



Director of Public Works
PAUL L. McCALL
(908) 203-6018
Fax (908) 231-7170

County Engineer
MATTHEW D. LOPER

Assistant County Engineer
ADAM H. SLUTSKY

COUNTY OF SOMERSET DEPARTMENT OF PUBLIC WORKS

ENGINEERING DIVISION

County Administration Building
20 Grove Street
P.O. Box 3000
Somerville, New Jersey 08876-1262
www.co.somerset.nj.us

Engineering@co.somerset.nj.us
(908) 231-7024 • Fax (908) 231-7170



Facilities & Services Director
GREG THOMPSON

Director of Roads & Bridges
VINCENZO RUSSO

Director of Recycling
RAFAEL JIMENEZ

Transportation Director
JOHN ADAIR

Director of Vehicle Maintenance
MARSHA BURKE

Somerset Union Soil Conservation
District Manager
MATTHEW D'ALESSANDRO

Public Information Center – November 15, 2023

General Project Information Sheet

Replacement of County Bridge No. D1302 Pottersville Road (CR 512) over Peapack Brook Borough of Peapack & Gladstone, Somerset County

Existing Conditions – Pottersville Road Bridge D1302:

- Existing Structure: Span 1 (main span): simply supported adjacent prestressed concrete voided slab beams with composite reinforced concrete deck. Span 2 (obscured): concrete slab with steel beam reinforcement, below fill. Original construction date of the middle portion of Span 2 over the old mill raceway is unknown (pre-1927), reconstruction and widened in 1927, and Span 1 superstructure was replaced in 1977.
- Approach Roadway width: 33 ft
- Bridge Roadway width: Span 1 = 33' (curb to curb) with 5' sidewalk on both sides; and Span 2 = 33' (curb to curb) with 8' sidewalk on both sides
- Bridge out-to-out: Span 1 = 45.67' and Span 2 = 51.8'
- Span Lengths: Span 1 = 42 ft and Span 2 = 9.5 ft
- Overall condition: Cycle 20 Inspection Report, October 2021: Overall physical condition is rated poor due to superstructure. The deck condition rating is satisfactory due to longitudinal reflective cracks, failing patches at spall areas, and a few transverse cracks. The superstructure is in poor condition due to heavy laminar and granular corrosion with section loss on the steel beam bottom flanges of the pre 1927 section of Span 2. The substructure is in fair condition due to areas of severe scaling and loss of aggregate, wide cracks, honeycombing, active leakage and unsound concrete in both abutments of Span 1. The west abutment of Span 1 has a large spalled area with heavy abrasion for the full wall thickness. Span 2 masonry abutments exhibit missing pointing, missing stones, and an area of bulging masonry.
- Appraisal Classification: Structurally Deficient (SD)
- Fracture Critical: No
- Scour Critical: No
- Sufficiency Rating (SR) = 63.6
- Bridge Posted Weight Limit: None

- Mission Statement -

The County of Somerset is committed to excellence and innovation in public service, promoting the well-being of all residents and communities by providing effective, efficient and responsive leadership.

Somerset County Is An Equal Opportunity Employer

Proposed – Pottersville Road Bridge D1302:

The entire existing structure will be removed and replaced with a single span, multi-girder with composite reinforced concrete slab supported on cast-in-place concrete abutments on spread footings, with cast-in-place concrete wingwalls with stone veneer. Bridge roadway will have concrete sidewalks, powder-coated beam 4-bar steel bridge rail and cast-in-place concrete pylons, also with stone veneer. Architectural treatments will be similar to Main Street Bridge D1306 over Peapack Brook, located upstream of Pottersville Road Bridge.

- Bridge Span: 40.3 ft clear opening // 43.5 ft center-to-center bearings
- Bridge Width: 51.7 ft out-to-out
- Bridge Roadway: 33 ft curb-to-curb (two 11' lanes, with 5.5' shoulders)
- Sidewalks: 7.75 ft sidewalk on both sides of bridge
- Total Length of Project: 300 ft (bridge and approach roadway reconstruction)

Roadway Traffic Data:

- Functional Classification for Pottersville Road (CR 512): Urban Minor Collector / Non-NHS Route
- Average Daily Traffic (ADT) counts taken in July & August 2019: 2,648 vehicles per day
- Posted Speed Limit: 35 MPH (for design, Posted Speed Limit + 5 MPH)
- Roadway Weight Limit posted: none

Maintenance & Protection of Traffic (Detour Plan):

- Detour Plan signed off by Borough on October 23, 2023. A Highway Occupancy Permit (HOP) application will be submitted to NJDOT for the proposed detour signs along US Route 206.
- Posted Detour Route: US Route 206, Holland Avenue (CR661), Main Street (CR 512)
- Full closure of the Pottersville Road / River View Avenue intersection, for the duration of the project.

Environmental Permitting:

- ✓ NJDEP Flood Hazard Area (FHA) Individual Permit; approved February 16, 2023, expires February 15, 2028.
- ✓ NJDEP Freshwater Wetlands (FWW) GP10A Very Minor Road Crossings, GP11 Outfalls/Intake Structures and Water Quality Certificate; approved November 3, 2023, expires November 2, 2028.
- ✓ Somerset-Union Soil Conservation District SE&SC Plan Certification; pending

The permits obtained for this project present the following construction restrictions:

- Stream/Riparian Zone Restriction: In order to protect trout production resources within the watercourse, no construction, excavation, filling, or grading is permitted within the watercourse onsite between September 15 through March 15. County also acquired 0.041 riparian mitigation credits (Resolution R23-608, March 28, 2023)

Utilities:

- Relocation of existing 12" gas main onto new structure (interior utility bay), south side of bridge.
- Relocation of existing 6" water main onto new structure (interior utility bay), north side of bridge.
- Relocation of two (2) utility poles along the south side of bridge.
- Relocation of existing fire hydrant at southwest quadrant of bridge

ROW and Property Acquisitions:

- Bridge Easements (BE): 3 easements total, at southwest, northeast, northwest quadrants of bridge.
- Temporary Construction Easements (TCE): 2 easements total, at northeast, northwest quadrants of bridge.

Engineer's Estimate and Construction Funding:

- \$2,500,000
- NJDOT Local Bridges Future Needs grant (FY2021) and County Capital funding

Bid and Construction Schedule:

- Bidding anticipated for March 2024. Deadline to award construction contract is April 30, 2024
- Construction is anticipated to begin in March 2025. Ample time provided for procurement and fabrication.
- Duration of construction requiring full time road closures is 6 months.

last revised: 11-15-2023 10AM