

# Memorandum

**Date:** November 1, 2002

**To:** File

**From:** Eric Yermack, PE

**Subject:** Route 70 over Manasquan River  
Public Information Centers  
Borough of Brielle October 15, 2002  
Brick Township October 29, 2002

**Attendees:** See attached lists

The New Jersey Department of Transportation held Public Information Centers between the hours of 3:00 PM and 7:00 PM at the Curtis House in the Borough of Brielle on October 15, 2002 and at the Brick Township Municipal Building on October 29, 2002. The purpose of these public meetings was to provide the public with information about the proposed Route 70 over Manasquan River bridge replacement project. As a result of the comments received from the Officials Briefing in April and the Public meetings in June, the NJDOT performed a new Vessel Height Survey during July of 2002. The survey concluded that the height of the bridge could be lowered to provide a 25' vertical underclearance. The proposed design of the project was revised accordingly.

The meetings were attended by representatives from the NJDOT, their design consultant Arora and Associates, P.C., public officials, and members of the public from the surrounding municipalities. The NJDOT provided the public with displays showing the revised proposed design concept and had staff members and their design consultant available to discuss the proposed project and answer questions.

At the meetings, members of the public made comments about the project and asked questions. The main issues that were raised during the two meetings are presented below:

- Ms. Marshall was concerned about the Right of Way impacts to her property. She asked numerous questions about the different alternatives that had been studied and what the ultimate impacts might be to her property and quality of life.
- Ms. Marshall requested a copy of the Vessel Height Survey. This request will be handled through NJDOT.

- Ms. Soulier asked about the dead end treatment of Eton Lane. The options were to provide a cul-de-sac, a k-turn, or to simply dead end the road. The town of Brick had no objection to dead ending Eton Lane without providing a turnaround. A simple dead end is the preferred treatment at this time.
- One Sudbury Road resident suggested that the left turns from Route 70 onto River Road/Riviera Drive be maintained and the proposed ramps eliminated.
- Mrs. Peterson was concerned about the following:
  - curb radius for trucks making a right turn from Route 70 WB onto Riviera Drive,
  - low maintenance landscaping between her property and the retaining wall along Route 70,
  - access to her property, and
  - signing for her businesses along the Route 70 mainline.
- Mr. McCarthy asked if a right turn could be provided from Route 70 WB onto River Road.
- It was suggested that the stop signs at the intersection of Ramshorn Drive and Old Bridge Road be reviewed so that Ramshorn Drive would be given preference and vehicles would then not back up onto Route 70.
- BTMUA will be contacted by NJDOT to explore the possibility of relocating their proposed pump station inside the adjacent Route 70/Herbertsville Road loop ramp.
- Additional Community Involvement will be required to address the aesthetic issues related to the noise walls.
- Most residents in Brick were happy with the redesigned project.

Attachments (2)

C: M. Dietrich – NJDOT  
T. Marsella – NJDOT  
D. Yacovino - Arora