

COLUMBIA TURNPIKE BRIDGE OVER THE BLACK BROOK LOCAL CONCEPT DEVELOPMENT STUDY

Borough of Florham Park, Morris County, New Jersey



Public Information Center #3 Summary

Date/Time: December 12, 2018, 5:30 PM
Location: Hyatt House Morristown
194 Park Avenue, Morristown, NJ

Attendees:	Richard Brundage	NJTPA – Project Manager
	Meghan Paccione	Morris County
	Kenneth Burkhardt	McCormick Taylor – Project Manager
	Walter Marks	McCormick Taylor
	Katie Carver	McCormick Taylor
	Peter Berg	TranSystems
	Paul McEachen	RGA, Inc.
	Corey Hanlon	Morristown Municipal Airport
	George Grivalsky	Resident

Public Information Center #3 was held for the Columbia Turnpike Bridge over Black Brook Local Concept Development (LCD) Study.

The purpose of today's meeting included:

- Provide a brief summary of the Local Capital Project Delivery Process
- Provide the status of the study efforts to date
- Present the Project Purpose & Need and Goals and Objectives for the project
- Briefly discuss the improvement concepts developed for the Columbia Turnpike Bridge
- Present the Preliminary Preferred Alternative (PPA)

Bulleted items 1-4 above are identical to the information presented at prior meetings and have been summarized in prior meeting reports. Therefore, the focus of this LOB #3 meeting summary is the selection of the PPA.

Ken Burkhardt conducted a formal PowerPoint presentation that detailed all of the above.

As a result of the project's alternatives analysis, Conceptual Alternative #4D is recommended to be selected as the PPA. The selected PPA would include:

- Maintains 4 lanes during construction and avoids a detour
- Removes substandard design elements
- Provides 75 year structural life cycle, is cost effective, and provides lower maintenance over the life of the bridge
- Minor alignment shift to the south creates comparatively shorter project limits on the roadway, minimizes impacts to wetlands, avoids significant utility impacts to the north, and minimizes property impacts

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- The superstructure beam types are adjacent box beams and would have a thicker deck providing less susceptibility to concrete deck cracking for long term durability. Additional cost for this structural upgrade is less than 2.5% of overall project cost.
- Best addresses hydraulic challenges and avoids stream impacts and relocations. Matches existing span opening and, therefore, does not increase flood water surface elevations downstream.
- Provides sidewalks and bicycle compatibility
- Built in five (5) stages with a construction duration of approximately 22 months
- Preliminary cost estimated at \$3.85M

The final bridge configuration will include two 12-foot lanes and an 8-foot outside shoulder in each direction. A 6-foot sidewalk will be provided in the WB direction.

Comments were received from the two meeting attendees, as summarized below:

Corey Hanlon, representing Morristown Municipal Airport, inquired about the limits of the project and timing of construction, since the airport is planning future improvements to its infrastructure. Based on explanation provided by Ken Burkhardt and Peter Berg, Mr. Hanlon does not anticipate any future conflicts since the airport does not intend to utilize the Columbia Turnpike Bridge to bring equipment into the airport.

George Grivalsky, a local resident, asked if the project included raising the roadway, to which Mr. Burkhardt responded that the project would not substantially change the vertical profile of the roadway at the bridge location. Mr. Grivalsky asked if the new bridge would be wide enough and strong enough to hold a center concrete barrier if Columbia Turnpike were to be divided in the future. Mr. Burkhardt explained that there are currently no plans to divide the roadway with a center barrier curb. However, if such an improvement were to be proposed in the future, the bridge would have the strength to accommodate a center barrier curb and the width of the outside shoulders could be slightly adjusted to allow installation of a center barrier curb while maintaining the widths of the travel lanes proposed at the replacement bridge location. Mr. Grivalsky stated that there is a dangerous left turn into Open Road Cadillac from Columbia Turnpike eastbound. Mr. Burkhardt agreed that turns from heavily travelled “live” lanes at any location can be more problematic than having a dedicated turn lane to access adjacent land uses. However, the proposed project and available funding is limited to addressing the deficiencies of the existing bridge. Mr. Grivalsky also asked about the hydraulic opening of the bridge, to which Mr. Burkhardt and Mr. Berg responded that the PPA would maintain the existing opening to avoid adverse upstream and downstream flooding impacts.