



## Virtual Public Information Center

**Date: March 18, 2022– April 1, 2022**  
**Oak Tree Road (CR 604) over Lehigh Valley Line**  
**Milepost 0.30 to 0.55**  
**Preliminary Engineering**  
**Edison Township, Middlesex 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 **Virtual Public Information Center (PIC)** to inform local residents, officials, and the community about the **Preliminary Project Plan for the Oak Tree Road (CR 604) over Conrail Lehigh Valley Line Bridge Replacement** project. You are encouraged to participate by providing comments by mail or e-mail.

### 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 **March 18<sup>th</sup> and April 1<sup>st</sup>** to learn more about the project and leave comments:

<https://OakTreeRoadoverConrail.com>

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

### BACKGROUND

The overall purpose of this project is to replace the bridge which carries Oak Tree Road (CR 604) over the Conrail Lehigh Valley Line, which is in poor condition. The existing bridge was originally constructed in 1931.

Oak Tree Road (CR 604) is a county facility that passes through Edison Township west to east in Middlesex County, New Jersey. Within the project limits, the posted speed is 35 mph. The bridge and approach roadway section has one eastbound lane and one westbound lane with no designated shoulders. A 5-foot sidewalk exists on the eastbound side of the roadway. At the project location, the Conrail Lehigh Valley Line has two tracks running northeast/southwest under Oak Tree Road at Mile Post 0.45. There is substandard vertical clearance between the railroad tracks and the bridge.

### THE PROJECT

The Project Plan consists of a full replacement of the existing Oak Tree Road Bridge over the Conrail Lehigh Valley Line. The proposed design will address the existing structural deficiency

and remove the bridge from the functionally obsolete list. The new bridge will be a simple span curved girder superstructure on full height cast-in-place abutments with spread footings. The bridge will support a wider section to accommodate one 12-foot lane in each direction with an 11-foot shoulder in the westbound direction and a 13-foot shoulder in the eastbound direction. A 6-foot sidewalk will be present on both the eastbound and westbound sides of the roadway. The approach sidewalks will be upgraded to current standards to allow for improved pedestrian access and safety.

The vertical clearance to the railroad below will be improved and existing substandard geometric features will be upgraded where possible while preserving existing cultural and environmental features as applicable. Furthermore, the proposed bridge width alleviates the existing sight distance issues at Oak Tree Road's intersection with Harding Avenue.

The widened bridge will require right of way acquisition for properties within the widening boundaries. Additionally, driveways within the limits of the roadway work will be regraded to tie into the new edge of pavement. Utility relocations will be necessary to accommodate the widened bridge and roadway.

Sidewalk inconsistency will be addressed to provide continuous pedestrian travel and Americans with Disabilities Act (ADA) compliance will be achieved by upgrading curb ramp locations and crosswalk striping.

Additional goals of the project include implementing cost effective bridge replacement methods, minimizing impacts to environmentally sensitive areas and minimizing impacts to traffic and the local community during the construction phase. The proposed improvements are anticipated to provide for a safer and more efficient roadway.

### 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.

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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  
NJ Department of Transportation  
Bureau of Landscape Architecture and Environmental Solutions  
PO Box 600  
Trenton, NJ 08625  
Email: [JohnP.Mikusa@dot.nj.gov](mailto:JohnP.Mikusa@dot.nj.gov)

### ANTICIPATED CONSTRUCTION SCHEDULE

- Start Final Design: Fall 2022
- Construction: TBD

### For further information, please contact:

Meredith Hammond  
Office of Community Relations  
New Jersey Department of Transportation  
P.O. Box 600  
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