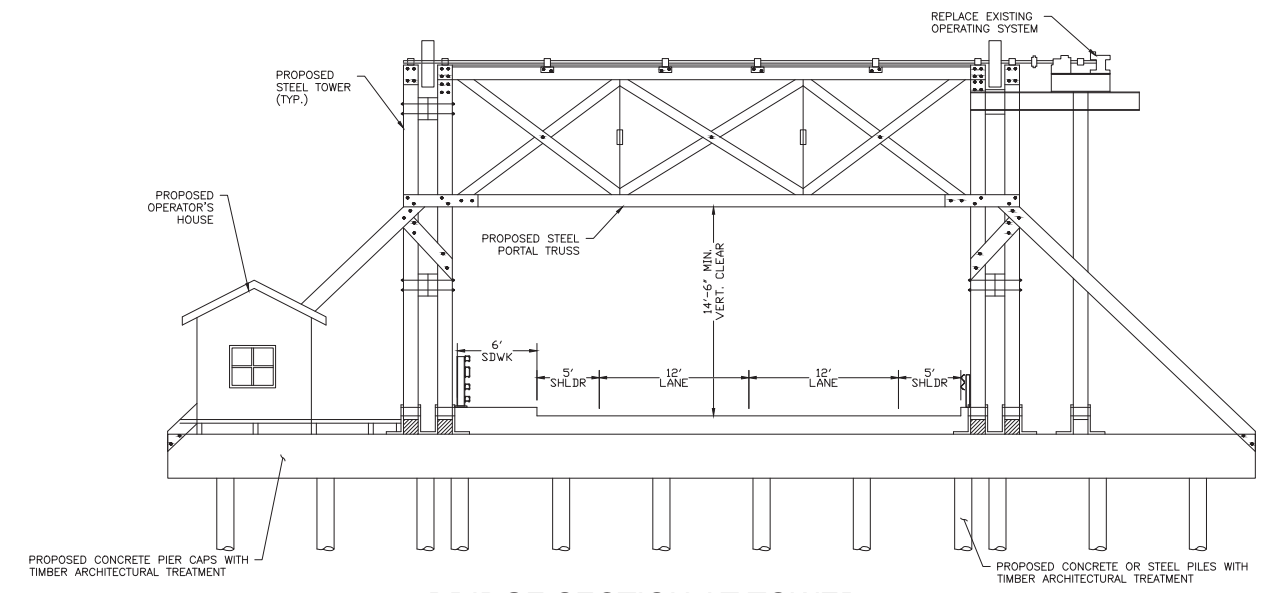
THIS DOCUMENT IS A WORK IN PROGRESS. PLEASE DO NOT REPLICATE, IT HAS BEEN RELEASED AS CLASSIFIED ADVISORY, CONSULTATIVE AND DELIBERATIVE MATERIAL PURSUANT TO N.J.S.A 47:1A-1.1. IT IS INTENDED FOR REVIEW AND COMMENT PURPOSES ONLY.

PUBLIC INFORMATION CENTER  
02/15/2018

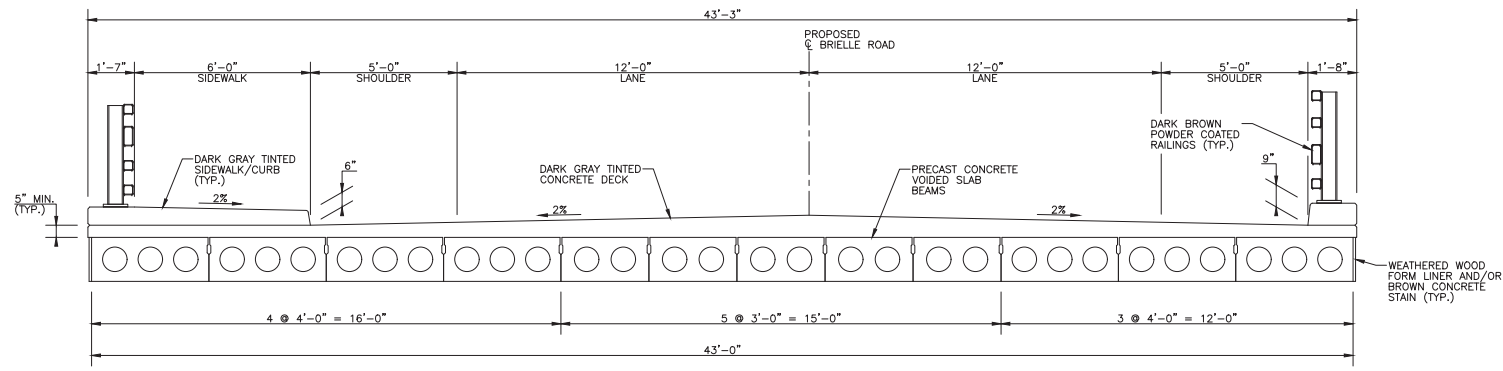
OVERALL PLAN



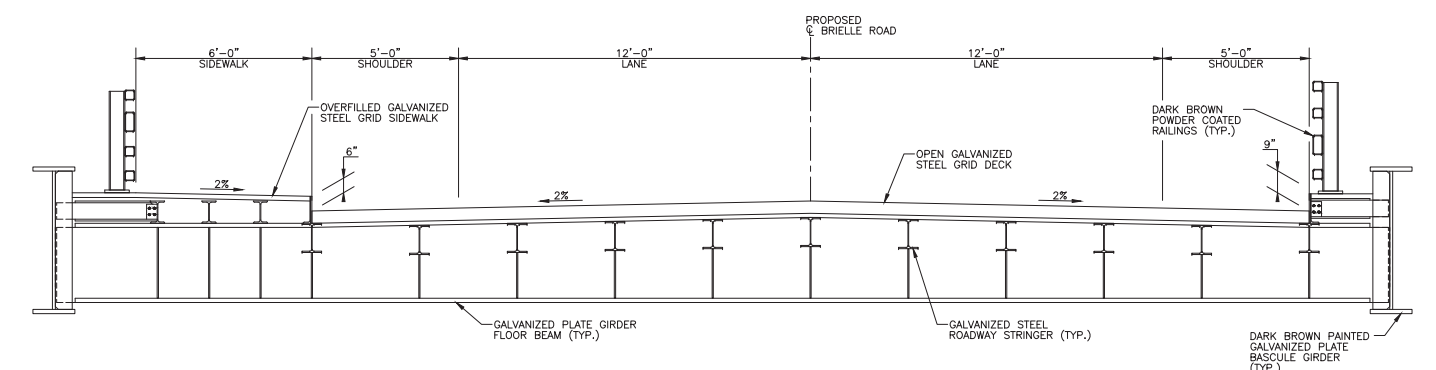
BRIDGE ELEVATION



BRIDGE SECTION AT TOWER



BRIDGE SECTION AT APPROACH SPANS



BRIDGE SECTION AT BASCULE SPAN

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

EMAIL ADDRESS:

(OPTIONAL)

ADDRESS:

(OPTIONAL)

COMMENTS (PLEASE PRINT CLEARLY):

GLAD to see that the 'CORRECT' DECISIONS have been finally made. Just SRF that it will still take so long to completion, but understand about time constraints dealing w/ Feds.

Suggestion for Electronics would be that bridge would not have to be completely opened to allow a small boat through. This would reduce overall open/close time frame. Glad to see that the lanes will be wider than they currently are & I assume that they current weigh restriction issues will be address for our emergency vehicles can use this bridge.

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

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

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

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

[REDACTED]

EMAIL ADDRESS:

(OPTIONAL)

[REDACTED]

ADDRESS:

(OPTIONAL)

[REDACTED]

COMMENTS (PLEASE PRINT CLEARLY):

The presentation was very thorough & clear. An exact rendering is not necessary. Finally something that everyone can live with. (Historical society lady & the rest of us.)  
It needs to be made safe, strong & accessible to emergency vehicles.  
It is broken & used up as is. I am glad that they have come to this conclusion.  
Now if only Brielle would pave Fisk. What a horrible bumpy road for a bad back.  
FISK TO TRAIN TRACK from the bridges.

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

DENICE DACUNHA  
PROJECT FACILITATOR  
NV5 (FORMERLY THE RBA GROUP)  
7 CAMPUS DRIVE, SUITE 300 • PARSIPPANY, NJ 07054  
P: 973-946-5624  
E: MCW789FACILITATOR@RBAGROUP.COM

INKYUNG ENGLEHART  
COUNTY PROJECT FACILITATOR  
MONMOUTH COUNTY DIVISION OF ENGINEERING & TRAFFIC SAFETY  
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

(M)

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

EMAIL ADDRESS:

(OPTIONAL)

ADDRESS:

(OPTIONAL)

COMMENTS (PLEASE PRINT CLEARLY):

Thank you for all the effort that has been put into the planning on the Glimmerglass Bridge - We are new residents and love the charm of this wonderful town and the people who care so much for the care of this town.

Obviously, the bridge being closed is an inconvenience to us as we feel there is only one way to leave our home - (Main Street) but as the bridge has been closed all the traffic has been detoured to 4<sup>th</sup> Ave. which is at the end of our road - cars speed down that road and there is an element of safety I am concerned with - also if there is an emergency I'm concerned that emergency vehicles won't get through in time.

Thank you again for your time on this subject.

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

DENICE DACUNHA

PROJECT FACILITATOR

NV5 (FORMERLY THE RBA GROUP)

7 CAMPUS DRIVE, SUITE 300 • PARSIPPANY, NJ 07054

P: 973-946-5624

E: MCW789FACILITATOR@RBAGROUP.COM

INKYUNG ENGLEHART

COUNTY PROJECT FACILITATOR

MONMOUTH COUNTY DIVISION OF ENGINEERING & TRAFFIC SAFETY

1 EAST MAIN STREET • FREEHOLD, NJ 07728

P: 732-431-7760 EXT. 3643

E: ENGINEER@CO.MONMOUTH.NJ.US

-OR-



COMMENTS ARE OPINIONS  
AND MAY NOT BE FACTUAL

(M)

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

EMAIL ADDRESS:

(OPTIONAL)

ADDRESS:

(OPTIONAL)

COMMENTS (PLEASE PRINT CLEARLY):

- Please replace the bridge!
- Safety concerns for my 2 teenage sons who ride their bikes over the Glimmer Glass bridge several times a day during the summer.
- Safety concerns for lack of evacuation route for my mom who lives alone on 1st Avenue in Manasquan.
- Take the historical bridge and place it in the cove so that it can be admired by the people there. It's dangerous. It is time. The time is now. Please replace the bridge. Thank you!

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

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

-OR-

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

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

[REDACTED]

EMAIL ADDRESS:

(OPTIONAL)

[REDACTED]

ADDRESS:

(OPTIONAL)

COMMENTS (PLEASE PRINT CLEARLY):

POOR PRESENTATIONS

LITTLE REAL INFO

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

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

-OR-

INKYUNG ENGLEHART  
COUNTY PROJECT FACILITATOR  
MONMOUTH COUNTY DIVISION OF ENGINEERING & TRAFFIC SAFETY  
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

(M)

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

EMAIL ADDRESS:

(OPTIONAL)

ADDRESS:

(OPTIONAL)

COMMENTS (PLEASE PRINT CLEARLY):

- I AM IN FULL APPROVAL OF THE SELECTED ALTERNATIVES FOR ALL 3 BRIDGES.
- BICYCLE & PED. SAFETY WAS OBVIOUSLY TAKEN INTO ACCOUNT
- THANK YOU FOR LISTENING TO LOCAL COMMENTS.
- PLEASE PROCEED ASAP AND GET STARTED WITH REPLACEMENT CONSTRUCTION AS SOON AS POSSIBLE!

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

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

-OR-

INKYUNG ENGLEHART  
COUNTY PROJECT FACILITATOR  
MONMOUTH COUNTY DIVISION OF ENGINEERING & TRAFFIC SAFETY  
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

(M)

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

[Redacted Name]

EMAIL ADDRESS:

(OPTIONAL)

[Redacted Email Address]

ADDRESS:

(OPTIONAL)

[Redacted Address]

COMMENTS (PLEASE PRINT CLEARLY):

I fully support your recommendations for all 3 bridges. It is the lonely sensible approach.

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

DENICE DACUNHA  
PROJECT FACILITATOR  
NV5 (FORMERLY THE RBA GROUP)  
7 CAMPUS DRIVE, SUITE 300 • PARSIPPANY, NJ 07054  
P: 973-946-5624  
E: MCW789FACILITATOR@RBAGROUP.COM

-OR-

INKYUNG ENGLEHART  
COUNTY PROJECT FACILITATOR  
MONMOUTH COUNTY DIVISION OF ENGINEERING & TRAFFIC SAFETY  
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

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

EMAIL ADDRESS:

(OPTIONAL)

ADDRESS:

(OPTIONAL)

COMMENTS (PLEASE PRINT CLEARLY):

The meeting today was a bit of a sham.  
Public discussion - not allowed - enables  
everyone to learn from each other. Not  
to be told that the recommendations are in  
public interest.  
No respect for history.

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

DENICE DACUNHA  
PROJECT FACILITATOR  
NV5 (FORMERLY THE RBA GROUP)  
7 CAMPUS DRIVE, SUITE 300 • PARSIPPANY, NJ 07054  
P: 973-946-5624  
E: MCW789FACILITATOR@RBAGROUP.COM

-OR-

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

# Drawbridge East Townhomes

## Manasquan, NJ 08736

February 2, 2018

Monmouth County Board of Chosen Freeholders  
John W. Tobia, Monmouth County Director of Public Works and Engineering  
Joseph M. Ettore, Monmouth County Engineer  
Denise daCunha, Project Facilitator, NV5, (The RBA Group)  
Inkyung Englehart, Monmouth County Project Facilitator

Re: Monmouth County Three Bridges Meeting scheduled for February 15, 2018

Dear All:

We are writing to you as the Board of Directors of our community, Drawbridge East Townhomes, Manasquan, NJ.

As a result of a recent Board meeting, we as a community recommend the following:

1. **W-7 Green Street Bridge** - Replace it with the same height of existing bridge except wider with walkways on both sides
2. **W-8 Fisk Avenue Culvert** - We disagree with one of the options to remove it the culvert and close it up. There is constantly water going back and forth through this pipe as the tides come in and go out, keeping the area clean and smell free. We believe that without the constant movement of water there would be seaweed and other materials collecting there which will begin to rot and smell. Given the proximity of residences to this area the smells could become an ongoing problem.
3. **W-9 Drawbridge** - The Drawbridge East Board of Directors strongly believes that this bridge should be replaced with a similar bridge at **same roadway height** of existing bridge. We do recognize that there are safety improvements that need to be made. We are concerned that a vastly different bridge design would result in the loss of land from our community. Our homeowners would not agree to any land taken from our property to accommodate different approaches to the bridge from the Manasquan side. **As you know, the lawns of our property are very small and any loss of these lands would pose a severe safety issue to drivers and pedestrians.**

Our request is to have a safe, reliable, and consistently working bridge for 365 days per year. Even though great efforts were undertaken to raise Brielle Road in Manasquan, there are still many days of high tide, full moon, and nor-easters, and just northeast winds, when we are **trapped** with no access in or out of our community. This same situation affects residents living on Glimmer Glass Circle, and Deep Creek Road. Even if we are able to travel on Brielle road, Main Street gets flooded more often at the intersections of Meadow and Pearce. We also have concern that simply leaving the existing bridge and rebuilding it would leave our community and our neighbors with potential life threatening delays in emergency services response. It is our understanding that the existing bridge is

too low for certain emergency vehicles to pass. It would also have to be cleared of traffic because of the narrow width. This situation is unacceptable, especially with summer traffic or the previously mentioned flooding would considerably slow down emergency response through Main Street.

We would like you to consider this flooding problem when planning for the construction phase of this project and, most importantly, in planning the bridge and roadway construction

We appreciate your consideration of our requests when designing this important project.

Very truly yours,

Amy Fitzgerald

Mark Sheklian (

Janet Lambertson

Anthony Dolceamore

Daniel Csontos

Members of the Board of Directors  
Drawbridge East Townhomes  
Drawbridge Lane, Manasquan, NJ 08736

It's very obvious emotion must  
be tempered & obvious fact the bridge  
needs a permanent solution NOW.

I AM Thankful someone pushed &  
sanity prevailed to start repairs on  
the Drawbridge. Thank you.

It's unbelievable in the year 2018 we  
are relying on an medieval designed  
bridge for passage. Watching manual  
cranking on ea side + 12 min for 1 boat  
is absurd. It defies logic.

The CG rule to allow 'on demand' up/down  
Sept thru May at a minimum needs to change  
to at least Summer Memorial Day - Labor Day  
to the 1/2 hr. It's so illogical to allow 'on demand'  
esp Sept Oct. The amount of times it is up/down  
is out of control + too much for this antique  
the small craft won't go under unless its up even  
tho they fit. Probably 50-60% would be eliminated  
if these small craft fit.

We are so lucky no one died in a bridge  
collapse. Repaired 7 yrs ago + no one looked  
at pilings? Shame!

NB's Report 10.1.17/18  
Thankful!  
And repairs in 2015!  
wasted \$, waste no more

The area has increased population & also increased year round staying # of people.

# of boats has increased.

The bridge is so narrow its scary & unsafe to drive over.

Theres a reason its the only one in the country.

Its unsafe due to frequent flooding on Brielle Rd, 4<sup>th</sup> St + only way but now <sup>Jan 2018</sup> one morning I turned around to come home + not risk my life / car thru flooded water.

If there is medical emergency or fire, those extra minutes can cost a life - AND LAWSUIT.

Summer traffic tie up to get out of Manassquan on only Street will be oppressive.

lets' get a Permanent solution, stop wasting \$ on fixes of an antique + build a modern safe, appropriate for volume (Bartow) beautiful town.

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

[REDACTED]

EMAIL ADDRESS:

(OPTIONAL)

[REDACTED]

ADDRESS:

(OPTIONAL)

[REDACTED]

COMMENTS (PLEASE PRINT CLEARLY):

*Tear that outdated bridge down!*

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

DENICE DACUNHA  
PROJECT FACILITATOR  
NV5 (FORMERLY THE RBA GROUP)  
7 CAMPUS DRIVE, SUITE 300 • PARSIPPANY, NJ 07054  
P: 973-946-5624  
E: MCW789FACILITATOR@RBAGROUP.COM

-OR-

INKYUNG ENGLEHART  
COUNTY PROJECT FACILITATOR  
MONMOUTH COUNTY DIVISION OF ENGINEERING & TRAFFIC SAFETY  
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

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

EMAIL ADDRESS:

(OPTIONAL)

ADDRESS:

(OPTIONAL)

COMMENTS (PLEASE PRINT CLEARLY):

- Higher bridge overall - less opening for smaller boats
- Fast & efficient
- Safer for bikers

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

DENICE DACUNHA  
PROJECT FACILITATOR  
NV5 (FORMERLY THE RBA GROUP)  
7 CAMPUS DRIVE, SUITE 300 • PARSIPPANY, NJ 07054  
P: 973-946-5624  
E: MCW789FACILITATOR@RBAGROUP.COM

-OR-

INKYUNG ENGLEHART  
COUNTY PROJECT FACILITATOR  
MONMOUTH COUNTY DIVISION OF ENGINEERING & TRAFFIC SAFETY  
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

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

EMAIL ADDRESS:

(OPTIONAL)

ADDRESS:

(OPTIONAL)

COMMENTS (PLEASE PRINT CLEARLY):

Higher bridge overall — less opening  
for smaller boats  
We need the best bridge we can get  
Fast & efficient  
We can not get caught up in emotions  
concerning historical or charm

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

DENICE DACUNHA  
PROJECT FACILITATOR  
NV5 (FORMERLY THE RBA GROUP)  
7 CAMPUS DRIVE, SUITE 300 • PARSIPPANY, NJ 07054  
P: 973-946-5624  
E: MCW789FACILITATOR@RBAGROUP.COM

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

-OR-



COMMENTS ARE OPINIONS  
AND MAY NOT BE FACTUAL

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

[REDACTED]

EMAIL ADDRESS:

(OPTIONAL)

[REDACTED]

ADDRESS:

(OPTIONAL)

[REDACTED]

COMMENTS (PLEASE PRINT CLEARLY):

PLEASE REPLACE ALL THREE BRIDGES. THEY ARE UNSAFE AND OUTDATED.

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

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

-OR-

INKYUNG ENGLEHART  
COUNTY PROJECT FACILITATOR  
MONMOUTH COUNTY DIVISION OF ENGINEERING & TRAFFIC SAFETY  
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

8

FEBRUARY 15, 2018

**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

BOROUGHES OF BRIELLE AND MANASQUAN

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

EMAIL ADDRESS:

(OPTIONAL)

ADDRESS:

(OPTIONAL)

COMMENTS (PLEASE PRINT CLEARLY):

I support 100% the  
recommendation to replace  
all 3 bridges.

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

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

-OR-

INKYUNG ENGLEHART  
COUNTY PROJECT FACILITATOR  
MONMOUTH COUNTY DIVISION OF ENGINEERING & TRAFFIC SAFETY  
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)

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

EMAIL ADDRESS:

(OPTIONAL)

ADDRESS:

(OPTIONAL)

COMMENTS (PLEASE PRINT CLEARLY):

*Love the proposal of replacing the  
Bridge, Green Street bridge and  
Culvert*

**KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):**

DENICE D'ACUNHA

PROJECT FACILITATOR

NV5 (FORMERLY THE RBA GROUP)

7 CAMPUS DRIVE, SUITE 300 • PARSIPPANY, NJ 07054

P: 973-946-5624

E: MCW789FACILITATOR@RBAGROUP.COM

INKYUNG ENGLEHART

COUNTY PROJECT FACILITATOR

MONMOUTH COUNTY DIVISION OF ENGINEERING & TRAFFIC SAFETY

1 EAST MAIN STREET • FREEHOLD, NJ 07728

P: 732-431-7760 EXT. 3643

E: ENGINEER@CO.MONMOUTH.NJ.US

-OR-



COMMENTS ARE OPINIONS  
AND MAY NOT BE FACTUAL

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

EMAIL ADDRESS:

(OPTIONAL)

ADDRESS:

(OPTIONAL)

COMMENTS (PLEASE PRINT CLEARLY):

I AGREE WITH RECOMMENDATIONS  
FOR REPLACEMENT ASAP.

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

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

-OR-

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

RECEIVED

FEB 22 2018

NV5, Inc.

FEBRUARY 15, 2018

**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

**COMMENTS & SUGGESTIONS**

NAME:

(OPTIONAL)

EMAIL ADDRESS:

(OPTIONAL)

ADDRESS:

(OPTIONAL)

COMMENTS (PLEASE PRINT CLEARLY):

I think you did a great job at the Curt's House explaining your research. I think the bridges should be totally replaced and somewhat higher than the originals. That way the medium size boats won't need the bridge to open (approx 6' higher clearance than this orig. bridge). I go over the bridge everyday and have had boats, I am also a fire comp. member and it is a long trip through traffic to respond to Manasquan's Beach front area. It doesn't bother me if it looks like the original or not. I think if the people who want to keep it they could ask you to put it on a barge and bring it to the inlet and finally Fishermans Cove Park. It probably could be craned on and off with cranes. Probably save some disassembly time also.

KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):

DENICE D'ACUNHA

PROJECT FACILITATOR

NV5 (FORMERLY THE RBA GROUP)

7 CAMPUS DRIVE, SUITE 300 • PARSIPPANY, NJ 07054

P: 973-946-5624

E: MCW789FACILITATOR@RBAGROUP.COM

INKYUNG ENGLEHART

COUNTY PROJECT FACILITATOR

MONMOUTH COUNTY DIVISION OF ENGINEERING & TRAFFIC SAFETY

1 EAST MAIN STREET • FREEHOLD, NJ 07728

P: 732-431-7760 EXT. 3643

E: ENGINEER@CO.MONMOUTH.NJ.US

-OR-



COMMENTS ARE OPINIONS  
AND MAY NOT BE FACTUAL

FEBRUARY 15, 2018

**PUBLIC INFORMATION CENTER**

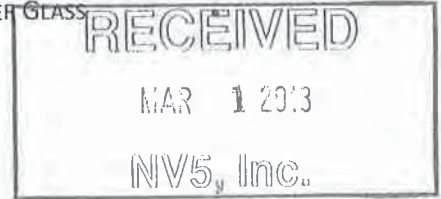
MONMOUTH COUNTY THREE BRIDGES  
W-7, GREEN AVENUE OVER DEBBIE'S CREEK

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

W-9, BRIELLE ROAD BRIDGE OVER GLIMMER GLASS

BOROUGHES OF BRIELLE AND MANASQUAN

**COMMENTS & SUGGESTIONS**



**NAME:**

(OPTIONAL)

**EMAIL ADDRESS:**

(OPTIONAL)

**ADDRESS:**

(OPTIONAL)

**COMMENTS (PLEASE PRINT CLEARLY):**

*The Glimmer Glass bridge should be repaired rather than replaced so we don't lose another historic landmark in New Jersey. Repair it as needed. It is a New Jersey Historic Site for a purpose.*

**KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):**

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

-OR-

INKYUNG ENGLEHART  
COUNTY PROJECT FACILITATOR  
MONMOUTH COUNTY DIVISION OF ENGINEERING & TRAFFIC SAFETY  
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**

FEBRUARY 15, 2018

Received by Mail  
3/1/18  
NV5

**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

**COMMENTS & SUGGESTIONS**

**NAME:**

(OPTIONAL)

**EMAIL ADDRESS:**

(OPTIONAL)

**ADDRESS:**

(OPTIONAL)

**COMMENTS (PLEASE PRINT CLEARLY):**

PLEASE ALLOW THIS FORM TO SET FORTH MY POSITION THAT THE GLIMMER GLASS BRIDGE SHOULD BE REPAIRED AND RESTORED, AND NOT REPLACED. WITH THE JACKETING OF THE PILINGS THE STRUCTURE WHICH IS ON THE NATIONAL HISTORIC SITES AS WELL AS THE N.J. HISTORIC SITES WOULD SERVE THE COMMUNITY FOR YEARS TO COME. IT IS UNIQUE AND CHARMING. IT HAS A SAFETY RECORD OF NO ACCIDENTS.

**KINDLY SUBMIT COMMENTS BY MARCH 19, 2018 TO (MAIL OR EMAIL):**

DENICE DACUNHA  
PROJECT FACILITATOR  
NV5 (FORMERLY THE RBA GROUP)  
7 CAMPUS DRIVE, SUITE 300 • PARSIPPANY, NJ 07054  
P: 973-946-5624  
E: MCW789FACILITATOR@RBAGROUP.COM

-OR-

INKYUNG ENGLEHART  
COUNTY PROJECT FACILITATOR  
MONMOUTH COUNTY DIVISION OF ENGINEERING & TRAFFIC SAFETY  
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

POST PIC COMMENTS /  
STAKEHOLDER INPUT WAS  
RECEIVED THROUGH  
DECEMBER 2020 AND  
SHARED WITH THE  
PROJECT TEAM