



COUNTY OF MORRIS

Local Concept Development Study for Martin Luther King Avenue Bridge over the Whippany River Town of Morristown, New Jersey



COMMUNITY STAKEHOLDER MEETING NO. 2 MEETING REPORT

DATE: Wednesday June 19, 2019
 TIME: 2:00 p.m. - 4:00 p.m.
 LOCATION: Morristown Neighborhood House
 12 Flagler Street, Morristown, NJ

ATTENDEES:

First Name	Last Name	Representing
Attendees		
Phil	Abramson	Morristown Town Planner, Topology NJ
Beverly	Alston	Calvary Baptist Church
Jillian C.	Barrick	Morristown Town Administrator
Chris	Colley	Topology NJ
Gordon	Dahl	Market Street Mission
John	Glass	Morristown Auto Body
George	Kelley	Resident
Margaret	Kelley	Resident
Mitch	Perry	Morristown Neighborhood House
Cynthia	Stallings	Calvary Baptist Church
Project Team		
Val	Aylesworth	M.A. Culbertson, LLC
Martine	Culbertson	M.A. Culbertson, LLC
Thomas	DiBiase, PE	Michael Baker International
Danielle	Ferland	Morris County Project Manager
Sarbjit	Kahlon	NJTPA
Roslyn	Khurdan, PE	Asst. County Engineer
Joseph	Romano, PE	Michael Baker International
Marty	Wade, PE	Michael Baker International

PURPOSE OF MEETING

The purpose of this meeting is to review the project status, present the Purpose and Need Statement, discuss conceptual alternatives for proposed improvements to the Morris County Martin Luther King Avenue Bridge over the Whippany River and obtain community input on the benefits and impacts associated with each option.

MEETING SUMMARY

1. Project Overview & Background

Martine Culbertson, Community Involvement Facilitator, welcomed everyone on behalf of the North Jersey Transportation Planning Authority (NJTPA) and the County of Morris. After introductions from the Project Team and Attendees, Martine Culbertson reviewed the Agenda and Project Portfolio handouts.

- (a) The County recognizes the importance of the MLK Avenue Bridge for vehicles, pedestrians and cyclists and is looking for a solution to benefit the Town of Morristown and County. Once an alternative is decided, then Morris County would lead the project using Federal funding with oversight from FHWA, NJTPA and NJDOT.





COUNTY OF MORRIS

Local Concept Development Study for Martin Luther King Avenue Bridge over the Whippany River Town of Morristown, New Jersey



- (b) Comments received from community stakeholders and the general public at the prior outreach meetings have contributed to developing the conceptual alternatives that will be discussed at this meeting. The County welcomes input from the community in determining what bridge improvements are needed and supported by Morristown, the community and general public.

2. Project Status

Marty Wade, Baker International Project Manager, via power point presentation slides, provided the project status and schedule as listed also on the Project Information handout distributed to attendees.

- (a) Currently, the project is on schedule. The Purpose and Need Statement has been approved and is included in the handouts and posted on the project web site.
- (b) The Concept Development Flow Chart shows the steps to be completed for the Concept Development Phase. The project team has completed the Purpose and Need Statement, and developed conceptual alternatives.
- (c) A comparison of alternatives matrix has also been developed with criteria to compare each of the conceptual alternatives to determine which best meets the project purpose and need with minimizing impacts and maximizing benefits. Over the coming months the engineering and environmental data for each alternative will be entered into the matrix to analyze the options and recommend a preliminary preferred alternative (PPA) to move forward to the design phase.

3. Purpose and Need Statement

Marty Wade presented information on the Purpose and Need Statement as described on the handout. It is based upon the input received from the community at the prior Community Stakeholders Meeting No. 1 and Public Meeting No. 1 and has been reviewed by the agencies. It is from these goals and objectives that the conceptual alternatives were developed.

4. Conceptual Alternatives Overview

Marty Wade provided an overview of each of the Conceptual Alternatives as shown in the power point presentation slides and detailed in the Draft Written Description of Alternatives Handout distributed to attendees. Each conceptual alternative is also listed on the blank comparison of alternatives matrix copy provided at each table for viewing.

- (a) Conceptual drawings and profiles of the bridge alternatives were on display boards during the presentation and for viewing by attendees. Each table also had a set of plans for viewing and during the group discussion.
- (b) Marty explained for each of the bridge alternatives, the existing bridge cross-section and what the future proposed cross-section would be such as the width of the two sidewalks, and shoulders. Each of the conceptual alternative proposed plans distributed at the meeting includes an illustration of the proposed cross section associated with that concept.
- (c) Joe Romano, Baker Project Manager, provided an overview of the current MLK Avenue bridge structure and variation of spans possible. The type of bridge details can be further explained during the group discussions at each break-out group discussion table.





COUNTY OF MORRIS

Local Concept Development Study for Martin Luther King Avenue Bridge over the Whippany River Town of Morristown, New Jersey



5. Group Discussion on Alternatives – Pros & Cons

Attendees gathered around three table groups to review each of the conceptual alternatives in detail and discuss the benefits and impacts to each alternative. A Preference Survey (yellow handout) was distributed to attendees to provide comments on each of the alternatives and a Questionnaire (pink handout) to provide input on the cross section of the bridge and any approach roadway intersection comments.

- (a) After the group discussions, a presenter from each table provided a brief summary of the discussions from their table to share with all attendees. The notes taken during each table group discussion and the comments noted on newsprint are provided below.
- (b) Both completed handouts by attendees were collected at the end of the meeting. A Preference Survey Summary Report and a Questionnaire Summary Report are attached at the end of this meeting report, respectively.

Input / Comments from Table Group Discussion

Table 1 – Marty Wade, Tom DiBiase

Q: Will there be impact to Coal Avenue parking during construction?

A: *The church to the east – parking at Coal lot will not be impacted. Vehicles to church will have easier access as Coal Ave will be two-way.*

Q: Will there be truck restrictions?

A: *No, there will be no load restrictions with a bridge rehabilitation or replacement*

Q: How long will construction take?

A: *Assume 12-18 months*

Q: Will the bridge require in-water work?

A: *Yes. Bridge replacement would require in-water work for demolition.*

- Prefer alternative 5 for snow removal and for traffic flow more open bridge structure, catches less debris
- Flow of water/less catch of debris for option A or B as opposed to option C (3-barrel arch)
- Prefer option B
- Prefer alternative 5 or 6 to provide best traffic flow
- Keep widest sidewalk as option - is preference
- Alternatives 5, 4, 6 – expressed interest for option B (faux arch)

Table 2 – Joe Romano, Danielle Ferland

Q: How long will construction take and will a different alternative?

A: *Estimate at least 5 years from construction, approximately half done with current phase and Construction an estimated 2 years (to be determined by design).*

Q: Is one lane detour possible?

A: *Not really (temporary bridge would be elevated that conflicts with grade at intersections and aerial utilities) – transition vehicles back to two lanes is also issue.*





COUNTY OF MORRIS

Local Concept Development Study for Martin Luther King Avenue Bridge over the Whippany River Town of Morristown, New Jersey



- Pedestrian traffic may be accommodated on bridge.
- 200+ families to consider (*residential complexes – some are housing authority*)
- Open arch preferred (single span) – less flooding and debris doesn't get caught, with 3-arch there can be damming (less water flow)
- Lots of stroller population – prefer wider sidewalk
- Municipality expressed preference for 4' shoulder & 6' sidewalk
- Patriots Path is only on one side of the river
- Concern that bridge may displace residents – there are no right-of-way (ROW) property takings
- Get more information to the community – Morristown will post/link/provide more information via their website and links

6. Closing Comments – Action Items

Martine Culbertson reminded attendees of the project website for viewing information on the bridge study. The website includes project information such as the handouts, project information sheet, meeting announcements and reports, photos, contact information, and opportunity to submit comments and questions. Please visit: www.mlkbridge.com

In summary, following feedback comments by noted by attendees:

Feedback

- The storm Irene cause Whippany River to flood with debris catching under the bridge
- Design bridge as open as possible over the river with less arches are piers in the river to block water flow
- How are we doing? We're good – confirmed by two others
- Thumbs up
- Making progress
- Appreciate inviting community for input
- What will it look like? County to provide images in 2-3 years.

7. Next Steps - Closing Comments

Sarbjit Khalon, NJTPA Project Manager, thanked attendees for their comments. The next steps will be for the project team (1) to fill in the information needed to complete the Comparison of Alternatives Matrix; (2) to coordinate with the agencies to review the matrix; (3) and to meet with local officials from Morristown to present the matrix information and discuss a preliminary preferred alternative (PPA) to recommend. Then (4) a Public Information Center (PIC) meeting will be scheduled to present the comparison of alternatives matrix information and the recommended PPA for public comment.

The PIC meeting is anticipated in early Fall 2019. A public meeting notice mailing and legal posting will be done to notify the general public. There will be a 30-day comment period after the public meeting after which, resolutions of support for the PPA will be asked of Morristown and Morris County Freeholders to be included with the final documentation to be presented to the





COUNTY OF MORRIS

Local Concept Development Study for Martin Luther King Avenue Bridge over the Whippany River Town of Morristown, New Jersey



cooperating agencies for consensus on the PPA to move forward to the next phase of local preliminary engineering.

In closing, if anyone would like to view the conceptual alternative plans, an appointment can be made Morris County or copies will be at the Morristown municipal building. Any questions, please contact Danielle Ferland, Morris County Project Manager or you may submit comments and questions via the project web site (www.mlkbridge.com).

A meeting summary will be provided and posted to the web site with other project information. Meeting adjourned at 4:00 p.m.

KEY ACTION ITEMS

1. Project Team will study the input provided at the meeting and enter data in the Comparison of Alternatives Matrix regarding the bridge, roadway, traffic analysis, environmental and cultural resources in coordination with Morris County and the Town of Morristown.
2. Attendees to review Community Stakeholders List, Draft Written Description of Alternatives and other Handouts; provide any comments and updated contact information; and attend Public Information Center (PIC) meeting in early Fall 2019.
3. Martine Culbertson will provide meeting summary, update Community Stakeholders List, notify community stakeholders and the general public in scheduling the PIC Meeting in early Fall 2019.

NEXT MEETING

Public Information Center No. 2

Date: Wednesday, September 18, 2019

Time: 4:00 p.m. - 5:00 p.m.

Place: Patriots Path at Martin Luther King Avenue across from Cole Avenue Public Parking Lot (*alternate location in case of rain: Calvary Baptist Church*)

Time: 5:00 p.m. - 7:00 p.m.

Place: Mahalia Jackson Fellowship Hall, Calvary Baptist Church
10 Martin Luther King Avenue, Morristown, NJ

We believe the foregoing to be an accurate summary of discussions and related decisions. We would appreciate notification of exceptions or corrections to the minutes within three (3) working days of receipt. Without notification, these minutes will be considered to be record of fact.

Martin Luther King Avenue Bridge Study Project Team





COUNTY OF MORRIS
Local Concept Development Study for
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Town of Morristown, New Jersey



Community Stakeholders Meeting No. 2
Wednesday, June 19, 2019

Neighborhood House, Community Room, 12 Flagler Street, Morristown, NJ
2:00 p.m. – 4:00 p.m.

AGENDA

The purpose of this meeting is to review the project status, present the Purpose and Need Statement, discuss conceptual alternatives for proposed improvements to the Martin Luther King Avenue Bridge over the Whippany River and obtain community input on the benefits and impacts associated with each option.

- I. *WELCOME AND INTRODUCTION*
 - Project Overview & Status
 - Community Stakeholders Update

- II. *MORRIS COUNTY MARTIN LUTHER KING AVENUE BRIDGE OVER WHIPPANY RIVER*
 - Purpose and Need Statement
 - Conceptual Alternatives Overview

- III. *DISCUSSION*
 - Group Discussion on Alternatives - Pros & Cons
 - Group Discussion on Alternatives – Improvements
 - Group Results - Key Points

- IV. *NEXT STEPS*
 - Community Feedback
 - Action Items – Local Officials Meeting & Public Information Center Meeting
 - Closing Comments





COUNTY OF MORRIS
Local Concept Development Study for
Martin Luther King Avenue Bridge over the Whippany River
Town of Morristown, New Jersey



PREFERENCE SURVEY SUMMARY REPORT
Community Stakeholders Meeting No. 2

Total Meeting Attendance: 10 Total Preference Surveys Received: 6

OPTION	PREFERENCE	COMMENTS
1: NO BUILD Maintain bridge in current state of repair and on-going maintenance	0 Support 0 Maybe 5 Don't Support	<ul style="list-style-type: none"> • Bridge build early 1900's under constant repair • Delaying the inevitable • If it needs to be replaced then this is not an option
2: REHABILITATION OF BRIDGE Full superstructure and limited substructure rehabilitation	0 Support 1 Maybe 4 Don't Support	<ul style="list-style-type: none"> • Delaying the inevitable • If it needs to be replaced then this is not an option
3: REPLACEMENT WITH 6' SIDEWALKS Single span using prestressed concrete beams	1 Support 2 Maybe 1 Don't Support	<ul style="list-style-type: none"> • 1st choice
4: REPLACEMENT WITH 6' and 8' SIDEWALKS Single span using prestressed concrete beams	1 Support 2 Maybe 0 Don't Support	<ul style="list-style-type: none"> • Alternate to 1st choice • Pedestrian mobility • Wider sidewalks may be a future need for volume of people
5: REPLACEMENT WITH 5' SIDEWALKS Single span using prestressed concrete beams	2 Support 2 Maybe 0 Don't Support	<ul style="list-style-type: none"> • Alternate to 1st choice • Feel this would be the best option
6: REPLACEMENT WITH 5' SIDEWALKS & CURB EXTENSIONS Single span using prestressed concrete beams	3 Support 0 Maybe 2 Don't Support	<ul style="list-style-type: none"> • Gets too narrow for traffic; snow plowing becomes a problem and narrows road more; do not see the better safety or need to help pedestrians • Think this keeps within the current sidewalk structures on either side while adding additional space for snow plowing • Time factor – quick expedient construction is a priority • Too restrictive for traffic

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COUNTY OF MORRIS
Local Concept Development Study for
Martin Luther King Avenue Bridge over the Whippany River
Town of Morristown, New Jersey



For Alternatives 3, 4, 5 and 6, which, if any, of the following options do you prefer? Please explain on back of page.

- 2 Option A - Prestressed Concrete Beams for a single-span
- 3 Option B - Prestressed Concrete Beams for a single-span that utilizes a faux arch
- 1 Option C - Concrete culvert for a three-barrel arch
- 0 No preference

Comments on Options A, B, and C:

- Maximize clearance for water flow
- Three-barrel arch may restrict water and objects flowing under the bridge





COUNTY OF MORRIS
Local Concept Development Study for
Martin Luther King Avenue Bridge over the Whippany River
Town of Morristown, New Jersey



QUESTIONNAIRE SUMMARY REPORT
Community Stakeholders Meeting No. 2

Total Meeting Attendance: 10 Total Questionnaires Received: 6

1. Which bridge cross-section do you favor?

- 2 6' sidewalk / 8' shoulder / two 12' travel lanes / 8' shoulder / 6' sidewalk
- 0 6' sidewalk (north side) / 3' shoulder / two 12' travel lanes / 3' shoulder / 8' sidewalk (south side)
- 2 5' sidewalk / 5' shoulder / two 12' travel lanes / 5' shoulder / 5' sidewalk
- 2 5' sidewalk / 5' shoulder / two 12' travel lanes / 5' shoulder / 5' sidewalk with curb extensions
- 0 Current cross-section:
5.5' sidewalk (north side) / 6' shoulder / 12' lane / 11' lane / 2' shoulder / 6.5' sidewalk (south side)

Why do you favor this cross-section?

6' sidewalk comments:

- Best balance of pedestrian/vehicular
- Wider vehicle travel lanes and wide sidewalks the better for traffic, pedestrian flow. Having good width for increase of bike traffic and cars to share road safely.

5' sidewalk comments:

- Wider vehicle travel lanes and wide sidewalks the better for traffic, pedestrian flow. Having good width for increase of bike traffic and cars to share road safely.

5' sidewalk with curb extensions comments:

- It is most consistent with current sidewalk widths. It will also add more space for plowing.

No selection made:

- Prefer alternatives that offer widest sidewalk area – a lot of pedestrians in the area.

2. Do you have comments or information regarding mobility and access (pedestrians, bicyclists) during construction?

- Maintaining pedestrian access critical.
- Bicyclists may increase over the next several years that will need to share the road with cars.
- No

3. Regarding traffic changes or detours, what should the project team be aware of if there are temporary closures of the Martin Luther King Avenue Bridge? Any comments about possible detour routes in this area?

- Making Coal Ave 2-way best option.
- Extremely important to keep traffic flowing through the area because of the constant increase of traffic and emergency vehicles using MLK.
- As long as traffic is routed through Coal Avenue you should be fine.

Continued on other side





COUNTY OF MORRIS
Local Concept Development Study for
Martin Luther King Avenue Bridge over the Whippany River
Town of Morristown, New Jersey



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4. Do you have comments or information regarding access to or use of the Whippany River during construction?
- Make sure space has maximum clearance for flooding issues.
 - No comment. Presently I do not believe anyone accessing the water from the bridge.
 - No
5. Other comments?
- Do not shrink the traffic flow with cross curb extensions. It causes more problems then safety issues.
 - Do best to meet deadlines. If start to finish of construction is 18 months – stick to 18 months without further inconveniencing community. Appreciate involving the community and sharing the information.

