ONLINE PUBLIC INFORMATION CENTER TRANSCRIPT

Reconstruction of Bridge MC#140.9 (NJDOT #1100-055) Carrying Lincoln Avenue (CR 626) over the Northeast Corridor Rail Line, an Inactive Rail Yard, and Assunpink Creek

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Slide 1 – Title Slide

Welcome to the Virtual Public Information Center for the Reconstruction of the Lincoln Avenue / Chambers Street Bridge, which carries Lincoln Avenue / Chambers Street over the Northeast Corridor Rail Line, an inactive rail yard, and the Assunpink Creek, in the City of Trenton in Mercer County. The overall purpose of this project is to replace the bridge with a low maintenance, long-term solution that eliminates all existing structural deficiencies; incorporates operational, safety, and pedestrian access improvements to the bridge; and minimizes impacts to the adjoining community and environment. This Public Information Center is intended to share the progress of the project, which is currently nearing the end of the Final Design phase, and to solicit feedback from you, the public, in order to enhance the project as it finishes design and transitions into construction.

Slide 2 – Presentation Overview

This presentation will begin with an introduction to the Project Team along with a brief overview of the project delivery process, followed by Project Location Maps, discussion of the project's Purpose and Need, the proposed improvements, construction staging, the project detour and impacts to parking within the area. And finally, we will discuss the project schedule, estimated cost and share information on how you can provide us with your feedback for this project.

Slide 3 – Project Team

The project team, responsible for advancing this project through design and construction are as follows:

- Mercer County is the owner of the bridge and the project sponsor.
- The NJ Department of Transportation, Division of Local Aid and the Delaware Valley Regional Planning Commission (or DVRPC) are responsible for design oversight and construction funding. They ensure the project complies with state and federal requirements and provide funding for design and construction.
- Greenman Pedersen (or GPI), is the engineering design consultant responsible for the design of the project.

Slide 4 – Project Delivery Process

The Project Delivery Process consists of four distinct phases. The first phase is the Concept Development phase during which data on the existing conditions is collected and analyzed, the project's Purpose and Need is determined, alternatives and their impacts are investigated, and a Preliminary Preferred Alternative is selected. This is followed by Preliminary Engineering, where the Preliminary Preferred Alternative is advanced to the point necessary to obtain approval of any required design exceptions along with the

environmental document. The final phase of design is Final Design. This is where project plans and specifications are prepared, environmental permits are obtained, and right of way is acquired for construction. After Final Design, the project advances to Construction. This project is currently nearing the end of the final design phase.

Slide 5 – Project Location Map

This is a map showing the location of the project. The Lincoln Avenue Bridge is located in the City of Trenton in Mercer County. The bridge is formally designated Mercer County Structure No.140.9, and it carries Lincoln Avenue / Chambers Street over Amtrak's Northeast Corridor Rail Lines, an inactive rail yard, and the Assunpink Creek.

It is also located immediately north of the NJDOT Trenton Amtrak Bridges Project, which is being led by the NJ Department of Transportation as a separate project that involves work to the bridges on Monmouth Street, East State Street, and Chestnut Street as shown on the map.

While the two projects are not on the same timeline, it is possible that the construction of these projects will overlap for a period of time. The detour routes and traffic patterns from each project were coordinated during Final Design, and coordination will continue during construction, to minimize and mitigate adverse impacts during construction.

Slide 6 – Project Location Map – Close up

This is another map showing a closer view of the project limits and the existing bridge. In general, construction activities and the proposed improvements will be limited to the areas shown. Contractor access to the project site will be from North Cook Ave to the north, and from Monmouth Street to the south.

Slide 7 – Purpose and Need

As previously mentioned, the overall purpose of the project is to replace the structure with a low maintenance, long-term solution that eliminates all existing structural deficiencies; incorporates operational, safety, and pedestrian access improvements to the bridge and the approach roadways; and minimizes impacts to the adjoining community and environment. The existing bridge was originally built in 1931 and the deck was reconstructed in the 1960s. The bridge is in serious condition due to the condition of the superstructure, which exhibits heavy to severe corrosion of the structural steel members with significant section losses. The bridge is currently inspected on a 12-month cycle, instead of every 24 months, due to its condition.

Slide 8 – Proposed Bridge - Elevation

This slide shows an elevation view, or a side view, of the proposed bridge overlaid on the existing. The new bridge is being built on a similar alignment as the existing bridge, although the new bridge will be raised slightly to provide additional vertical clearance over Amtrack's Northeast Corridor rail lines. The new bridge will be five spans consisting of a steel multi-girder superstructure and reinforced concrete deck, supported by reinforced concrete abutments and piers that are founded on deep foundations.

Slide 9 – Proposed Bridge - Typical Sections

The proposed bridge cross section will be comprised of two travel lanes, two shoulders,

and a sidewalk on each side of the bridge that is separated from traffic by a concrete parapet with steel railing. The outermost parapets will vary in height along the structure, with Spans 1 through 3 (over Assunpink) using a shorter 3'-6" tall barrier, while Spans 4 and 5 (over the railroad tracks) will utilize a 6'-6" tall barrier with 3' tall curved top chain link fence, per Amtrak requirements.

Slide 10 – Construction Staging

The construction of the bridge will be completed in two primary stages. Throughout construction, eastbound vehicular traffic will be detoured while westbound vehicular traffic will be maintained. Pedestrian traffic will be maintained across the bridge for the duration of construction. In the first stage, the southern portion of the bridge will be removed and reconstructed while vehicular and pedestrian access is maintained on the northern portion. In the second stage, vehicular and pedestrian traffic will be shifted to the newly constructed southern portion of the bridge, while the remaining northern portion of the existing bridge is removed and reconstructed.

Slide 11 – Architectural Treatments

The bridge is considered a contributing resource to the Pennsylvania Railroad Historic District, and therefore, several architectural treatments are being included on the proposed bridge. The new concrete parapets on the outside of the sidewalk were designed to resemble the look of the existing bridge, and will include exposed aggregate insets along the inside and outside faces. The new piers were designed to resemble the look of the existing piers using architectural insets. The new abutments and wingwalls will have horizonal scoring, just like the existing abutments. Lastly, decorative lighting fixtures will be installed on the bridge. The design of the fixture was selected to match similar lighting along nearby Creekview Drive and downtown Trenton.

Slide 12 – Proposed Roadway Improvements

Major improvements will be made to both the west and east bridge approaches along Lincoln Avenue. On the west approach from the Creekview Drive intersection, the roadway will be widened, and new full-depth pavement and sidewalk will be constructed to meet the proposed bridge. The roadway will also be widened out on the east bridge approach to meet the proposed bridge, however the roadway widening will continue down Chambers Street to E. State Street, bringing the lane widths up to NJDOT Standards. New full-depth pavement and sidewalk will be installed through the intersection with Chambers Street. The existing traffic signal at the E. State Street intersection will be replaced, and ADA curb ramps with pedestrian push buttons will be installed at all corners of the intersection. Chambers Street on the east side of the intersection, as well as E. State Street, will be resurfaced once construction is complete.

Slide 13 – Detour and Parking Impacts During Construction

Here is a map showing the proposed detour route that will be in place throughout construction. As mentioned previously, eastbound vehicular traffic will be detoured while westbound vehicular traffic will be maintained throughout construction. The detour routes eastbound traffic from the intersection of Lincoln Avenue/Perry Street and North Clinton Avenue around the project site via North Clinton Avenue to North Olden Avenue to East

State Street.

To accommodate the detour and associated interim traffic pattern, some parking will be removed during construction. These are shown on this map in red hatching.

Additionally, there will also be impacts to parking and the existing traffic pattern along Creekview Drive for periods of time during construction. Lastly, NJ Transit bus stops within the limits of the detour may be temporarily closed or relocated during construction, which will be determined at NJ Transit's discretion.

Slide 14 – Project Schedule and Construction Cost Estimate

This graphic shows the timeline of the project and notes when the various phases of the project delivery process were completed. The project is nearing the completion of Final Design and is almost ready to transition into Construction. Final design is anticipated to conclude in the fall of 2025 and construction is anticipated to begin in the Spring of 2026 and continue for approximately 5 years until 2031. Please note that these are estimated timeframes for construction and are subject to change. The estimated construction cost is $54 million dollars.

Slide 15 – Public Feedback

Thank you for your interest in this project and for taking the time to view this presentation. If you have any questions, comments, or would like to offer statements of support for this project, please visit our website at www.linavbr.com, click on the "We Want to Hear from You" banner, and fill out the survey form. You may also contact the Mercer County Engineer directly, using the contact information provided in this slide. Thank you again for your time.