

## **SLIDE 1 – TITLE SLIDE**

Welcome to the Virtual Public Information Center for the Piaget Ave over Passaic-NY Branch (County Route 628) Bridge Replacement project, presented by the New Jersey Department of Transportation (NJDOT). It is the goal of NJDOT to deliver infrastructure projects with the interests of the public as a top priority. This presentation is intended to share the progress to date on this project, that is in the Concept Development phase, and solicit feedback from the public in order to enhance the project as it progresses forward to Preliminary Engineering, Final Design and Construction.

## **SLIDE 2 – PROJECT LOCATION AND OVERVIEW**

The scope of the Piaget Ave over Passaic-NY Branch Bridge Project is to improve the safety, longevity, and functionality of the bridge via full replacement. It is the intent of this project to address these needs and improve quality of life while minimizing environmental, access, right of way, and utility impacts.

The structure spans over Passaic-NY Branch at MP 12.92 in the City of Clifton, Passaic County, New Jersey. The project limits include the Piaget Avenue roadway between Brown Place (MP 0.40) and Vernon Avenue (MP 0.65) as well as the area under the structure on Passaic-NY Branch Railroad.

## **SLIDE 3,4,5 & 6 – EXISTING STRUCTURE – RT. 80 BRIDGE REPLACEMENT**

The existing structure is a total width of 44.5' and features two 15' lanes and two concrete sidewalks on each side that are approximately 5' wide each. The need for this project arose due to the low score in NJDOT's Bridge Management System, and the presence of substandard design elements, such as insufficient vertical clearance between the bridge and the railroad below. There is significant rusting, cracking and leakage in the existing superstructure, as well as moderate wear on the bridge's surface. Additionally, there are holes and fractures throughout the bridge's sidewalks.

## **SLIDE 7 – KEY PROJECT FEATURES – RT. 80 BRIDGE REPLACEMENT**

The proposed structure will maintain the same width. However, the bridge will now feature two 11' lanes with two 4' shoulders on each side. Furthermore, the concrete sidewalks will be widened to standard 6' widths on each side. This improves pedestrian mobility and access.

## **SLIDE 8 – KEY PROJECT FEATURES – VERTICAL UNDERCLEARANCE**

Any improvement to the substandard underclearance, done by raising the profile, will further worsen the stopping sight distance and increase the already steep slopes of the nearby driveways at properties adjacent to the bridge, as well as the intersection at Getty Avenue. Thus, in order to maintain the existing stopping sight distance, the profile will not be raised, and vertical clearance will be improved by decreasing the depth of the superstructure.

## **SLIDE 9 - SAFETY IMPROVEMENTS**

In order to improve the pedestrian and vehicular safety at the structure, ADA compliant sidewalks will be installed at the Getty Avenue intersection, as well as impact attenuated Guiderails at the east approach of the bridge. Furthermore, there will be no impact to existing driveways in the area. Page 3

## **SLIDE 10 AND 11 – CONSTRUCTABILITY, DETOURS, AND UTILITY IMPACTS**

The bridge construction will involve a full closure of the bridge, so detours for vehicles as well as pedestrians will be provided. In order to complete construction at a quicker rate and reduce the time needed for detours, accelerated bridge construction methods will be followed. The following graphics depict the vehicular and pedestrian detours along Lakeview, Getty, and Main Ave. There are currently no bus routes being impacted on Piaget Ave.

Construction easements will be needed for construction equipment and storage access. However, no neighboring driveways will be impacted. Equipment and material will be stored on Piaget Avenue west of the west bridge abutment to Getty Avenue, and east of the bridge from the east bridge abutment to the nearest driveway for each lane. Use of the railroad for access and material will be coordinated as well, and there will be no permanent ROW impacts. Existing overhead telephone utility lines passing over the south fascia of Piaget Avenue Bridge over Passaic-NY Branch may be temporarily relocated during construction.

## **SLIDE 12 – KEY PROJECT FEATURES – ENVIRONMENTAL IMPACTS AND STORMWATER MANAGEMENT**

There are no anticipated impacts to waterways, wetlands, parklands, or any other environmental locations in the area. Furthermore, no NJDEP (NJ Department of Transportation) permits or SHPO (State Historic Preservation Office) coordination are anticipated.

Since this project is below the threshold for NJDEP “Major Development” regulations, stormwater quality and quantity rules are not triggered, and stormwater management practices are not required.

## **SLIDE 13 – KEY PROJECT FEATURES – PROJECT SCHEDULE AND COST**

The Concept development phase of the project is scheduled to be complete by spring 2021.

Preliminary engineering is estimated to be complete by Fall 2021. Lastly, Final design is scheduled to be completed by Fall 2023, with construction scheduled to start in Spring 2024. The Project has an estimated construction cost of \$7,500,000.

## **SLIDE 14 – PUBLIC FEEDBACK**

Thank you for your interest in the Piaget Avenue over Passaic-NY Branch Bridge Replacement Project. If you have any comments, suggestions or questions, please fill out the survey at the link shown on this slide. Additionally, you may contact NJDOT via the Department of Community Relations. All contact information is shown on the slide.