

## Paul Foley

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**From:** T E Hopkins [ewellhopkins@icloud.com]  
**Sent:** Wednesday, December 02, 2015 12:57 PM  
**To:** Paul Foley  
**Subject:** Fwd: Active DRI case file 659 North Bluff Sea Wall project: Material Submission  
**Attachments:** seawallmetal.docx; ATT00100.htm

I am submitting the attached information I feel will help illustrate some of the issues associated with the proposed construction of the North Bluffs Sea Wall Project as currently defined. I believe the Commission and public in general should be aware of many of the points highlighted in the attached materials.

I'm confident that a great deal of information will be submitted during the public comment period and I would like the insight shared in these materials to be a part of the public record.

Ewell Hopkins  
Oak Bluffs Planning Board - Member  
1.508.560.7227

Begin forwarded message:

# **75 Kneeland Street** **Facade Restoration**

**Owner: King Associates LLP**

**Location: 75 Kneeland Street, Boston MA**

**Engineer/Architect: Developmental Resources  
- Newton Highlands, MA**

*CSI successfully restored the structural integrity and aesthetics of the façade of the office building at 75 Kneeland Street in Boston, MA. The project scope included removal of the existing precast concrete façade and relieving angles, and installation of a new waterproofing system, relieving angles, and concrete panels.*

*Once the demolition and removal phase was completed, it was discovered that the backup wall was not suitable for installation of the waterproofing system.*

*To overcome this issue, CSI used metal sheathing to create a smooth profile that the waterproofing would adhere to. After the metal sheathing was installed, new waterproofing relieving angles and precast concrete panels were installed.*

*CSI worked closely with the owners, architects, and engineers to develop ideas, plans, and the proper recourse as issues arose during this challenging project. Throughout construction, the high-rise building remained fully functional with minimal impact on the building's tenants.*

*Other repairs included:*

*> Application of window and joint sealants*

*> Installation of an anchoring system in the existing precast concrete panels*

## **Seawall Classification**

The are two main types of seawalls. One, surprisingly enough, is seawalls, while the other type is bulkheads. Although these structures serve the same purpose, they do have one main difference. Seawalls are used to protect coastlines from erosion due to waves in seas or oceans. Bulkheads also prevent shoreline erosion, but on a much smaller scale. They are generally built on lakes, rivers and ponds and do not require materials that are as large and strong as materials

for seawall design.

To give you a better idea of what a seawall looks like, we have posted a link below for a great youtube video demonstrating the purpose for a seawall on the ocean coast.

<http://www.youtube.com/watch?v=L4Mdxqfzala>

### ***Materials***



Residential bulkhead

The picture found to the left is an example of a bulkhead built for residential purposes. Bulkheads are usually built using metal sheeting or other similar materials. This is because of certain properties like resistance to corrosion and high strength factors. Steel sheeting is also a cheaper option than reinforced concrete and easy to install when compared to reinforced concrete.

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### ***Reinforced Concrete***



A lot of seawalls are made of reinforced concrete. These types of seawalls are primarily found along ocean or sea coasts. This is because these areas require walls that have higher strength capacities.

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There are many other types of materials that can be used for the construction of seawalls and bulkheads. Wood, rocks/boulders, brick, and other natural materials can be used. The type of material being used for any particular project depends on the type of project being done, how much money is available, the desired duration of the project, aesthetic qualities and so on. **After nearly a century of doing its job holding back the sands and seas of Ocean Beach while getting walked on and climbed upon, the O'Shaughnessy Seawall is getting a much-needed face-lift.**

**National Park Service** workers from across the country are tending to the venerable concrete structure, originally known as the Ocean Beach Promenade and Seawall when it was conceived of in 1915. They're fixing its cracks, blemishes and hollowed-out surfaces, preserving what's still in decent shape, then filling in the often big gaps and applying a fresh, smooth surface to make it all look as good as it did as a youngster.

The preservation and restoration work started near Stairwell 1 at the north end, just beneath the hill leading to the **Cliff House**, in December and will continue through April, when the crews will take a summer break when more people use the beach. Then they'll return in September and keep working, probably through 2016.

"Repairs could go on and on and on," said **Daphne Hatch**, chief of natural resources for the Golden Gate National Recreation Area. "The seawall is in really poor condition."



Beach

Why S.F. is moving 42,000 tons of sand down Ocean



In Bolinas, a new state of mind just up the road

Saving coastal habitats may help cut cost of storm damage

Running between the Great Highway and the beach for almost a mile, the seawall was built in stretches between 1916 and 1929 at a cost of \$600,000, said **Jason Hagin**, a historical architect for the recreation area and a consultant on the project.

It's named for Michael

O'Shaughnessy, the city engineer who supervised and conceived of some of the city's biggest infrastructure projects: the Hetch Hetchy Reservoir, the Municipal Railway, the Twin Peaks Reservoir, the Stockton and Twin Peaks tunnels and many of the city's streets, avenues and boulevards.

The seawall was built at a time San Francisco was still recovering from the 1906 earthquake but had also discovered the concept of leisure time, Hagin said.

Ocean Beach was becoming an increasingly popular destination for city dwellers, and O'Shaughnessy wanted to create a promenade and seawall to protect the new Great Highway from the ocean's fury, while giving the people a place to stroll along the shoreline.

## ***Locations***

Obviously, seawalls and bulkheads must be located in areas near water, or with a coastline. Typically, seawalls are located on the coast of seas and oceans. Bulkheads are used on lakes, rivers and ponds. On a local scale, some small-scale wave walls are used in locations such as James Madison and Tenney Park. Also, a good example of a very picturesque wave wall would be on Lake Monona, at the Monona Terrace.

## ***I***

- Steel is the most common material used in seawall construction, but with high initial installation costs. However, steel is considered the strongest of all the seawall material choices. Steel is easily installed into almost any substrate, as well as having no height limitations for a seawall design. However, steel requires a protective coating applied periodically for proper maintenance. Appropriate steel care will allow the wall to last more than 25 years.

## ***Vinyl or Plastic***

- Relatively new to the seawall material industry, vinyl or plastic has a longer lifespan than steel, possibly lasting more than 50 years. Unlike the other seawall materials, vinyl/plastic colors can be chosen for an aesthetically pleasing

appearance. But, like aluminum, vinyl/plastic has height limitations and cannot be driven into hard surfaces.

## ***Concrete***

- Concrete seawalls are extremely strong, lasting more than 30 years. However, the concrete seawall structure must be specifically designed for a concrete installation, taking curing times and wall angles into consideration for the best protection against the ocean's wave forces. Contractors should note the correct aggregate mixture for exposure to marine elements before pouring the concrete. Additionally, concrete may need maintenance, filling in cracks and holes from natural decay from ocean exposure.

## ***Seawall Considerations***

- The best material for a seawall depends on many factors, from average ocean wave height to proximity to the water. Each beach side development contractor should observe and record the needs of a particular region before deciding on a seawall design and material.

## **Sponsored Links**

- The New

Read more : [http://www.ehow.com/info\\_8673099\\_materials-seawalls.html](http://www.ehow.com/info_8673099_materials-seawalls.html) **Steel**

## **Seawalls**

Plain steel seawalls are constructed with non-coated bare steel sheet piling, angle iron capping and plain finish hardware. Steel seawalls have a very long service life and they are the most economical choice when considering a seawall to protect your shoreline. Plain steel seawalls are also the best option where heavy ice pressure is present, and a heavy duty wall is required. The wall will turn to a rusted brown color over time and can be painted if desired. Life expectancy of a plain steel wall using 8 gauge material is 25+ years.

## **Steel Piling Walls**

In many instances, a steel sheet pile seawall is the most feasible solution for the effects of waves and ice at your shoreline. Steel seawalls have a very good

lifespan, ensuring that you and even your children will enjoy a maintenance-free shoreline for many years.

- » Steel has strongest sheer strength
- » **Best used in freshwater environment**
- » Able to penetrate any type of soil

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In this file photo from March, heavy equipment unloads boulders from a trailer in Bay Head. They will be used to build a sea wall in the aftermath of Hurricane Sandy. *David Gard/For The Star-Ledger*

**MANTOLOKING** — Two of the Jersey shore towns hardest hit by Superstorm Sandy in October will soon be protected by a steel sea wall.

Mantoloking and Brick have received federal and state approval for the wall that will be covered by sand and form the base of a makeshift dune system. Work is expected to begin this fall.

"Wouldn't it be great to drive the metal in by the first anniversary of this storm?" asked Mantoloking spokesman Chris Nelson. "It might take a little more time, but it will happen."

The steel wall will extend 16 feet above the beach and reach 32 feet below the ground to keep it firmly anchored. The metal will not be visible because of the sand covering it.

The wall will run for the entire length of Mantoloking and neighboring Brick Township and cost about \$40 million, Nelson said.

It is meant as a short-term protective measure, to be complemented by an extensive beach widening and dune construction project being planned by the U.S. Army Corps of Engineers.

The federal government will pay 80 percent of cost of the steel wall, with the state paying the remainder. The towns' only expense will be to keep it covered with sand.

Mantoloking also hired an appraiser Tuesday to determine the fair market value of land the borough is threatening to go to court and seize for the beach replenishment project.

### **THE OUTCOME:**

The marina project featured two tiers of Redi-Rock retaining walls in the Cobblestone texture. The marina basin is outlined with a 9 foot (2.7 meter) gravity Redi-Rock wall that is completely submerged except for the top 12 inches (305 millimeters) when the water is at "full pond." The second 9 foot (2.7 meter) tier creates a 10 foot (3 meter) wide level access area for boaters to walk to and from the docks.

In addition to retaining walls, the marina design called for a sea wall to protect the marina from waves and rough water. Originally, the designers had wanted to use Redi-Rock freestanding blocks to construct the break wall; however, the water level at the base of the proposed seawall was below the low water mark and the Department of Environmental Ecology would not allow the dredging the site preparation would have required.

To provide a creative and structurally sound solution for the sea wall and maintain the continuous look of Redi-Rock throughout the marina, local Redi-Rock manufacturer Wilbert Precast designed 3 foot (0.9 meter) tall by 12 foot (3.7 meters) long by 6 inch (152.4 millimeter) wide precast panels that have the Redi-Rock Cobblestone face. The panels were then placed between steel I-beams driven into the lake bottom, creating a functional, durable

sea wall with the appearance of Redi-Rock to create continuity throughout the project. In all, Wilbert installed 82 precast panels to create the seawall.

In total, 2,300 Redi-Rock blocks were installed, including retaining wall blocks, freestanding blocks, caps, and 72 steps. "This project used just about every Redi-Rock product we make at our shop," Rick Lindberg of Wilbert Precast said.

Ram Jack Seawall offers a patent-pending repair method for concrete, steel, wood and vinyl seawalls. The system can often return crooked or leaning seawalls to their post-installation position. Ram Jack's seawall repair methods can permanently stabilize seawalls, virtually eliminating the need for future repairs.

## Seawalls & Bulkhead Construction

*Our seawall was damaged along with our home's foundation due to Storm Irene. Kevin handled all the debris removal, the seawall construction and all the piers for the house and helped us through the entire clean-up process. We use them on all our homes."*

*David & Marylin, Madison, CT*

**CT Lic. # 593227**

**CT Lic. # L2-186529**

Protect your investment with engineered Seawalls and Bulkheads. The right design and installation are the solutions to erosion and storm control. With changes in climates due to weather changes and global warming, tides have been unpredictable and erosion has become inevitable. The solution is installing concrete, timber, steel or vinyl seawalls for your property.

K.E.Braza Construction handles the project from design to completion. We handle permitting applications and create a wall or bulkhead that serves your specific need and provide 24hr emergency services due to erosion or beach flooding. We design the proper sheeting and shoring to stabilize the embankment for a retaining solution.

With the newest products in use and changes in concrete specifications, K.E.Braza Construction handles the difficult and challenging projects with the knowledge and experience of our in house engineers and a foreman with over 20 years in the Marine Construction Trade. Our engineers and surveyors are on-call for site questions and concerns

With this method of construction the guess work is out of the equation and allows us to move into the construction phase of installing the specific seawall for your project. We handle granite Gettys, seawall capping and re-pointing, under-pinning and shoring of unstable walls, re-building existing timber systems and concrete repairs. We also repair boat ramps, landings and stabilize ponds. We create better bank detainment with Armor Rock and Getty stone. Handling the water is the first step in protecting your investment.

If your property is need of repair as we described above, contact us for a site evaluation and estimate, Our company specializes in the maintenance, repair, modification and replacement of existing seawalls and bulkheads.

### Services

- New Seawall Construction
- Seawall Repair
- Seawall Modification

Retaining Walls

**Materials**

- Vinyl
- Concrete
- Aluminum





Seawalls must withstand some of the most brutal conditions of any marine structures built today. Cracking, bowing, or erosion of the ground behind the wall can be signs of trouble. Heavy loads due to high levels of ground water, violent storms, and marine borers are just a few of the hazards to consider when choosing which contractor and material to use to protect your waterfront property. Several of the most commonly used seawall materials that can protect your most valuable investment are available through Duncan Seawall and are described below:

### **Concrete Seawalls**

Duncan Seawall is the area's leader in installing the most durable concrete pre-cast seawalls. Our concrete sheet panels are manufactured off-site by a professional concrete fabricator with on-staff engineers to ensure that each panel is constructed using the highest level of quality concrete consistency. The panels are 8" thick, include 5,000 P.S.I. concrete and continuous steel rebar throughout, and are properly cured for approximately six weeks. These specifications provide the strength and stability needed in a superior concrete panel seawall.

After installing the concrete panels, Duncan Seawall supports the seawall with a steel reinforced, 5,000 P.S.I 20"x22" concrete cap and tieback system. Each tieback rod consists of a ¾" diameter hot dipped galvanized threaded rod with a 6" x 6" plate bolted to each end, securing the cap to an independent concrete base buried in the yard. Steel rods are not heated or bent in the field due to the reduction of structural integrity induced in the tieback rod.

This finished concrete cap is long lasting, aesthetically pleasing, and an added value to your waterfront property.

### **Corrugated Seawalls**

In instances where a concrete seawall is not a viable option for the customer, Duncan Seawall offers a variety of corrugated panel alternatives that can be installed for both heavy and light duty applications.

#### **Steel**

Steel sheet panels are a long lasting, interlocking system that creates an extremely strong continuous wall (similar to concrete). Steel panels are primarily used when the exposed wall height is large or when other panels cannot be jetted or driven into the subsurface. In some areas, a rock or clay layer may exist below the sand table making steel panels the best solution. Steel sheet panel installation requires heavy equipment, which Duncan Seawall owns to make the installation the perfect solution when specified.

#### **Aluminum**

One of the most important design criteria to consider when choosing a sheet panel is the strength to weight ratio. This will dictate the strength of panel needed to support the load behind the wall. Aluminum is an excellent material for use when an alternative material, such as vinyl or composite, is not strong enough to be driven into the ground due to tree roots, rock, or clay strata being present under the sand table. Aluminum has the strength to be driven through most obstructions while remaining light enough to install without heavy equipment.

#### **Vinyl**

Whether you are installing a retaining wall on a lake or reinforcing your concrete seawall that has a swimming pool nearby, Duncan Seawall has the vinyl product that will work best for you. These panels can be

installed using little or no heavy equipment, which is an excellent choice when there are tight conditions or limited access.

F) Flood Control Pump Stations: Hull's topography and location as a peninsula require the use of pump stations in a number of areas that are intended to remove flood waters. These pumps require on-going repair and improvement in order to maintain their effectiveness. Given the current age of these pumps, they should be investigated for failure potential. The Draper Avenue pump station (also referred to as the Lagoon Pond pump station) needs to be upgraded.

G) Repair Nantasket Seawall: This Department of Conservation and Recreation (DCR) owned facility protects adjacent commercial areas and parking that are an important part of Hull's tourism and visitor based economy. The DCR has installed a new wall and revetment along the northern third of the DCR-owned beach. The Town of Hull is active in a DCR Citizens Advisory Committee to address additional measures to protect against flooding.

H) Home Elevation Program: Programs to elevate homes and utilities located in floodplain areas can be a very effective measure to reduce the loss of life and property associated with flooding events. Hull is continuing to seek funding to support home elevation in the community. Work is proceeding on the two home elevation grants received in 2009 for ten homes. One home has completely finished elevating utilities. The Town is currently in the process of applying for another Hazard Mitigation grant to elevate for an additional two homes.

I) Repair of Town Seawalls, Dikes, and Jetties: Seawalls, dikes, and jetties form an important line of protection from storm surges in Hull. The Town has a Seawall Maintenance and Monitoring plan to ensure Town seawalls are inspected on a regular basis, and corrective action taken when required. The Town should continue its efforts to fund seawall repair and replacement. Recently, the Town funded, and received grant support, to rebuild the Green Hill revetment and that project is substantially complete. The Town has received permit approval to repair the seawall at James Avenue. The DCR has received permit approval to repair seawalls at Pt. Allerton and Stony Beach. The DCR has done initial work to consider options for repair of the seawall in the Gun Rock area. The James Avenue wall was re-pointed. Areas of the Newport Avenue wall were repaired. Cracks in the seawall along Nantasket Avenue at Stoney Beach were repaired.

J) Dune Repair and Protection: Dunes are an important storm protection feature, not only serving to reduce flooding of adjacent properties but also naturally re-nourishing the beach. The Town should continue to actively maintain the dunes, including the existing program of planting beach grass each spring. In March 2008, 2009 and 2010, the Town planted 15,000 beach grass plants. The Town should continue to repair breaches in the dune and improve sand fencing to protect the dune from damage. The Town restored and planted 50 feet of dune at A Street in spring 2010.

## TOWN **Equipment basics**

Eleven years ago, beach maintenance was actually a shrinking problem in Ocean City. According to Dare, the island loses about two feet of real estate to erosion each year. In 1991, the beach width was only 60 feet, but today — thanks to an ongoing replenishing program — the beach stretches 200 feet wide.

Bruce Gibbs, superintendent of maintenance and public works for Ocean City, oversees daily maintenance for the restored beach. He manages an annual budget of approximately \$440,000, which covers the payroll (34 full-time employees and three part-time employees), and maintenance and renewal of the department's equipment inventory.

Beach preparation and maintenance is labor-intensive and requires multiple pieces of equipment, Gibbs says. “We have six tractors and operate four at a time,” he explains. “We use the tractors to drag the beach with heavy timbers, leveling out piles of sand. Then we switch to 14-foot rakes, which loosen the sand and make it soft. Finally, we go back over the beach with sanitizers. These are mechanized conveyor belts that sift through the sand, pick up debris and dump the debris into a hopper.” During the tourist season, when the beaches are heavily populated during the day, the crews work unnoticed, from 7 p.m. to 3 a.m. each night.

Like Ocean City, San Diego recently restored its beaches — 27-and-a-half miles of coastline that include numerous public beaches and more than 11 miles of shoreline and beaches in the Mission Bay Aquatic Park. (Owned by the city, the Mission Bay park is an enclosed bay with a channel to the ocean.)

“In the winter, the higher tides caused by storms from the north erode these beaches, and there is no sand for people to sit on,” says Dennis Simmons, beach maintenance manager for San Diego. “In the spring, currents and swells from the south create a natural sand transport system that washes the sand back onto the beaches.”

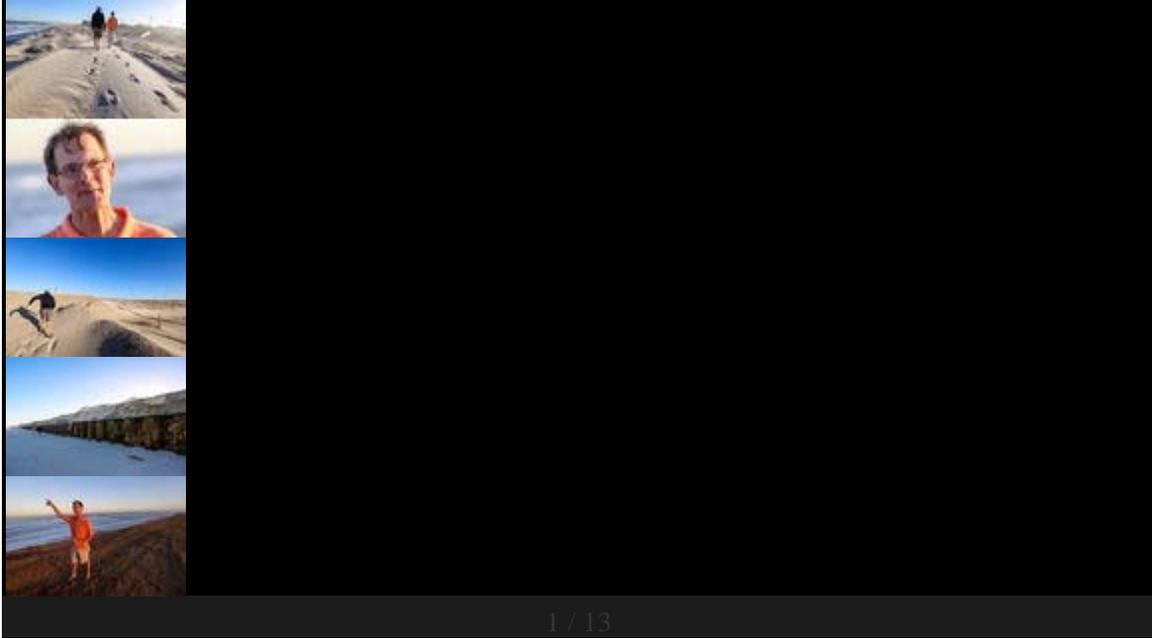
In the early 1990s, winter storms eroded the beaches in Southern California so completely that the natural renewal system failed to return the sand. A massive dredging and replenishing program corrected the problem last year.

Today, with an operating budget of \$3.5 million, Simmons directs a maintenance crew of 22 people and another eight people who provide support for irrigation, erosion control and construction projects. Equipment purchases and maintenance costs range between \$1.75 million and \$2 million annually.

“Basic beach maintenance includes raking and screening the sand,” Simmons says. “We have four tractors that pull screens and rakes. They're on the beaches five days a week. On Mondays, Tuesdays and Fridays, we service the ocean front beaches. We do Mission Bay beaches on Wednesdays and Thursdays.”

# **That steel wall on the beach is turning out to be a disaster for public access | Mulshine**





Scott Gusmer (left) walks with Star-Ledger columnist Paul Mulshine along the massive steel wall that was built on Gusmer's oceanfront lot in Mantoloking. Gusmer, whose home was destroyed during Hurricane Sandy, is one of the holdouts who has not signed an easement for the Army Corps of Engineers to access his property to do beach replenishment. 10/6/15 (Andrew Mills | NJ Advance Media for NJ.com)  
Andrew Mills | NJ Advance Media for NJ.com

Print Email



By Paul Mulshine | The Star Ledger

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on October 18, 2015 at 7:42 AM, updated October 19, 2015 at 8:13 AM

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The latest news is in regarding that steel wall the Christie administration erected along a formerly beautiful stretch of beach in Ocean County. It's not good.

It seems that in the interests of increasing public access to the beaches the state instead has fenced off more than three miles of beach. Any fisherman, surfer or stroller who tries to reach the sand along much of the stretch can be hit with a trespassing summons and a \$200 fine.

It's almost as if the state government were trying to sabotage the very idea of ["Jerseyfication."](#)

That's a term people in other states use to describe the efforts New Jerseyans have been making for more than a century to keep the ocean in its place. Such efforts, which include the construction of jetties and sea walls in vulnerable spots, have been largely successful.

Nowhere was that illustrated better than in northern Ocean County during Hurricane Sandy. Houses were swept away by the hundreds as the ocean broke through in places that lacked any artificial protections. Mantoloking and Brick Beach were the hardest hit.

Meanwhile a rock sea wall in Bay Head to the north protected that area from major destruction.

The Christie administration's reaction to that disaster almost three years ago started from a valid premise: That stretch of beach in Mantoloking and Brick Beach needed to be Jerseyfied.



A reader sent me this photo of "Jerseyfication" on Cape Cod. Note how naturally the rocks blend in with the natural environment. *Reader*

But for some reason they've never adequately explained, state officials neglected to employ the form of Jerseyfication that has been working for a century or so: rocks. There are rock sea walls in Cape Cod as well, so this is hardly unique to Jersey. Add some dune grass and they look perfectly fine.

But state officials decided instead to install a steel sea wall of the type normally used to line canals and channels.

This alarmed the locals. But when [a Mantoloking local asked Gov. Christie](#) at a town hall last year why his Department of Environmental Protection had "rubber-stamped" the

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The

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The plan went through without much debate. But at one public hearing the locals insisted they preferred rock and were willing to foot the bill themselves. They argued that a steel wall would be scoured of sand the first time a half-decent storm came along.

The state people disagreed. But earlier this month a garden-variety nor'easter came along and proved the locals right. Hence the fence.



Access to the southernmost public ocean beach in Brick Township is cut off by this fence the state installed. The fence runs for three miles; there is some access at the other public beach in BrickPaul Mulshine

It's up to the municipalities, not the state, to replace the sand on the ocean side of the wall. When I spoke to Brick Mayor John Ducey last week, he told me they can't afford to truck in sand that will likely be washed away over the winter.

## It's almost as if the state government were trying to sabotage the very idea of "Jerseyfication."

"We're not doing anything till it gets closer to summer," said Ducey. "Then we'll create access ramps using sand we have to purchase."

The sand was supposed to come from an Army Corps of Engineers replenishment project, but that's where the issue of public access is holding things up, according to John Buonocore. He's a Morristown lawyer who represents a number of property owners who have refused to sign the easements the state requires for the replenishment program to begin.

Buonocore said property owners are willing to permit the Army Corps to access their land to build and maintain the beaches. The problem is broader language the state requires that he said essentially make privately owned beaches public.

"The DEP glommed onto this thing with this beach idea they've been trying to do for decades," Buonocore said. "The Army Corps requires access but that doesn't mean they have to own the whole beach."

That fight's been going on for a century or so, and it probably won't be solved in the next few months. In the meantime there's the question of what to do about that three-mile stretch of steel that makes a mockery of the concept of Jerseyfication.

That sand replenishment would be an improvement, but not a permanent one. The next hurricane or big nor'easter could scour that again – and again the fences would go up.