

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 over The Glimmer Glass



W7



W8



W9

Environmental Assessment Public Hearing

October 22, 2026, 6PM

at Manasquan Municipal Court with Virtual Option

Welcoming Remarks

Joseph Ettore, P.E., County Engineer
Monmouth County, Division of Engineering



Project Team

Lead Federal Agency – Federal Highway Administration

NJ Division Office

Sutapa Bandyopadhyay, Planning & Environmental Team Leader
Jason Simmons, AICP, Community Planner
Steven Squibb, Transportation/Area Engineer

Monmouth County Division of Engineering

Joseph Ettore, PE, County Engineer
Denis Walsh, PE, Project Manager
Debby DeJong, Project Facilitator
Casey Hornstra, Environmental Specialist 2

North Jersey Transportation Planning Authority (NJTPA)

Sarbjit Kahlon, Project Manager

New Jersey Department of Transportation

Bureau of Environmental Program Resources (BEPR)

Pamela Garrett, Director Environmental Resources
Lindsay Thivierge, Program Specialist 2
Sean Ream, Environmental Specialist IV

Local Aid, District 3

Komila Pandit, Project Manager
Kumudika Somaratna, Manager

Project Consultants

Mott MacDonald

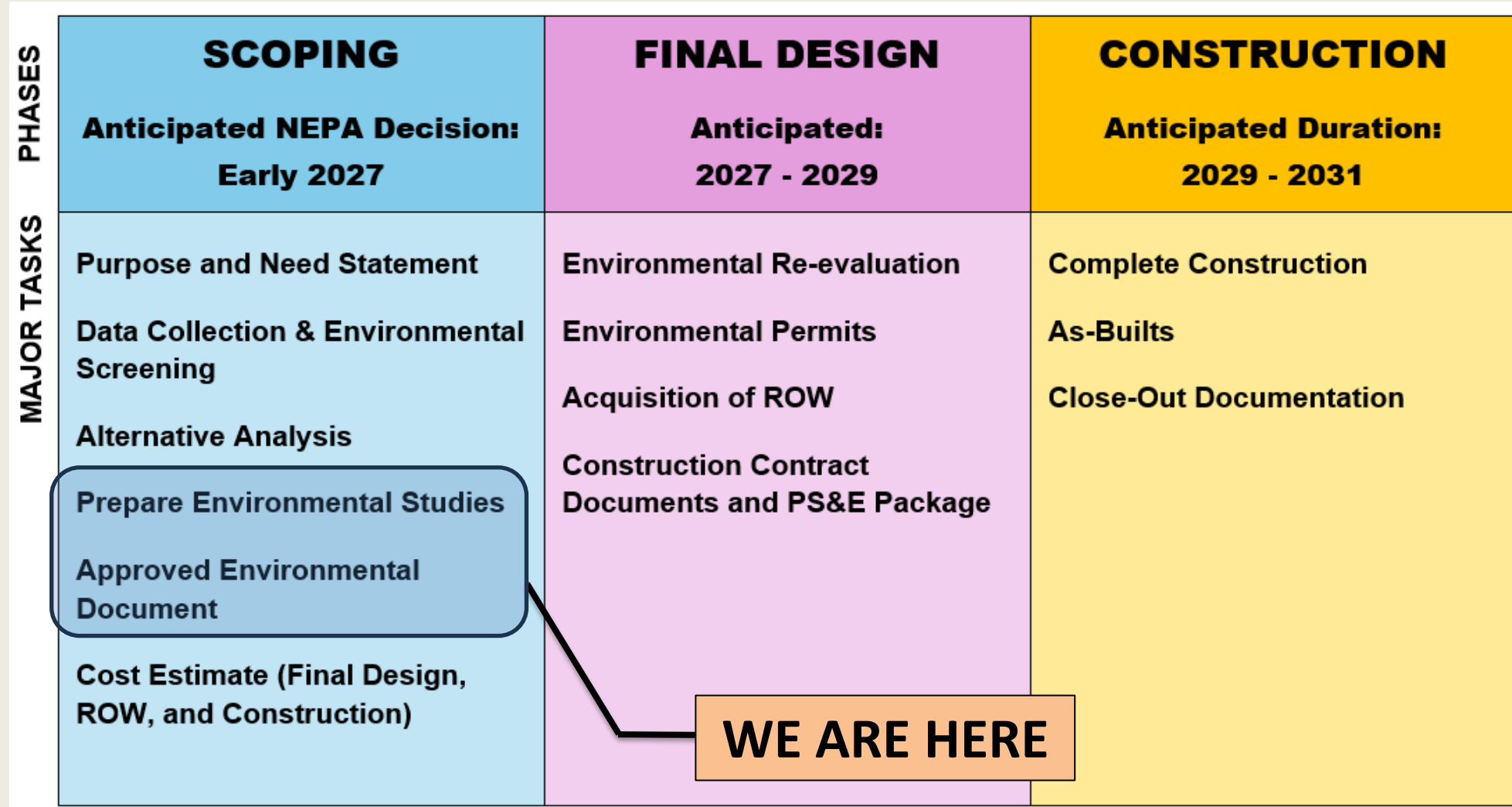
Andrew J. Gennaro, PE, Project Engineer/Project Manager

NV5

Denice daCunha PE, Project Facilitator
Jacob Yealy, Environmental Services Manager

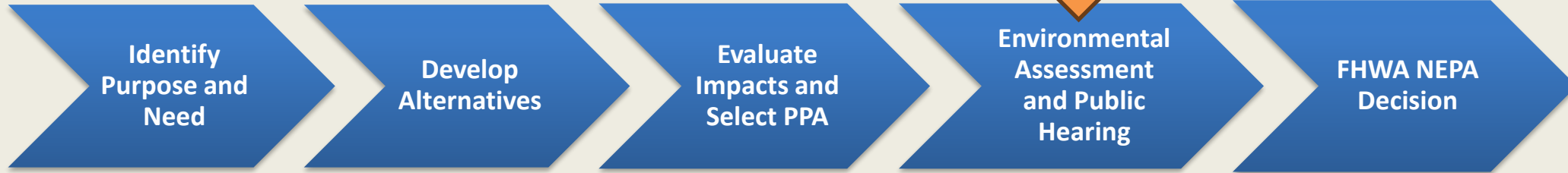


Project Status



NEPA Process Overview

WE ARE HERE



National Environmental Policy Act (NEPA) Process Requires:

1. Federal agencies to consider a project's effects on natural, cultural, and social resources.
2. Document and evaluate findings within the appropriate NEPA document.
3. Provide opportunities for public involvement and consider substantive comments received during the review process.

Purpose of Public Hearing:

1. Present findings from the Draft Environmental Assessment (EA).
2. Gather public input on the Draft EA and supporting technical documents/information.

Public Hearing Format

Agenda

1. Format Review (House Rules) / Hearing Process
2. Project Background and Overview
3. Summary of Draft Environmental Assessment (EA) Findings
4. Anticipated Schedule
5. Open Comment Period (In-Person and Virtual)

Public Hearing Format

1. Audio and video of this presentation is being recorded and will be available on website, in addition to slides.
2. Public comments will be documented after formal presentation.
3. Instructions on how to submit written comments will be provided at the end of the presentation.
4. Comments and responses will be posted to website shortly after 30-day comment period.



Public Outreach

Since 2016 Project Restart

- Project Website (2016-present) - monmouthcountythreebridges.com
 - Routinely updated with Project Information, FAQs, Contact Information
- Three rounds of Public Meetings
 - Round 1 (Apr & May 2016) – Re-Introduced Project, Solicited Feedback on Purpose, Needs, Goals and Objectives
 - Round 2 (Nov & Dec 2016) – Introduced and Solicited Feedback on Project Alternatives
 - Round 3 (Feb 2018) – Presented and Solicited Feedback on Preliminary Preferred Alternatives (PPAs)
- October 2024 – Project Update on Website and Direct Mailings
- December 2024 – Historic Sites Council Presentation
- October 2026 – Environmental Assessment Public Hearing

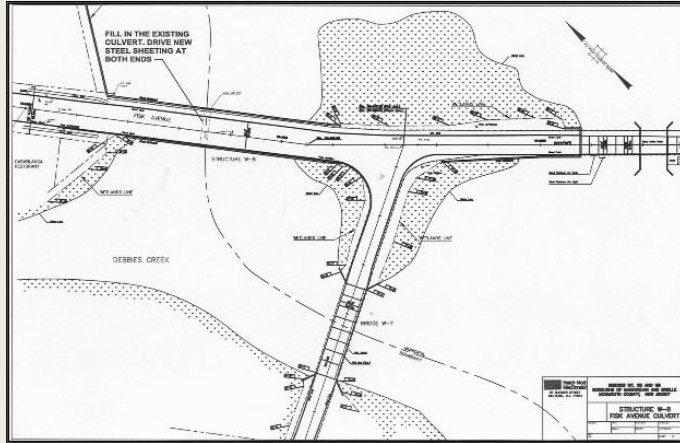


Public Review Timeline

1. Environmental Assessment (EA) Process Initiated: May 2026
2. EA Circulated and made available to public for 15+ days: October 06, 2026
 - Available for review at: Manasquan Public Library, Brielle Public Library, Monmouth County Hall of Records Annex, NJDOT – Trenton Office
 - Digital: www.MonmouthCountyThreeBridges.com
3. Public Hearing (this presentation): October 22, 2026
4. Public Comment Period (30 days): Comments due November 21, 2026



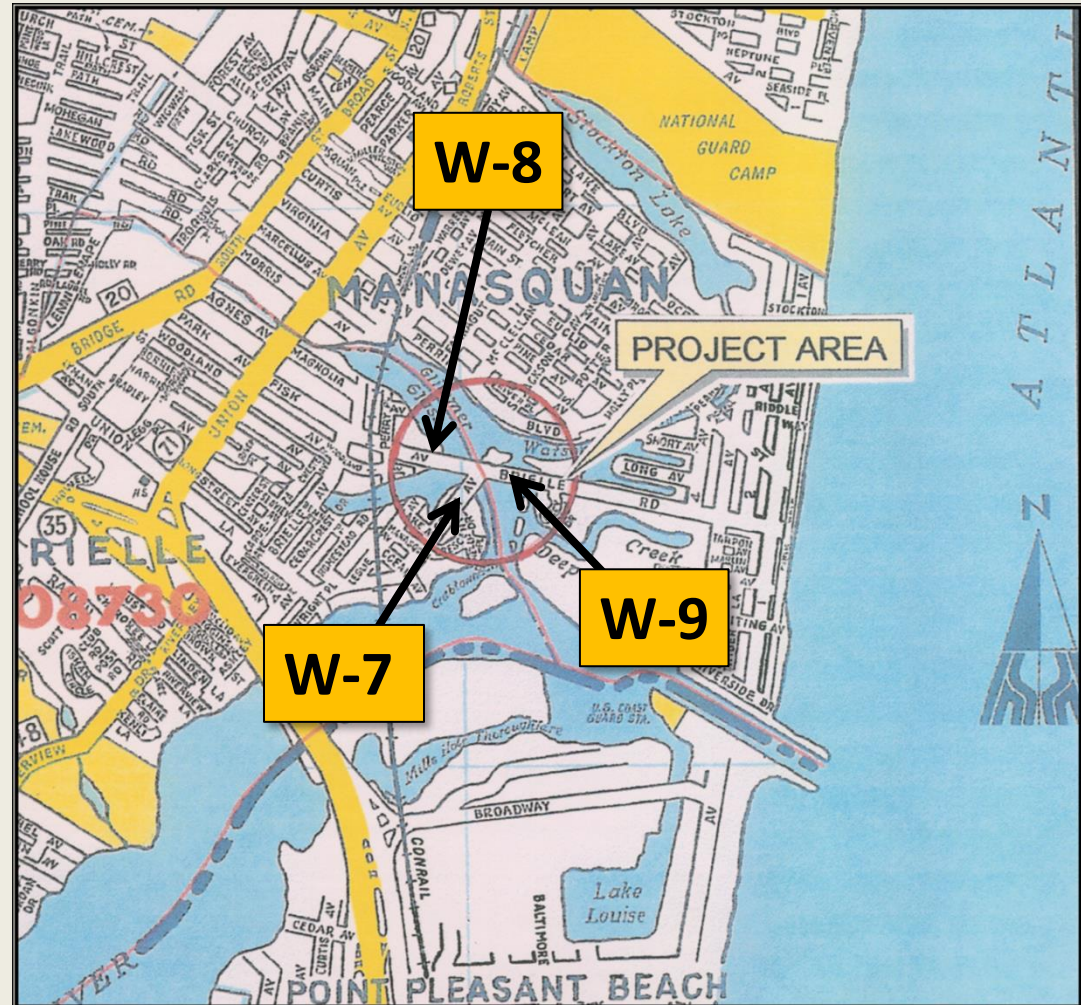
Project Location



Bridge W-7
(Green Avenue)

Structure W-8
(Fisk Avenue)

Bridge W-9
(Brielle Road)



Existing Conditions – Bridge W-7 (Green Avenue)

Overall Photographs



Existing Conditions – Bridge W-7 (Green Avenue)

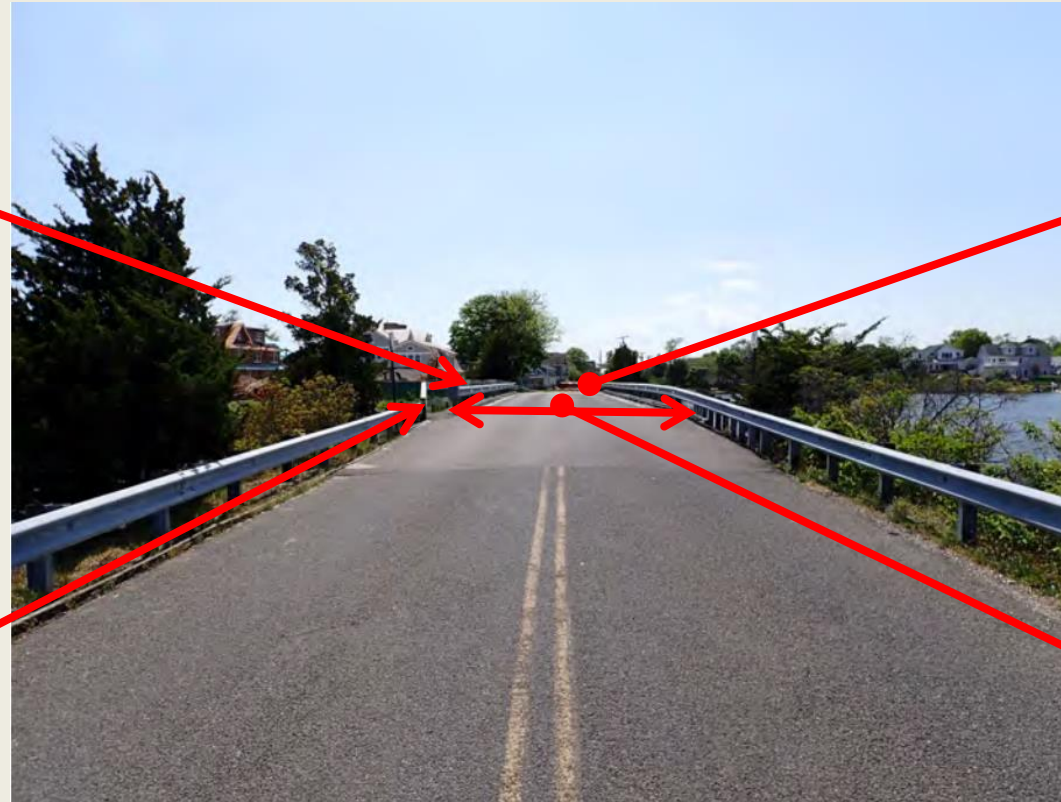
Substandard Features

Substandard
bridge railings

Substandard live
load capacity
(18 tons vs. 40 tons)

Narrow/partial
sidewalk
(2.9' ± vs. 4')

Substandard
bridge width
(21.7' ± vs. 28')



2023 NBIS Report Sufficiency Rating of 31.5 out of 100 (2 YR)
Structural: 4 out of 9 (Poor) Geometric: 2 out of 9 (Intolerable)

Existing Conditions – Structure W-8 (Fisk Avenue)

Overall Photographs



Existing Conditions – Structure W-8 (Fisk Avenue)

Substandard Features

Deteriorated
culvert barrel



Deteriorated steel
bulkhead

2022 NBIS Report Sufficiency Rating of 63.6 out of 100 (5 YR)
Structural: 4 out of 9 (Poor) Geometric: 6 out of 9 (Minimum)

Existing Conditions – Bridge W-9 (Glimmer Glass Bridge, Brielle Road)

Overall Photographs



Existing Conditions – Bridge W-9

Substandard Features

Narrow sidewalk
at towers/tracks
(3.75' ± vs 4')

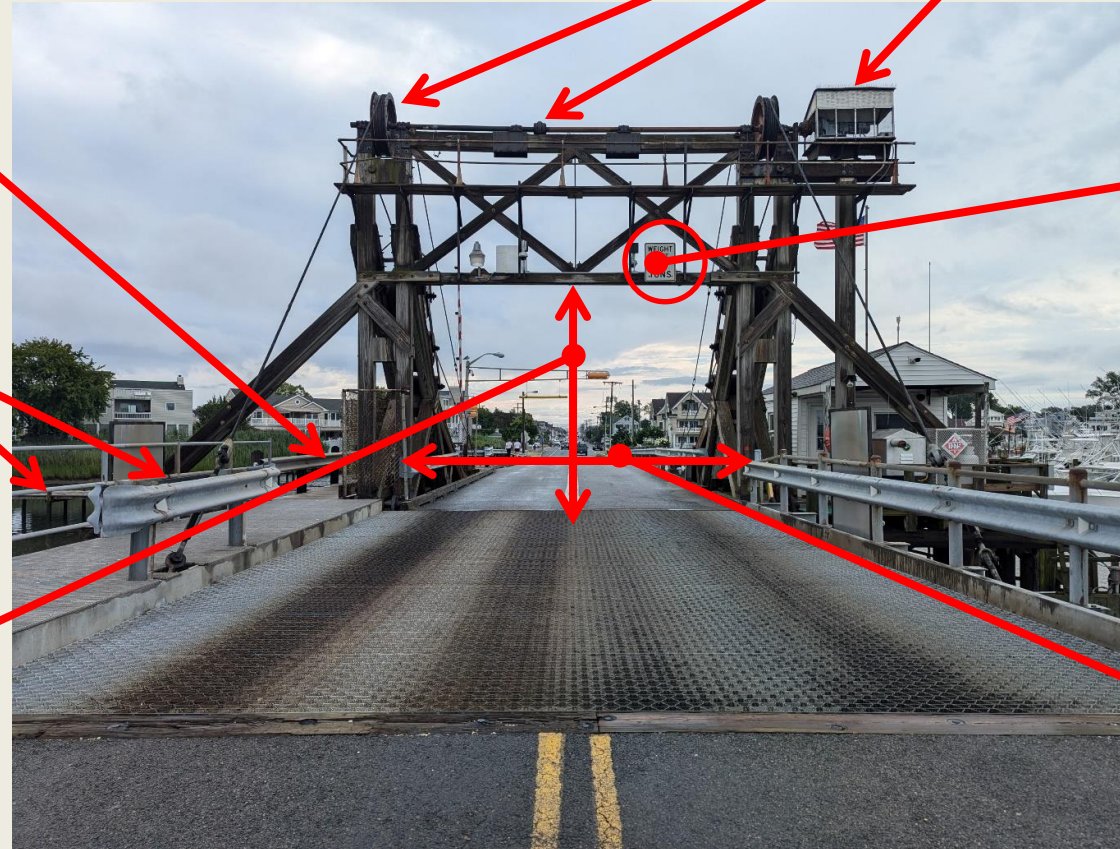
Substandard
bridge railings

Substandard
vertical clearance

Substandard and
non-redundant
mechanical &
electrical systems

Substandard live
load capacity
(3 tons vs 40 tons)

Substandard
bridge width
(19.3' ± vs 32')



2023 NBIS Report Sufficiency Rating of 9.1 out of 100 (2 YR)

Structural: 2 out of 9 (Critical) Geometric: 2 out of 9 (Intolerable)

Existing Conditions – Bridge W-9 (Glimmer Glass Bridge, Brielle Road)

Marine Operation

- Existing Clearances
 - Horizontal Clearance – 31 ft
 - Vertical Clearance
 - Bridge Closed – 7 ft
 - Bridge Open – Varies, unlimited over 15 ft width
- Operation (United States Coast Guard 33 CFR 117.719 as modified by County)
 - January 1 to April 1
 - On demand between 8am and 4:30pm, otherwise with 4-hour notice
 - April 1 to Memorial Day
 - On demand
 - Memorial Day to Labor Day
 - On the hour and half hour as necessary from 7am to 8pm, otherwise on demand
 - Labor day to December 31
 - On demand



Project Purpose & Need

Developed in Partnership with the Public

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)

Needs:

- Bridge Needs (emergency response, structural integrity, clearances, bridge width, operations/maintenance)
- Roadway Needs (lane/shoulder widths)
- System Linkage (emergency response, coastal evacuation, roadway network connectivity, marine access)
- Pedestrian and Bicycle Compatibility / ADA Compliance



Project Goals and Objectives

Developed in Partnership with the Public

- Reduce safety risks for all users
- Provide sidewalk connectivity
- Reduce the frequency of major bridge maintenance activities
- Maintain traffic with minimum disruption during construction
- Avoid or minimize social, economic, and environmental impacts
- Avoid, minimize, and mitigate (if necessary) adverse effects on the National and NJ Register of Historic Places listed Bridge W-9
- Incorporate context sensitive solutions into the design



Alternatives Considered

Bridge W-7

Green Ave over Debbie's Creek

1. No Build
2. Rehabilitate Existing Bridge
3. Replace Existing Bridge
4. Replace Existing Bridge with Rehabilitated Bridge W-9

Structure W-8

Fisk Ave Culvert

1. No Build
2. Rehabilitate Existing Culvert
3. Eliminate Culvert
4. Replace Existing Culvert

Bridge W-9

Brielle Road over the Glimmer Glass

1. No Build
2. Rehabilitate Existing Bridge
3. Rehabilitate Existing Bridge and Build Parallel Bridge
4. Replace Existing Bridge

Can refer to Project Website for more detailed information

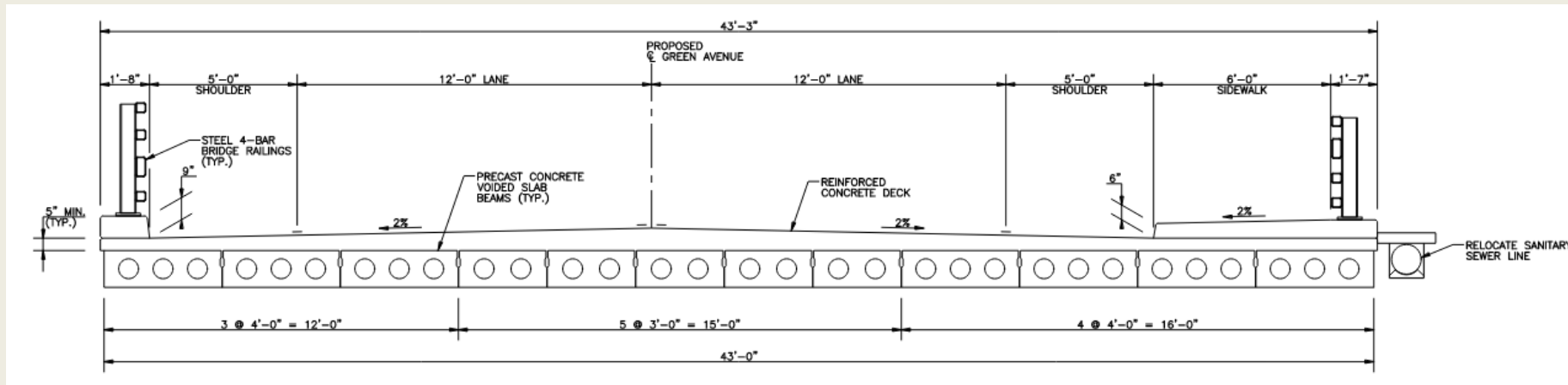
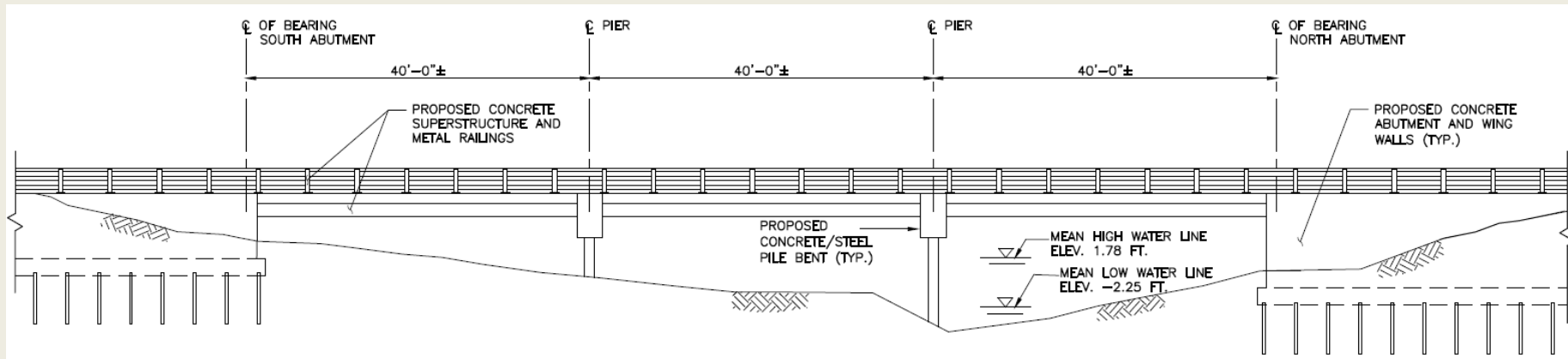
Assessment of Alternatives

Criteria

- Meeting Project Purpose & Needs
 - Bridge Needs
 - Roadway Needs
 - System Linkage
 - Pedestrian/Bicyclist Compatibility
 - ADA Compliance
- Achieving Goals and Objectives
 - Sidewalk Connectivity
 - Environmental Impacts
 - Historic Resources Impacts
 - Safety Improvements
 - Long Term Maintenance
 - Traffic Impacts & Detour during construction
- Additional Considerations:
 - Construction / Life Cycle Costs
 - Required Permitting
 - ROW Impacts and Costs
 - Construction Duration and Detours
- Environmental Considerations
 - Impacts to Cultural Resources / Section 4(f)
 - Noise & Air Quality
 - Potential Ecological Constraints
 - Hazardous Materials
 - Socioeconomics
 - Environmental Justice
 - Public Input

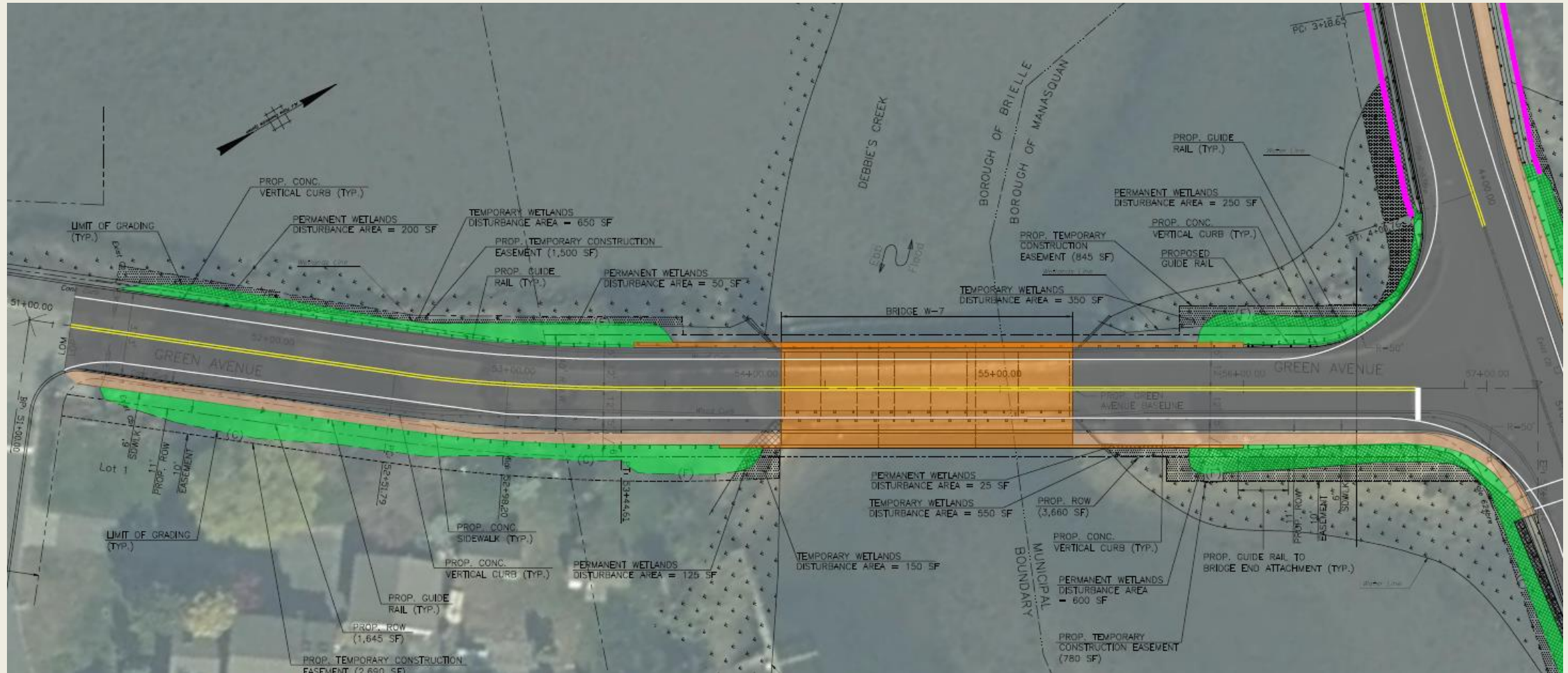
Preferred Alternative – Bridge W-7 (Green Avenue)

Alternative 3: Replacement with a Wider Bridge (Sidewalks on One Side)



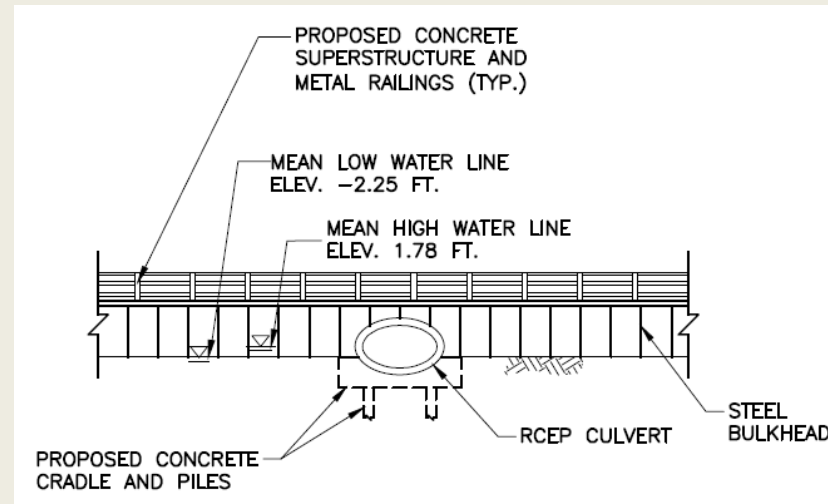
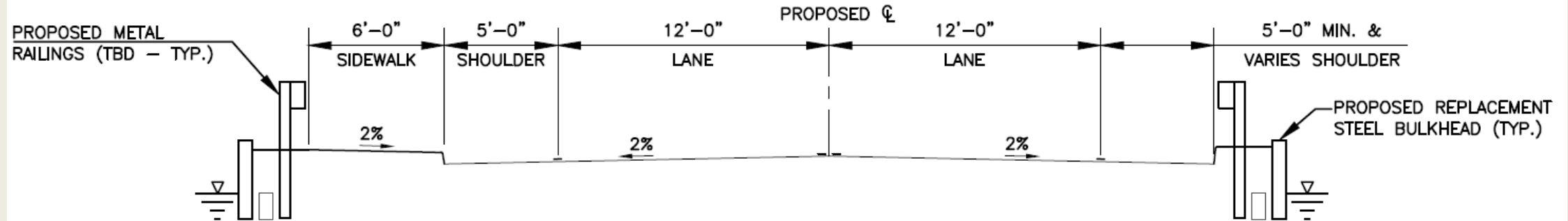
Preferred Alternative – Bridge W-7 (Green Avenue)

Alternative 3: Replacement with a Wider Bridge (Sidewalks on One Side)



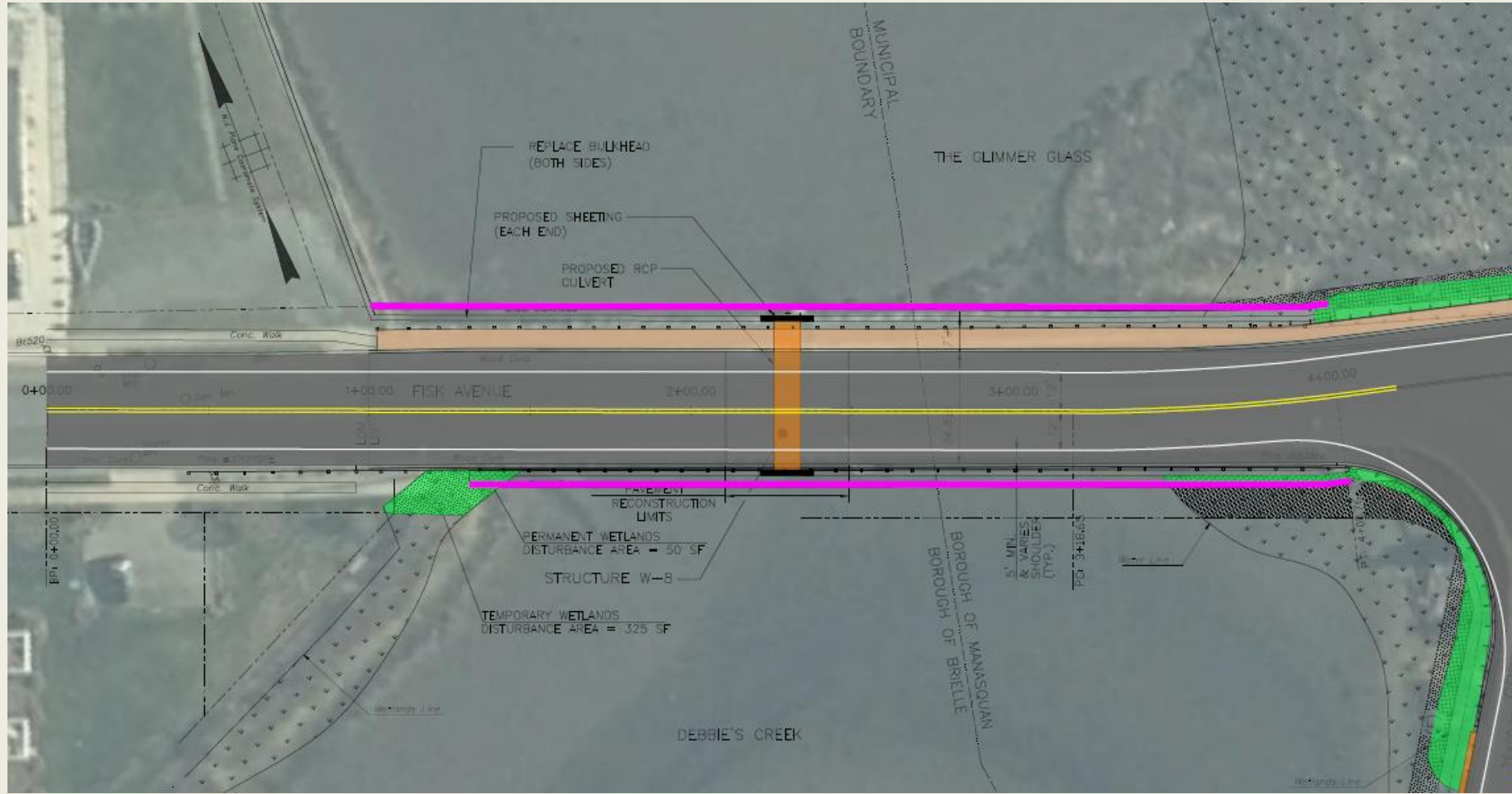
Preferred Alternative – Structure W-8 (Fisk Avenue)

Alternative 4: Replacement of Culvert



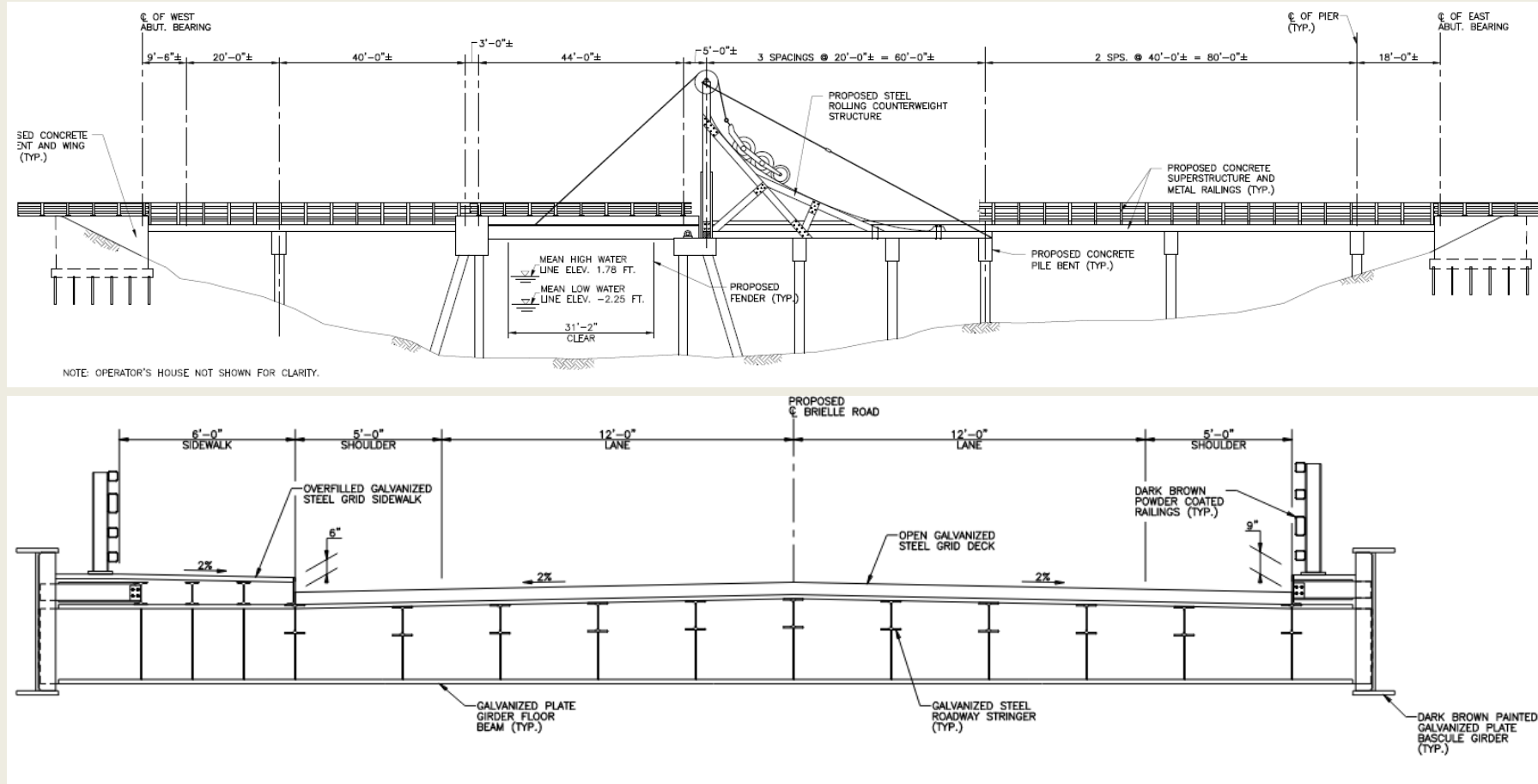
Preferred Alternative – Structure W-8 (Fisk Avenue)

Alternative 4: Replacement of Culvert



Preferred Alternative – Bridge W-9 (Glimmer Glass Bridge, Brielle Road)

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



Preferred Alternative – Bridge W-9 (Glimmer Glass Bridge, Brielle Road)

Photo Simulation



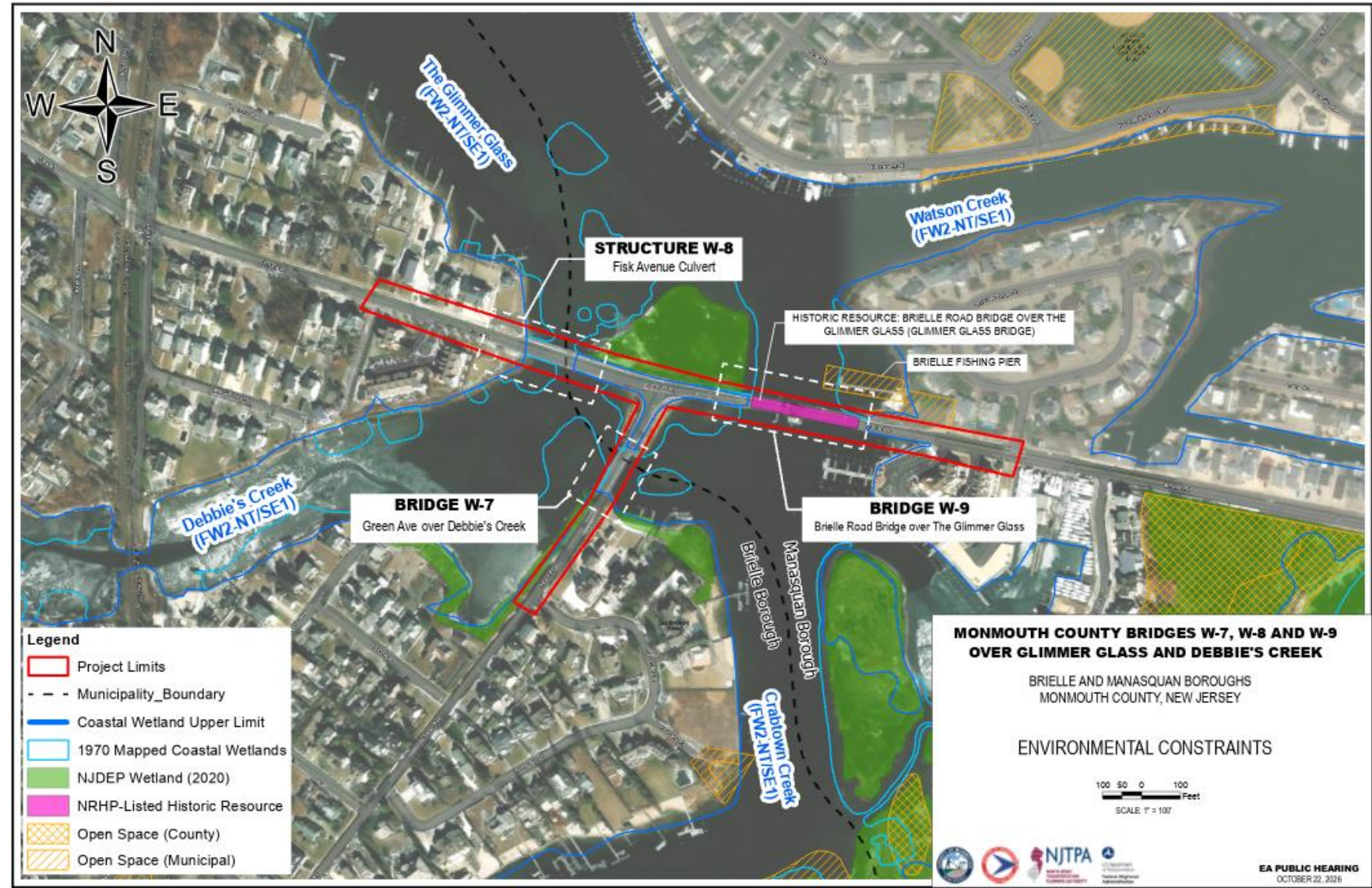
Preferred Alternative

Photo Simulation

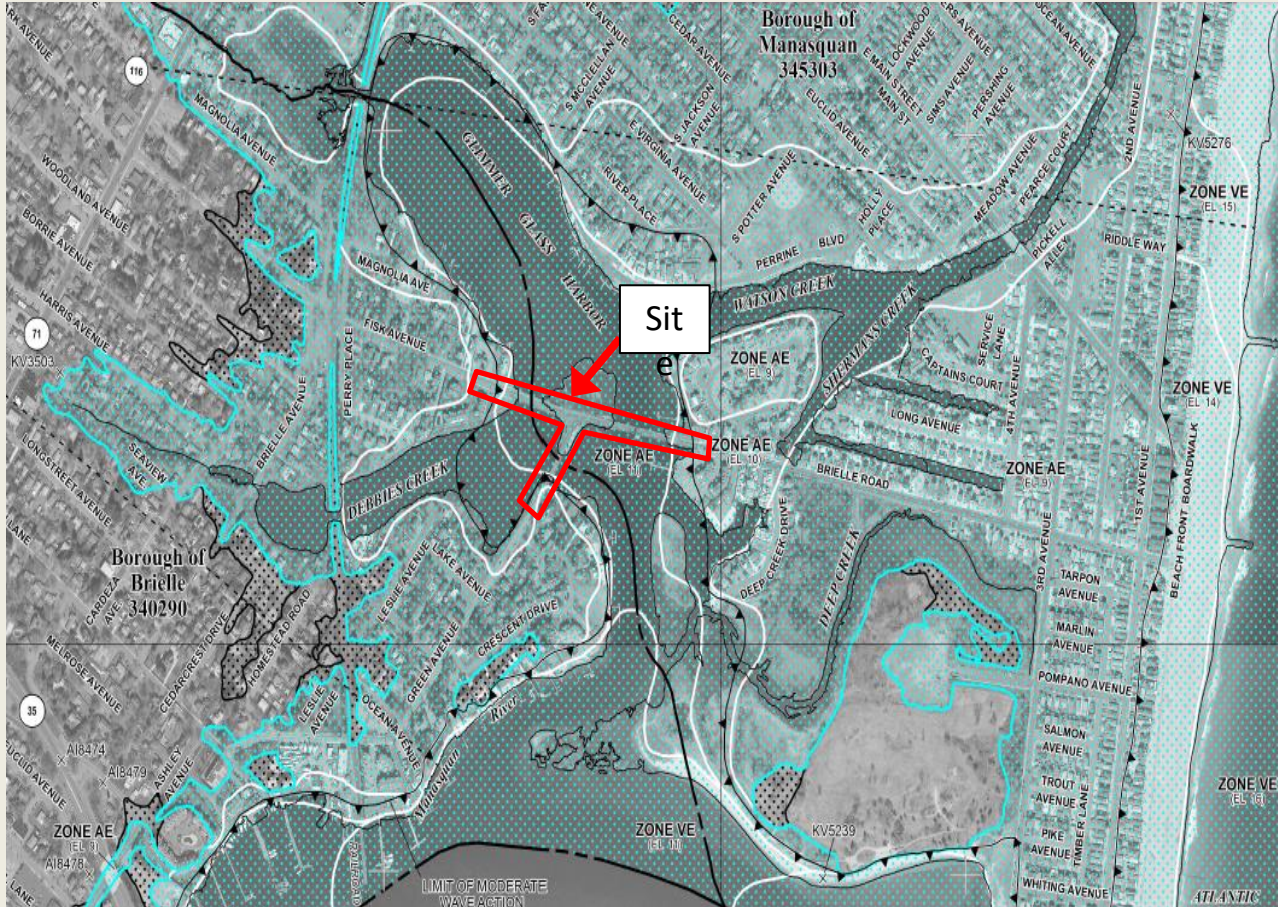


Note: Photo simulation is conceptual. Exact geometry, materials, colors, etc. will be determined during the final design phase.

Environmental Constraints



Natural Resources



Existing Resources

- Coastal geology and soils
- Tidal waters, wetlands, and mudflats
- Floodplain/FEMA Flood Zone
- Threatened and Endangered species

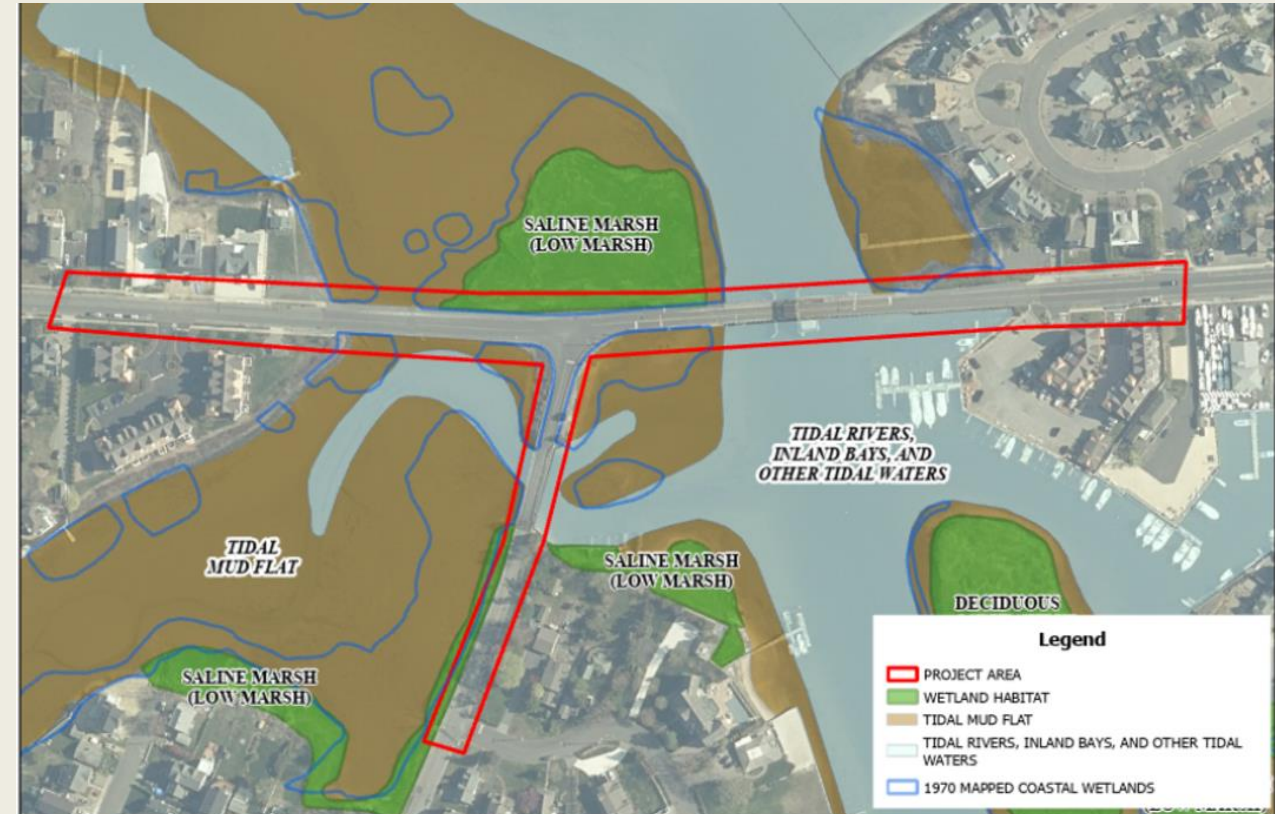
Natural Resources

Anticipated Impacts

- Temporary earth/sediment disturbance
- Permanent disturbance for improved roadway/structure geometry

Mitigation Measures/Commitments

- Additional detailed field studies during Final Design
- NJDEP/USACE Permits, and compensatory mitigation, as required.
- Soil erosion and sediment controls (SESCs)
- Spill prevention controls
- Staged construction



Threatened & Endangered Species

Section 7 of Endangered Species Act

U.S. Fish and Wildlife Service (USFWS)

Species	Effect Determination	Project Commitment*
Northern Long-eared Bat	NLAA*	Structures W-7 and W-9 will be surveyed prior to project construction
Piping Plover	No effect	
Monarch Butterfly	NLAA	
Swamp Pink	No effect	

Note: NLAA = May affect, but not likely to adversely affect

- **Migratory Birds & Eagles**

- Migratory birds and bald eagle potentially present within project area
 - Pre-construction survey to be performed within 5 days of initiating activities that may disturb suitable breeding habitat.

National Marine Fisheries Service (NMFS)

Species	Life Stage	Behavior
Atlantic Sturgeon	Adult, Subadult	Migrating & Foraging
Green Sea Turtle	Adults and juveniles	Migrating & Foraging
Kemp's ridley sea turtle	Adults and juveniles	Migrating & Foraging
Leatherback sea turtle	Adults and juveniles	Migrating & Foraging
Loggerhead sea turtle	Adults and juveniles	Migrating & Foraging
North Atlantic right whale	Adults and juveniles	Migrating, Foraging, Overwintering
Fin whale	Adult	Calving

Note: Whale species were determined to be located outside of project action area

- **FHWA-GARFO Programmatic Consultation**

- No significant effects
- Project will implement required Project Design Criteria
 - Time of Year Restriction = March 1 to June 30 (Diadromous Fish)
 - Turbidity control measures
 - Noise-reducing construction methods (e.g., soft start)

National Marine Fisheries Service (NMFS)

Essential Fish Habitat (EFH)

NMFS Consultation

- Project-specific consultation initiated under Magnuson-Stevens Act (MSA) & Fish and Wildlife Coordination Act (FWCA)
- Twenty-four species with EFH potentially present
- NMFS concurrence received: No Substantial Adverse Effects on EFH



Anticipated Disturbances

- Substructure components (e.g., piers, abutments)
- Wetland Disturbance
- Shading from Expanded Structures

Conservation Commitments

- Additional detailed studies to verify resource boundaries
- Adherence to Best Management Practices
- Time-of-Year Restrictions (Jan. 1 to June 30)
- Engineering means and methods
- Compensatory Mitigation
- Reinitiation of consultation during Final Design

Human/Manmade Resources

Resources Evaluated

- Air Quality
- Noise
- Land Use
- Hazardous Materials

Anticipated Impacts

- Permanent
 - No anticipated substantial long-term effects
- Temporary
 - Temporary construction emissions and noise
 - Disturbance to hazardous materials on structures
 - Traffic detour(s)

Mitigation Measures/Commitments

- Standard construction measures to reduce emissions and noise
- Pre-construction testing to verify presence/location of hazardous materials or soils
- Staged construction to minimize traffic impacts
- Improved pedestrian connectivity
- Improved maritime traffic access



Historic Resources

Archaeological Resources

- No archaeological resources present within Area of Potential Effect (APE)
- NJ Historic Preservation Office (NJHPO) concurrence received (2024) for no effect to archaeological resources.
- Section 106 Process Tribal Consultation (2025)
 - Delaware Nation provided *Inadvertent Discovery Policy and Consultation Protocols* for inclusion in project documents/commitments.



Historic Resources

Historic Architecture



- Nineteen (19) Properties Surveyed
- W-7 and W-8 were determined not eligible for listing on New Jersey or National Register of Historic Places (NRHP).
- W-9 (Glimmer Glass Bridge) identified as eligible and listed on both NJ and NRHP (2008).

Bridge W-9 (Glimmer Glass Bridge)

Historic and Existing Overview



Historic Significance

- Significant under Criterion C:
 - Contextually significant bascule-type movable bridge, representative example of a technology used in the United States in the late 19th and early 20th centuries.
 - Only bridge of its type in New Jersey

Existing Condition

- Structurally deficient and functionally obsolete
- Critical condition rating
- Severe operational and safety deficiencies

Replacement considered an Adverse Effect to Historic Resource

Bridge W-9 (Glimmer Glass Bridge)

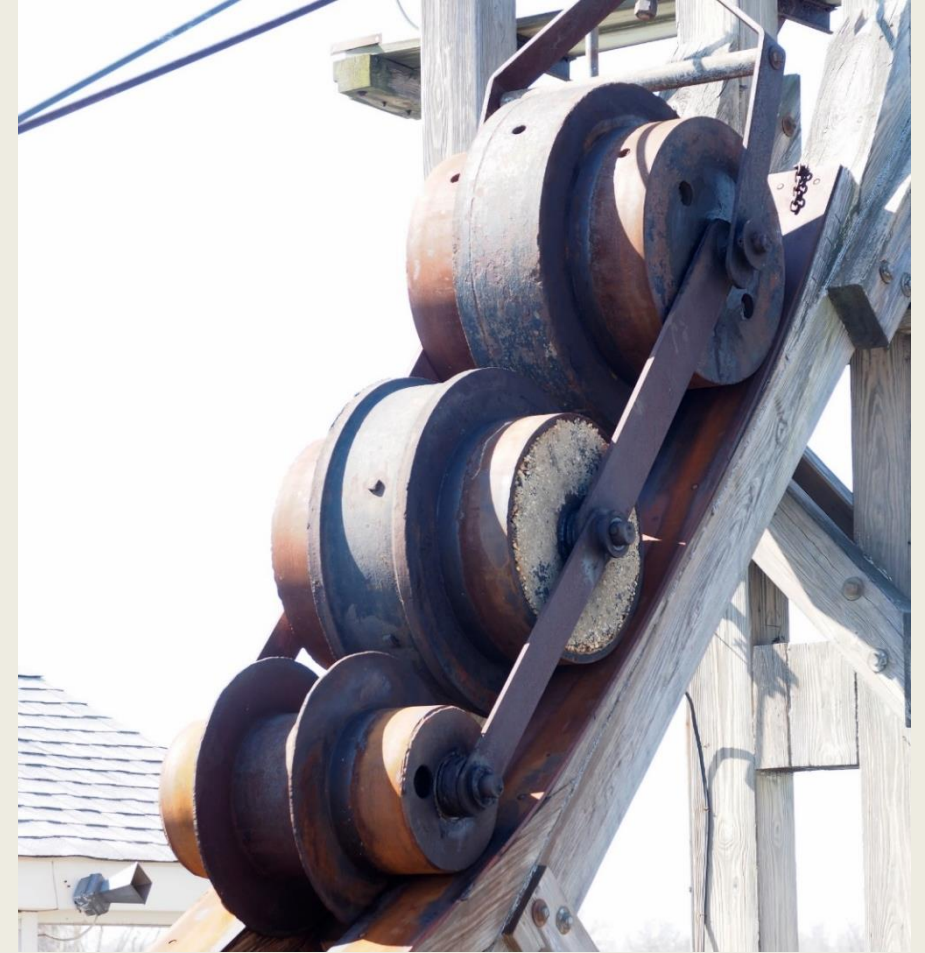
Addressing Adverse Effect to Historic Resource

New Jersey Register of Historic Places Act

- Application for Project Authorization (APA)
- NJ Historic Sites Council Public Meeting (Dec. 2024)
- Authorization received with mitigation conditions

Section 106

- Memorandum of Agreement (MOA) in progress.



Programmatic Section 4(f) Analysis

Historic Bridges

Section 4(f) Evaluation

- No feasible or prudent alternative
- Harm minimization measures incorporated
- Mitigation measures to be implemented



Alternatives Evaluated

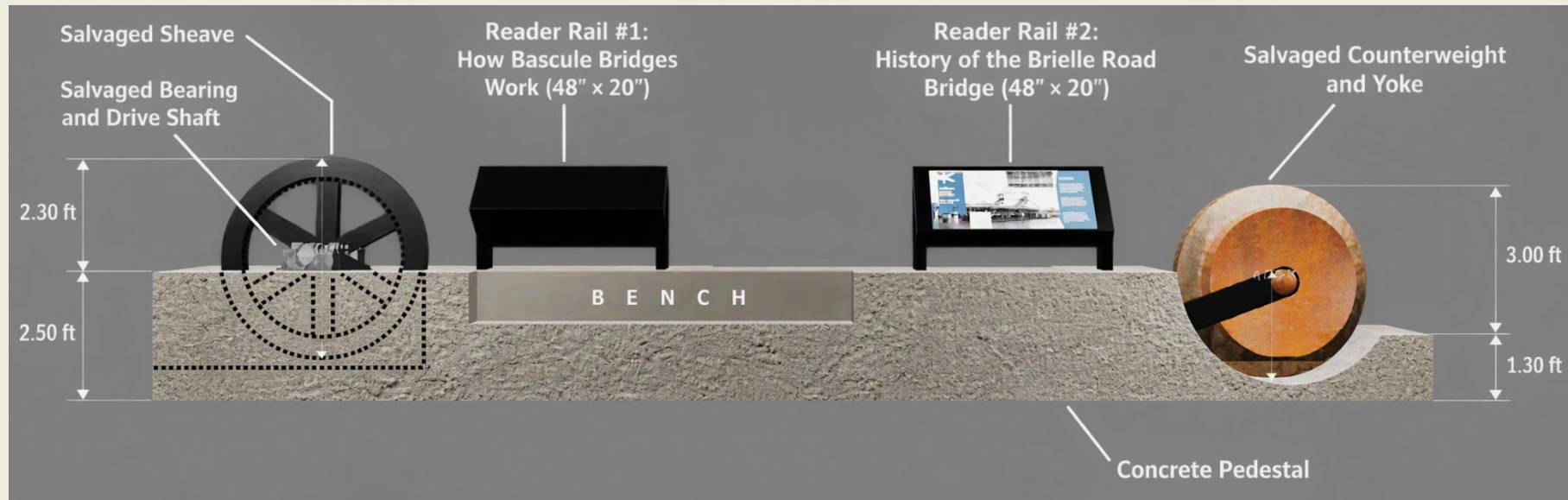
1. No Build
2. Rehabilitate Existing Bridge
3. Rehabilitate Existing Bridge and Build Parallel Bridge
4. Replace Existing Bridge (Preferred)

Preferred Alternative

- Preserves context-sensitive design (CSD) and character
- Safety and structural needs
- Emergency access
- Navigation requirements
- Reduced long-term maintenance

Mitigation for Adverse Effect to Historic Resource

- High-Definition 3D Scanning
- Historic American Engineering Record (HAER) recordation
- Creation of Public Webpage
- Interpretive display
- Architectural salvage
- Context Sensitive Design (CSD)



Required Permits and Approvals

- U.S. Army Corps of Engineers (USACE)
 - **Authorization under Section 404 of Clean Water Act (CWA)**
 - **Authorization under Section 10 of Rivers & Harbors Act (RHA)**
- U.S. Coast Guard (USCG)
 - **Navigational Clearance**
 - **USCG Bridge Permit authorization under Section 9 of RHA**
- Federal Emergency Management Agency (FEMA)
 - **No-Rise Certification or CLOMR**
- Historic Resource Review
 - **Authorization under New Jersey Register of Historic Places Act**
 - **Section 106 – Executed MOA**
- New Jersey Department of Environmental Protection (NJDEP)
 - **Coastal and Freshwater Wetlands Permits**
 - **Coastal Area Facility Review Act (CAFRA) & Waterfront Development Permits**
 - **Flood Hazard Area Permit**
 - **Tidelands Conveyance**
 - **Stormwater Management Compliance**
- Freehold Soil Conservation District
 - **Certified Soil Erosion and Sediment Control Plan**



ANTICIPATED SCHEDULE

- NEPA Decision
 - End of Comment Period: November 21, 2026
 - Comment Response: December 2026
 - NEPA Decision: Early 2027
- Final Design: 2027 - 2029
- Permitting: 2028 - 2029
- Construction: 2029 - 2031



Email or send Comments to Project Facilitator (through 30-Day Comment Period – ends 11/21/26)

Denice daCunha
Consultant Project Facilitator

NV5
412 Mt. Kemble Ave, Suite 100C
Morristown New Jersey 07960
P: (973) 946-5624

Email: MonmouthCountyThreeBridges@NV5.com

**Responses to comments received will be posted on the project website
after the 30-day comment period has ended (December 2026).**



Note: The above zip code was corrected following the Public Hearing.



Thank You



PUBLIC HEARING

VERBAL COMMENT FORMAT

1. In-person at microphone

Individuals will be called by name in order on Comment Sign-in Sheet.

2. Online (Zoom)

Please use "React" and "Raise Hand" at the bottom of your screen.

Individuals will be called by name and unmuted by host.

If you do not wish to speak, you may use the chat box to submit your comment.

When your name is called, please:

1. State your name and spell your last name.
2. State your comment or question
(please limit to 3 minutes)

03:00

Reminder: Written comments can be submitted to MonmouthCountyThreeBridges@nv5.com during the 30-day comment period, ending November 21, 2026.

