



Mercer County Engineer
George Fallat, P.E.

Mercer County
County Executive Brian M. Hughes
<http://www.mercercounty.org/>

Virtual Public Information Center

December 7th, 2020 through February 18th, 2021

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 City of Trenton, Mercer County, NJ

Mercer County, which is committed to developing transportation improvements that best balance transportation needs, the environment, community concerns and costs, will hold a Public Information Center (PIC) in coordination with the New Jersey Department of Transportation (NJDOT) and the Delaware Valley Regional Planning Commission (DVRPC) to provide local residents and businesses with information on the Reconstruction of the Lincoln Avenue Bridge over the NEC Rail Line, an Inactive Rail Yard, and the Assunpink Creek Project. You are encouraged to actively participate by providing questions or comments by mail, e-mail or via the comment section of the project website.

THE MEETING

Due to the COVID-19 Public Health Emergency the Public Information Center will be held virtually. Please visit the following website any time between December 7th and December 18th, 2020 to learn more about the project and leave comments:

<https://www.linavbr.com/>

You will have an opportunity to review a presentation, submit questions and leave feedback. Property owners with rental units are advised that tenants are also invited and encouraged to participate.

BACKGROUND

The overall purpose of this project is to replace the Lincoln Avenue 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. Based on the 15th Cycle Bridge Re-Evaluation Report, the bridge is

structurally deficient with the superstructure of the bridge in serious condition due to the exposed, moderately to severely rusted steel in the girders and floorbeams at the areas of missing encasement. As a result, the deck is also in poor condition with large areas of spalled and delaminated concrete with exposed rusted rebar. The substructure is in fair condition due to wide vertical cracks, large spalls and delaminated concrete with exposed rusted rebar, and loose coping. This bridge has a sufficiency rating of 46.2. It should be noted that the fact that a bridge is "structurally deficient" does not imply that it is unsafe. It means the bridge must be monitored, inspected and maintained and possibly rehabilitated or replaced.

THE PROJECT

The Approved Project Plan includes replacement of the existing bridge with a new bridge on a similar alignment consisting of five spans with a cast-in-place reinforced concrete deck. The roadway width on the bridge will be improved to provide right side shoulders and bicycle compatibility. Sidewalks will be maintained along both sides of the bridge.

ANTICIPATED PROJECT SCHEDULE

Start Final Design	Summer 2021
Start Construction	Spring 2023

For further information, please contact:

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