



Virtual Public Information Center
Date: December 1–15, 2022
Clarksville Road (CR 638) Bridge over Amtrak
West Windsor Township, Mercer County

The New Jersey Department of Transportation (NJDOT) is committed to developing transportation improvements that best balance the transportation needs, the environment, community concerns, and cost. NJDOT will hold a **Public Information Center (PIC)** to inform local residents, officials, and the business community about the **Preliminary Preferred Alternative for the Clarksville Road (County Route 638), Bridge over Amtrak Project**. You are encouraged to participate by providing comments by mail or email.

THE MEETING

The PIC meeting will be held virtually. Please visit the following website any time between December 1–15, 2022 to learn more about the project and leave comments. Comments will be received through December 15, 2022.

cr638overamtrak-PIC.com

You will have an opportunity to review exhibits of the concept plan, submit questions and leave feedback. Property owners of rental units are advised that tenants are also invited and encouraged to participate.

BACKGROUND

The project area is located along Clarksville Road (CR 638) at the location of the bridge and includes the intersection of Clarksville Road and Meadow Road, approximately 200 foot north of the bridge. Amtrak railroad runs north to south underneath the bridge. The post speed limit for Clarksville Road within the project limit is 45 mph and the post speed limit for Meadow Road within the project limit is 40 mph. The Clarksville Road (CR 638) Bridge over Amtrak was originally constructed in 1900 and reconstructed/widened in 1983. The existing bridge consists of three spans: a riveted steel plate girder span and rolled steel deck girder approach spans. The bridge carries two (2) 11-foot wide travel lanes (one in each direction) and no shoulder. Based on the physical condition of the superstructure, the bridge has reached the condition at which it needs to be replaced to avoid additional deterioration and major future rehabilitation costs.

THE PROPOSED PROJECT

The Preferred Preliminary Alternative (PPA) concept proposes full bridge replacement using 48" deep plate girders. The PPA structure will be a single-span structure on a 25 degree skew. Substandard design element including stopping site distance (SSD), roadway geometries and cross slopes, superelevation and minimum radius of curvature will be upgraded to meet current standards. The proposed section on the will carry two (2) 12-foot travel lanes, 8' right shoulders, and a 10' shared use path along the East Bound side. The proposed structure will be supported on semi-integral abutments and likely founded on drilled shafts. The PPA alignment alternative maintains the existing bridge footprint, with a skewed structure to allow the proposed bridge to be constructed off-line.

This solution widens the structures, addresses the vertical clearance issues and improves the approach radii to the desirable design speed. This alternative allows for the proposed structure to be constructed outside of the existing structure, eliminating the need for staging the primary work phase. The proposed bridge section was finalized to match with Mercer Counties proposed designs for the two adjacent country structures, Meadow Road over Duck Pond Run (Str. 1107-212) and Clarksville Road over Duck Pond Run (Str. 1100-044). The proposed bridge will include a 10' shared use path along the East Bound side and 8' right shoulders to accommodate pedestrian and cyclist access. Pedestrian accommodations at the Meadow Road and Clarksville Road intersection include ADA compliant curb ramps, sidewalks and crosswalks.

HISTORIC AND CULTURAL RESOURCES

Federal regulations pertaining to the protection of historic properties, referred to as the Section 106 process, require the NJDOT to take into account the effect of proposed projects upon historic resources listed in, or eligible for listing in, the National Register of Historic Places. If you would like more detailed information on the Section 106 process, please reference the Advisory Council on Historic Preservation's *A Citizen's Guide to Section 106 Review*, available online at:

<https://www.achp.gov/sites/default/files/documents/2017-01/CitizenGuide.pdf>

NJDOT is required to solicit public input to assist in carrying out the Section 106 process. Historic preservation organizations, historical societies, and similar groups, or individuals with information about cultural resources (archaeological or architectural) in the project area are encouraged to attend the Public Information Center or comments may be submitted to:

John P. Mikusa, Environmental Specialist 4
Bureau of Landscape Architecture and Environmental Solutions,
NJDOT
JohnP.Mikusa@dot.nj.gov

Comments for historic and cultural resources will be received through January 5, 2023.

ANTICIPATED PROJECT SCHEDULE

- Concept Development Phase Complete: Spring 2023
- Design Phase Begins: FY 2023
- Construction begins: Spring 2027

For further information contact:
NJDOT Office of Government and Community Relations
PO Box 600, Trenton, NJ 08625
Attn: Kimberly Nance