

LOCAL OFFICIALS BRIEFING

Prince Rodgers Ave, Bridges over Rt 287

Township of Bridgewater,
Somerset County, NJ

Structures 1813-161 and 1813-162
MP 16.92 along Rt 287



AGENDA

- Welcome/Introductions
- Project Background
- Existing Conditions
- Proposed Construction
- Detours
- Next Steps
- Open Discussion/Questions



PROJECT TEAM

NJDOT PM:

Pruthvi Patel

NJDOT APM:

Jae-Yoon Jin

NJDOT Project Coordinator/
Lead Designer:

Rongdu Lu

NJDOT Structural Engineers:

Andrew Branin &
Michael Wilcox



PROJECT LOCATION MAP



PROJECT GOAL

Replace the Deck to improve the structurally deficient condition and ensure long term safety for all users.

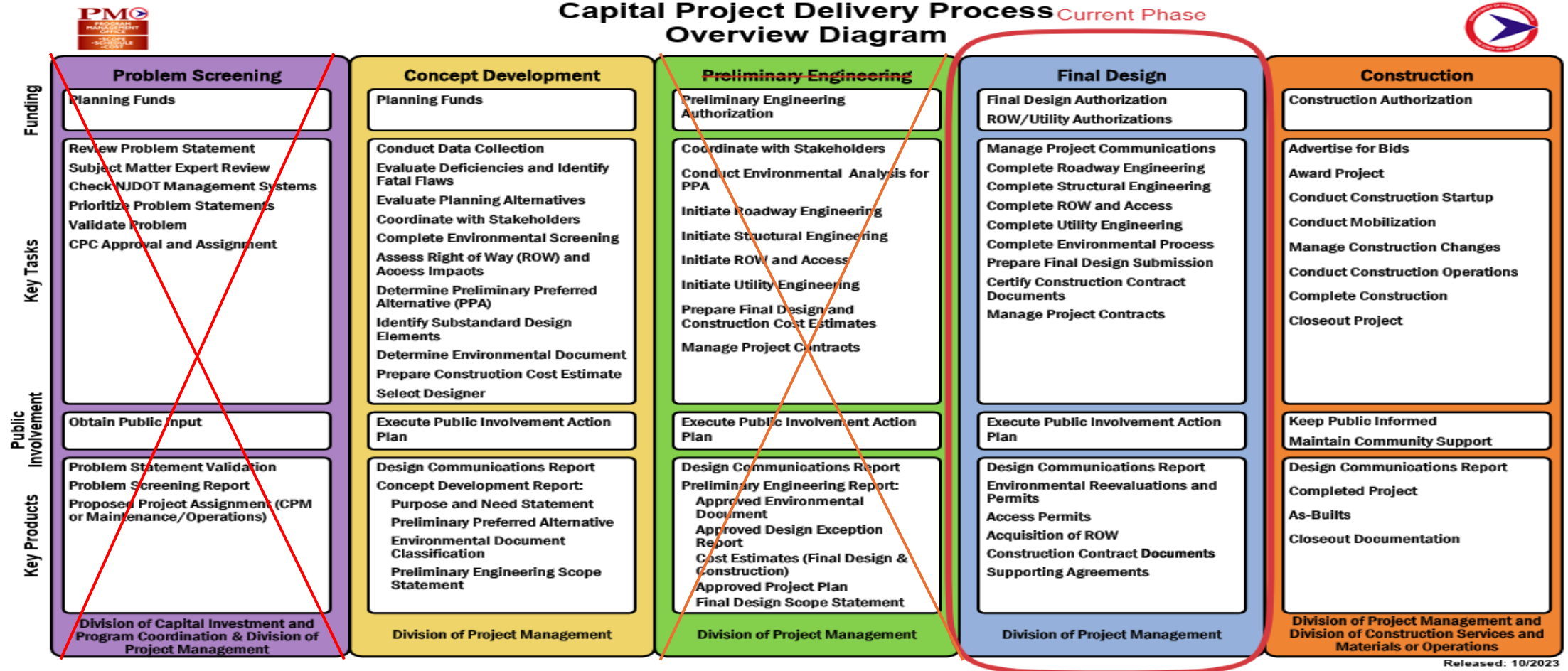
Repair Superstructure and Substructure to address existing deterioration and extend the service life of the bridge.

Relocation of bridge mounted Sign Structure

Minimize impacts to Social, Economic and Environmental resource

PROJECT STATUS

New Jersey Department of Transportation Capital Project Delivery Process Current Phase Overview Diagram



PAST MEETINGS

- Concept Development – Local Official Meeting January 2018
 - Township suggested closing both bridges entirely during construction and implementing a full detour.
 - Township recommended Garretson Road/Woodlawn Ave for the detour.
- Final Design – Local Official Meeting April 2025
 - Detour and Staging plans were presented.
 - Township recommended In-Person PIC.

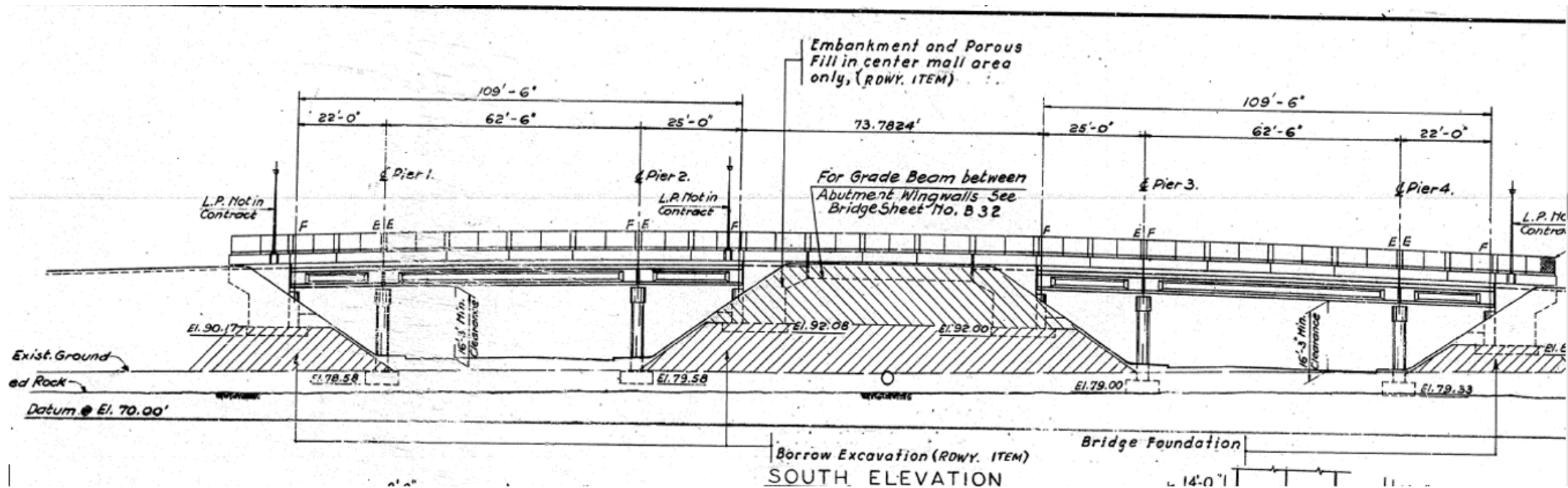
EXISTING CONDITIONS

- Structure No 1813-161 and 1813-162.
- 15' lanes – one in each direction.
- 6' sidewalk on both sides.



- Out-to-out width of the bridges are 44'-6", with a curb-to-curb width of 30'.
- A curved-top chain link fence is mounted on top of concrete bridge parapets.

EXISTING CONDITIONS



- Bridges were built in 1963.
- The overall length of each bridge is 115'.
- They are separated by the I-287 median, a distance of 68'.

PROPOSED CONSTRUCTION

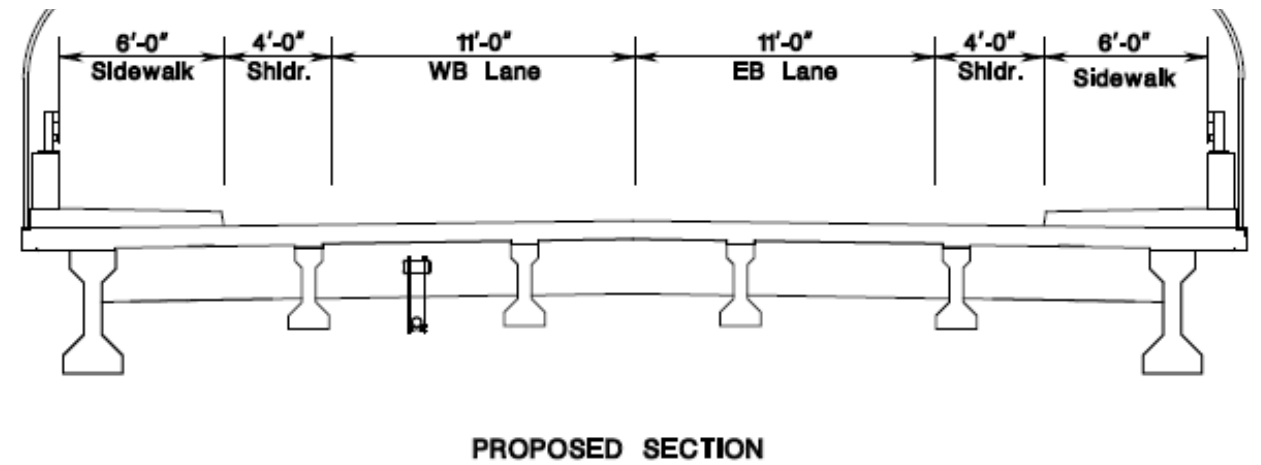
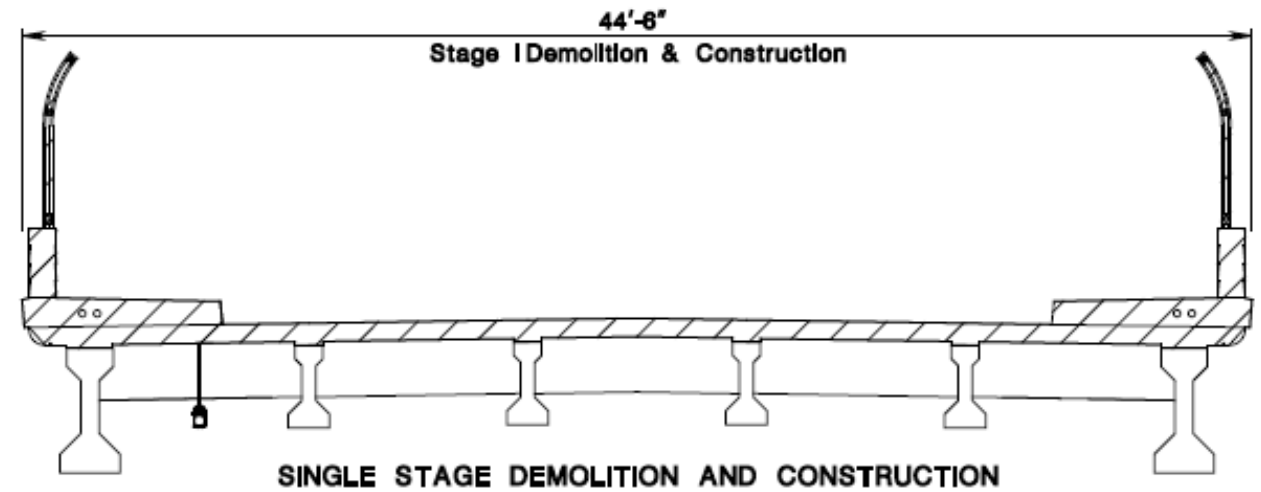
- Deck Replacements for both structures.
- Super-Structure and Sub-Structure repairs.
- Raising Profile by 2” along the structures.
- Removal of old exit sign attached to Structure 1813-161.
- Adding Two Overhead Sign Structures along Rt 287 NB.
- Adding Guide Rail along Rt 287.



PREFERRED STAGING

ONE STAGE CONSTRUCTION

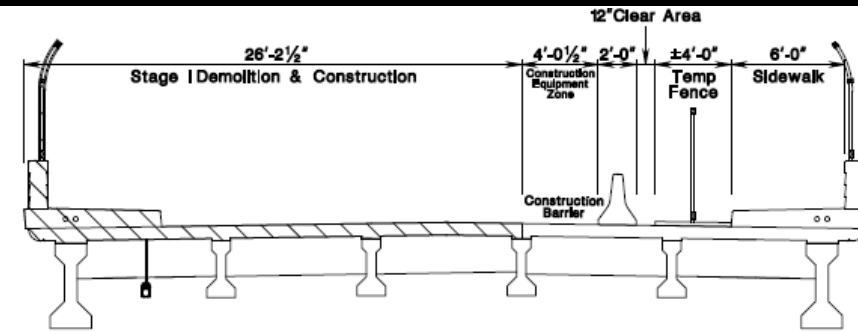
- Construction method: Cast-in-Place.
- Vehicular and Pedestrian Detour during construction.
- Anticipated Construction time - 13 months.



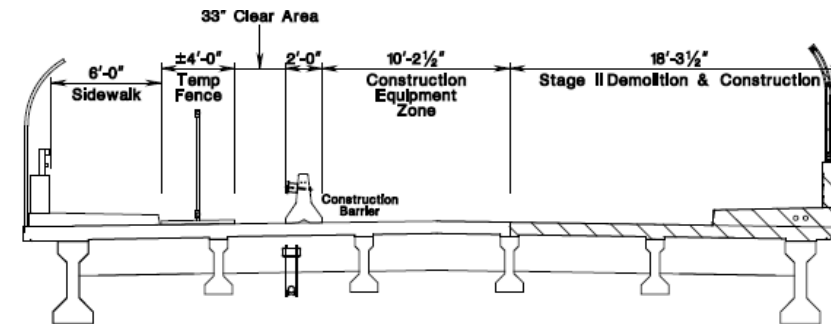
ALTERNATE STAGING

TWO STAGE CONSTRUCTION

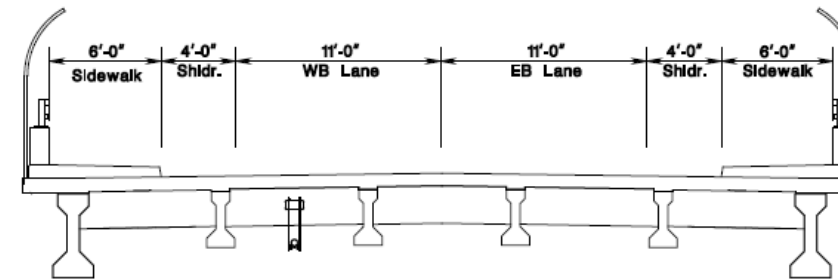
- Construction method: Cast-in-Place.
- Vehicular Detour during construction.
- No Pedestrian Detour during construction.
- Anticipated Construction time – 18 months.



STAGE I DEMOLITION AND CONSTRUCTION



STAGE II DEMOLITION AND CONSTRUCTION



PROPOSED SECTION



UTILITY

- Existing Electrical Pole will be relocated to be placed behind the Guide Rail.
- Existing PSE&G Live Gas Main will be relocated.
- Additional utility within the project limits:
 - Township of Bridgewater Sewer Utility.

EXISTING ELECTRICAL POLE



**ELECTRICAL POLE TO BE RELOCATED
BEHIND BEAM GUIDE RAIL**

VIEW OF NORTH-EAST APPROACH OF THE PRINCE RODGERS BRIDGE

EXISTING GAS MAIN



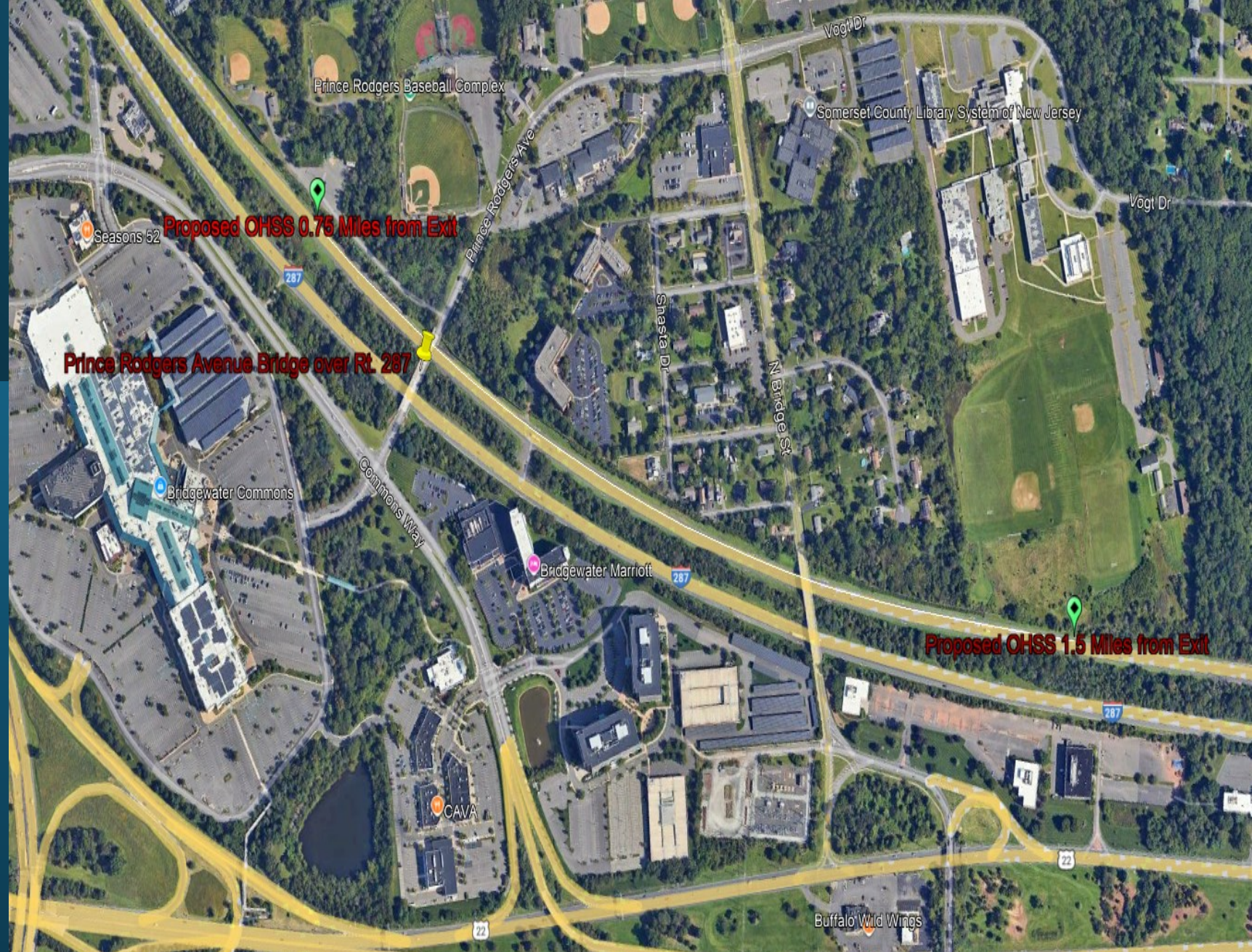
PSE&G GAS MAIN WILL BE RELOCATED.

GAS MAIN SUPPORTED BY STEEL HANGERS SET INTO DECK IN THE WEST FASCIA BAY

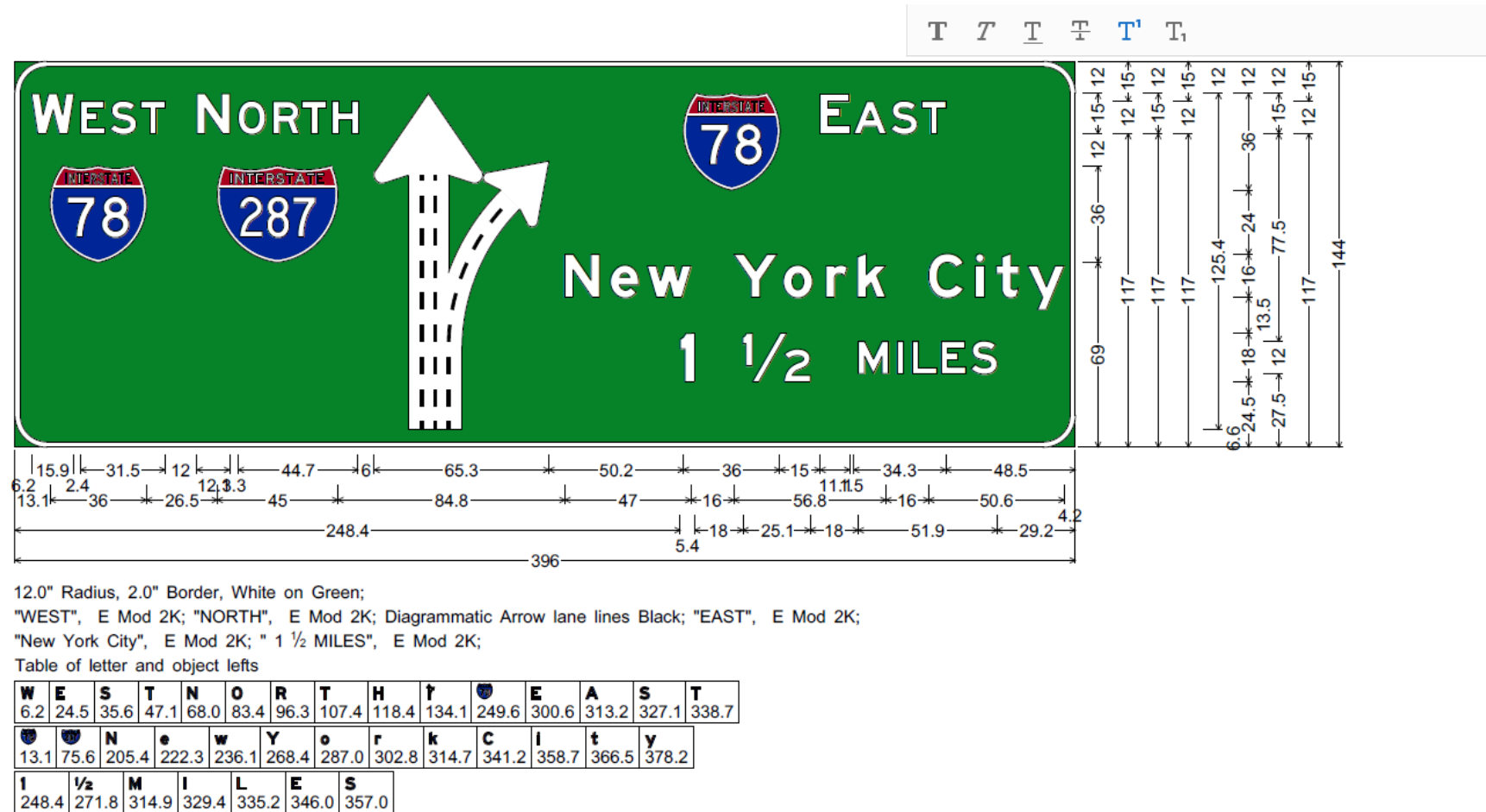
EXISTING SIGN
ATTACHED TO
STRUCTURE
1813-161



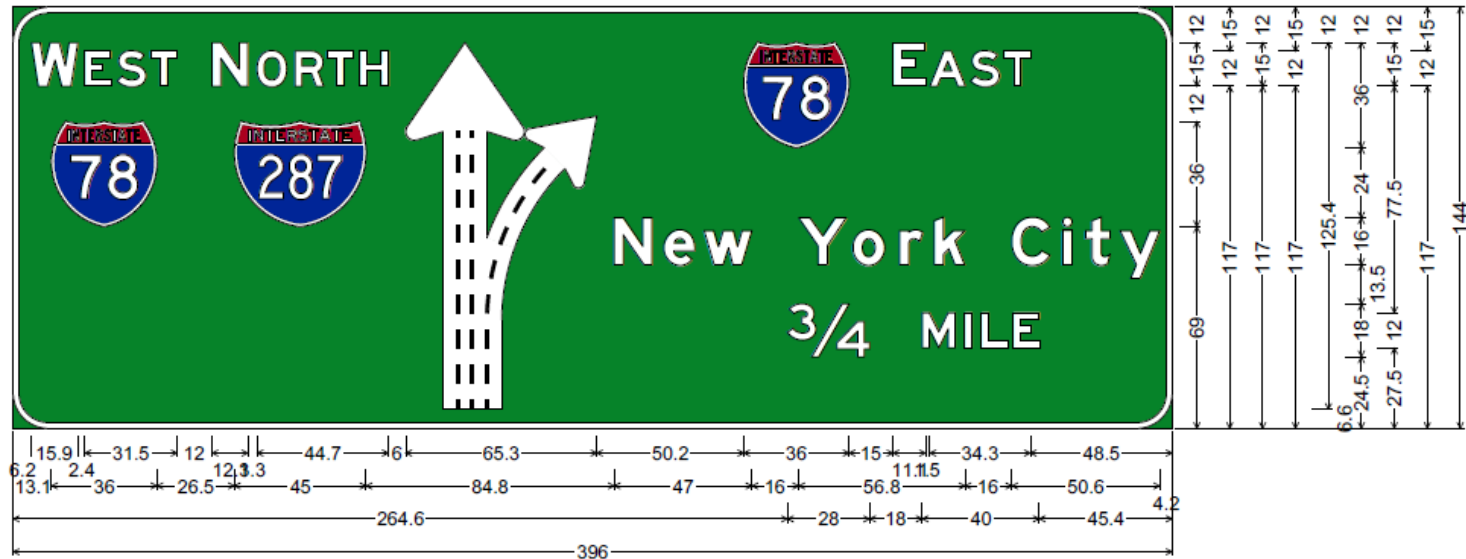
APPROXIMATE LOCATION OF OHSS



**PROPOSED OVERHEAD SIGN STRUCTURE LOCATIONS
0.75 MILES AND 1.5 MILES FROM RT. 78 EAST EXIT ALONG RT 287 NB**



OHSS AT 1.5 MILES FROM RT. 78 EAST EXIT



12.0" Radius, 2.0" Border, White on Green;
 "WEST", E Mod 2K; "NORTH", E Mod 2K; Diagrammatic Arrow lane lines Black; "EAST", E Mod 2K;
 "New York City", E Mod 2K; " 3/4 MILE", E Mod 2K;
 Table of letter and object lefts

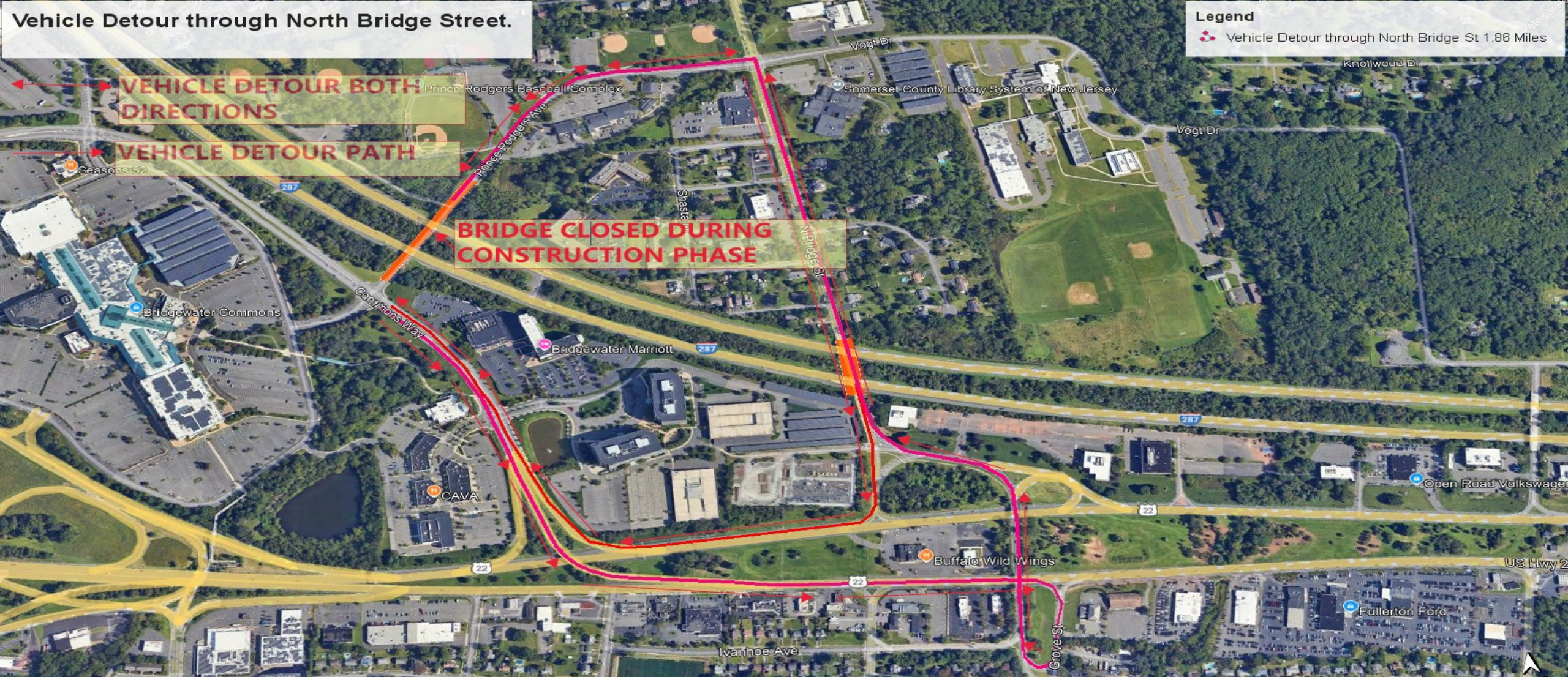
W	E	S	T	N	O	R	T	H	T	H	I	78	E	A	S	T
6.2	24.5	35.6	47.1	68.0	83.4	96.3	107.4	118.4	134.1	249.6	300.6	313.2	327.1	338.7		
13.1	75.6	205.4	222.3	236.1	268.4	287.0	302.8	314.7	341.2	358.7	366.5	378.2				
3/4	M	I	L	E												
264.6	310.6	325.1	330.9	341.7												

OHSS AT 0.75 MILES FROM RT. 78 EAST EXIT

DETOURS

- Vehicular traffic will be detoured through North Bridge Street and through Woodlawn Avenue.
- AADT 5,726 vpd
- Projected 2040 AADT 7,036 vpd
- Pedestrian traffic can be detoured via North bridge Street.
- With preferred one stage construction the anticipated Vehicular and Pedestrian Detour :13 months
- With alternate two stage construction (No Pedestrian Detours), the anticipated Vehicular detour:18 months


Vehicle Detour through North Bridge Street.



VEHICLE DETOUR THROUGH NORTH BRIDGE STREET

Vehicle Detour through Woodlawn Avenue

Legend

 Vehicle Detour through Woodlawn Avenue- 2.50 miles

VEHICLE DETOUR PATH -MOVEMENT BOTH DIRECTIONS

BRIDGE CLOSED FOR THROUGH TRAFFIC DURING CONSTRUCTION PHASE

VEHICLE DETOUR THROUGH WOODLAWN AVENUE



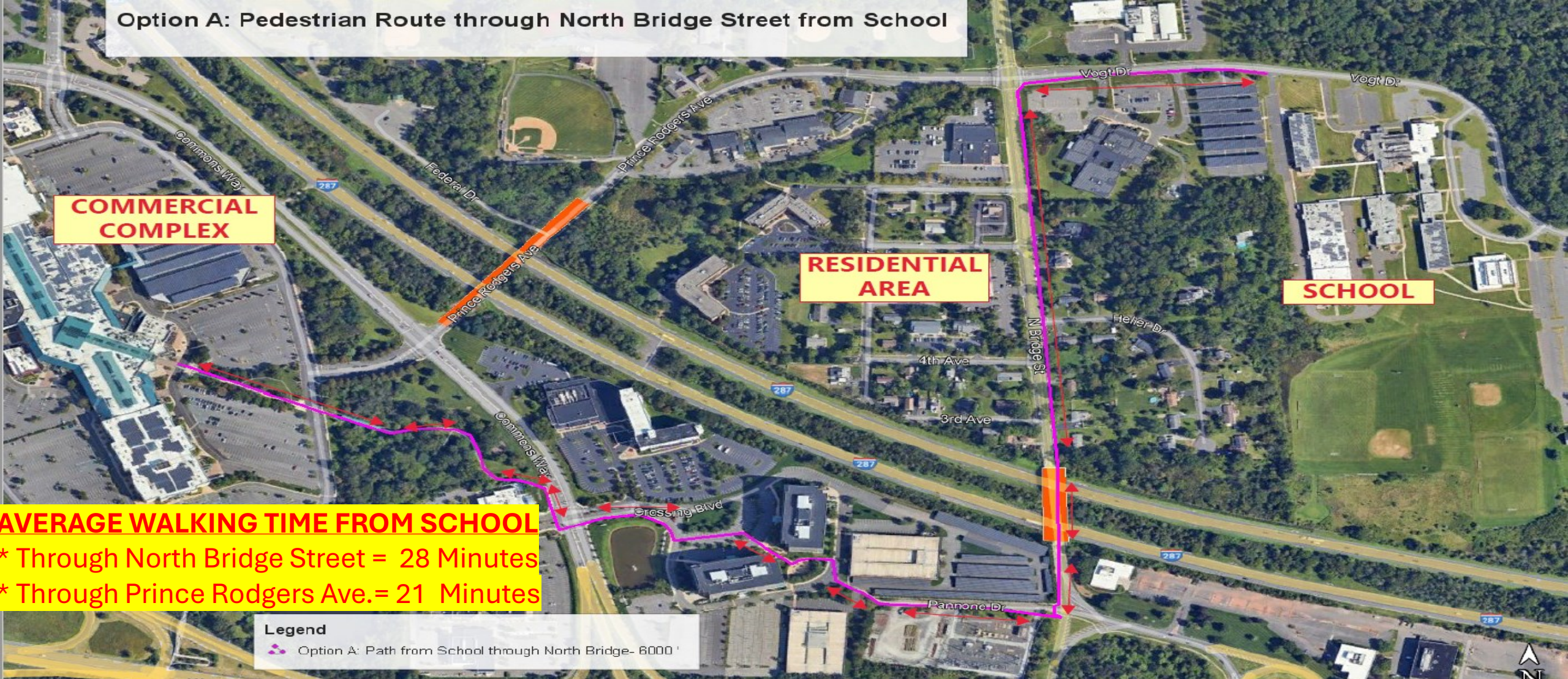
Woodlawn Ave.
Vehicles Detour

N Bridge St.
Vehicles Detour

N Bridge St. to
Commons Way
Vehicles Detour

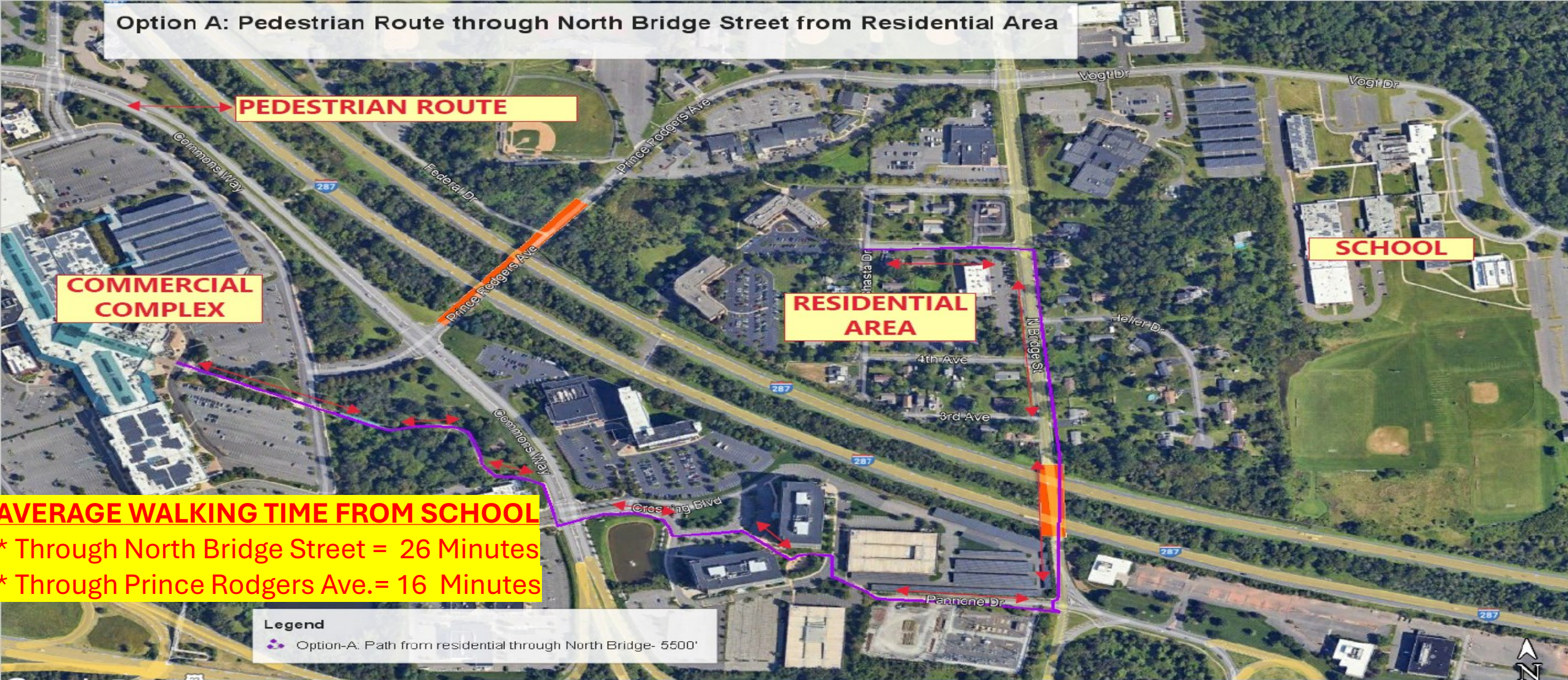
Traffic Signal #	Location	Owned By
1	Woodlawn Ave. & N Bridge St.	Somerset County
2	Garreston Rd. & Commons Way	Bridgewater Township
3	Somerset Corporate Blvd. & Commons Way	NJDOT
4	Commons Way & Route 22 Ramp	NJDOT
5	Fifth Ave. & Commons Way	Bridgewater Township
6	Prince Rodgers Ave. & Commons Way	Bridgewater Township
7	Crossing Blvd & Commons Way	Bridgewater Township
8	Prince Rodgers Ave. & North Bridge St.	Somerset County

Option A: Pedestrian Route through North Bridge Street from School



PEDESTRIAN DETOUR THROUGH NORTH BRIDGE STREET

Option A: Pedestrian Route through North Bridge Street from Residential Area



PEDESTRIAN DETOUR THROUGH NORTH BRIDGE STREET

PEDESTRAIN DETOUR BENEFITS

- **Safety:**

Pedestrians and bicyclists would be kept further away from the work zone, further reducing the chances of accidents or interference.

- **Long-Term Performance:**

Fewer construction joints exposed to weather, road salt, etc. may improve the long-term performance of the new bridge components.

- **Control of Work:**

Single stage construction would simplify inspection requirements during construction and would result in fewer traffic disruptions resulting from staged construction

PROJECT SCHEDULE

- Utility Coordination Underway
- Final Design Coordination under way
- Anticipated Construction Award – Winter 2026-27
- Anticipated Vehicular and Pedestrian Detour : *13 months*
- Anticipated Vehicular detour with Alternate Staging (No Pedestrian Detour) : *18 months*



NEXT STEPS

- Final Plans will be sent to the NJDOT SMEs and Local Officials for review – Early Fall 2026.
- Project Support Letter for Detour Plans will be needed from Bridgewater Township.
- Meeting Minutes will be circulated.
- In-Person Pre-CON PIC (Public Information Center) will be scheduled.





QUESTIONS?

CONTACT US:

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