Hackettstown Weight Restriction Elimination Project

Public Information Center February 26, 2020



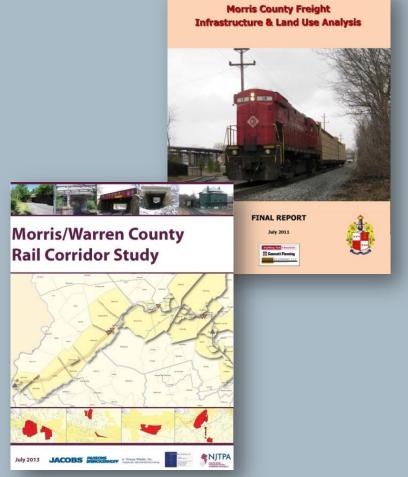


Jakub Rowinski, NJTPA Project Manager

Scott Parker, Jacobs Engineering Project Manager

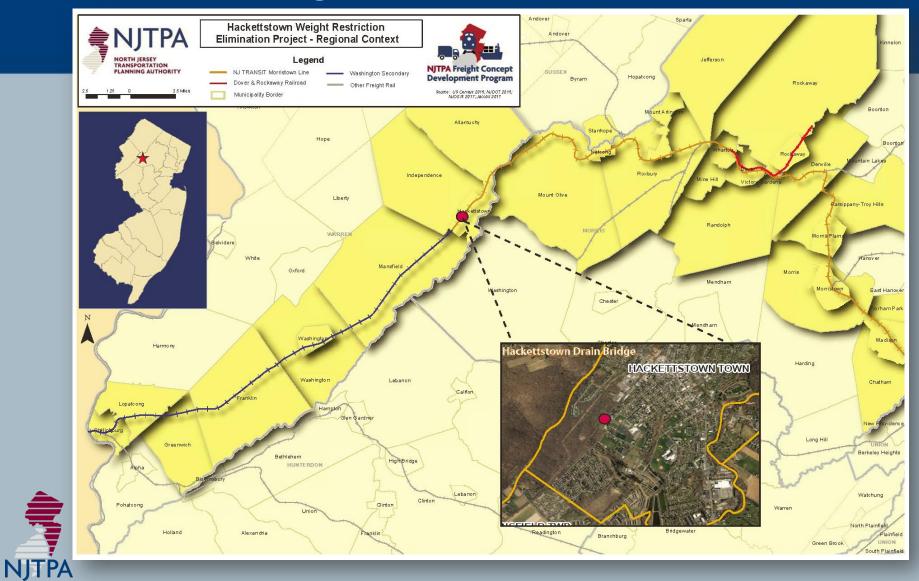
Project Background

- Need Identified in:
 - Morris County Freight Infrastructure and Land Use Study (2011)
 - NJTPA Morris / Warren County Rail Corridor Study (2013)

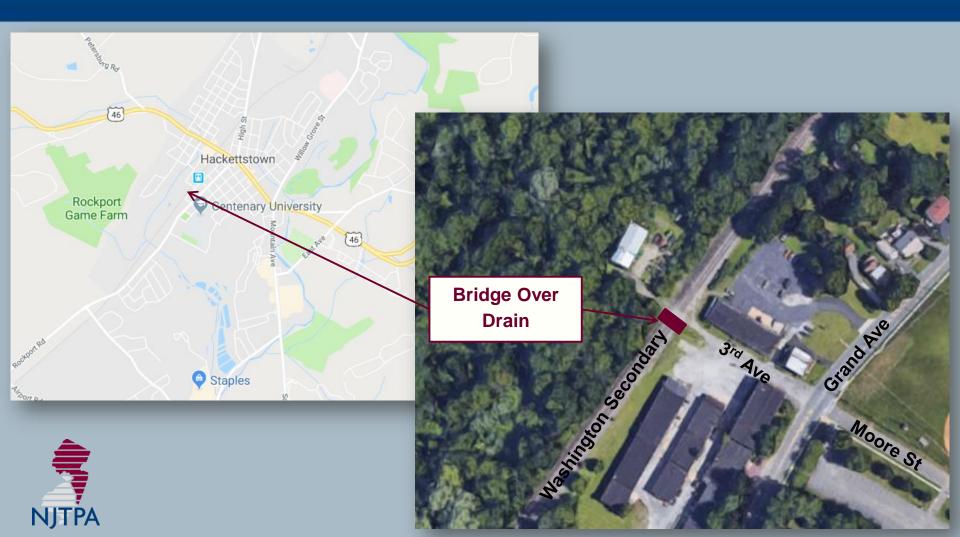




Regional Context

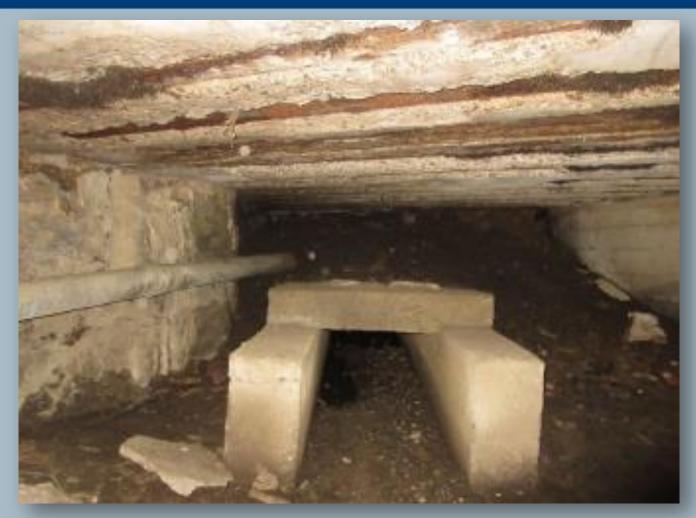


Bridge Location



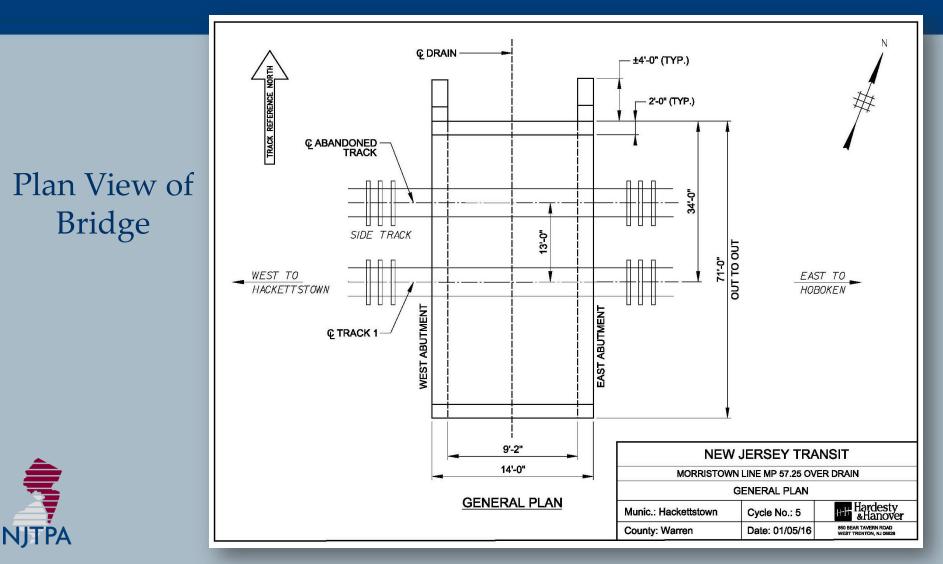
Existing Condition

View Beneath Bridge - South End of Structure Looking South

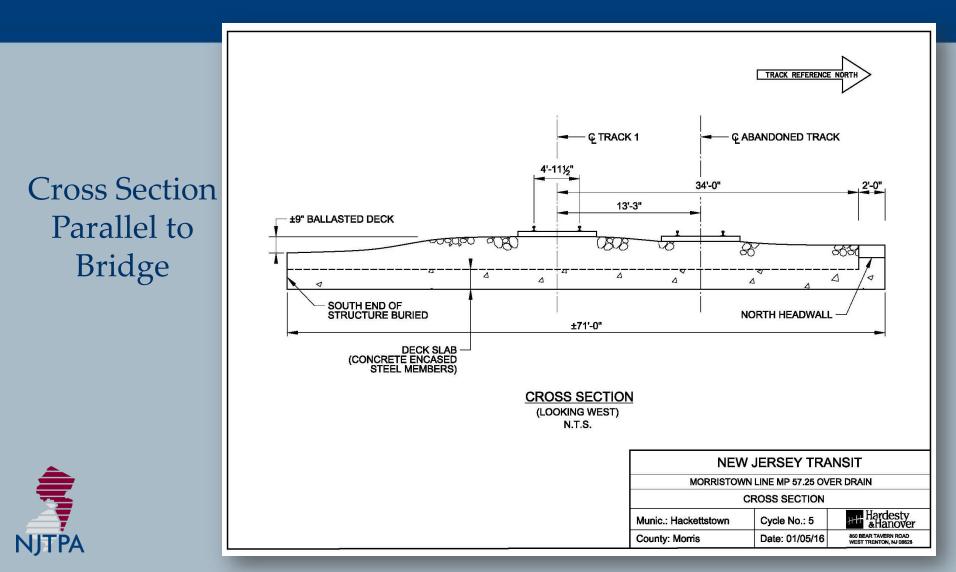




Existing Condition



Existing Condition



Structural Rating

- Bridge restricted to 263,000 lb. rail cars
- Current maximum rating E55
- Current normal rating E44
- Need normal rating of E55 to accommodate industry standard 286,000 lb. rail cars



Project Purpose and Need Statement

Provide freight transportation infrastructure that meets current industry standards in order to promote economic development and optimize freight movement, particularly the ability to accommodate the movement of 286,000 pound (286K) railcars over the Washington Secondary/Morristown Line in Hackettstown.



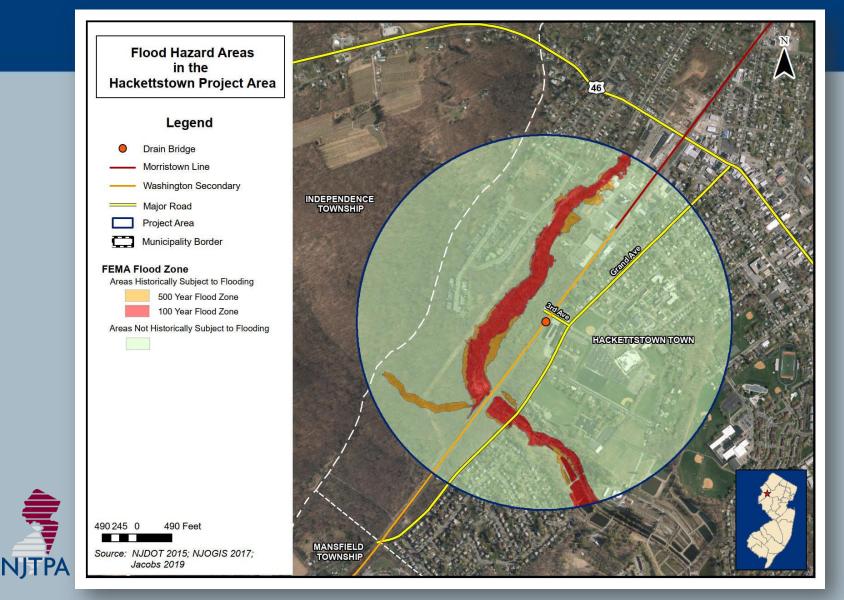
Key Constraints

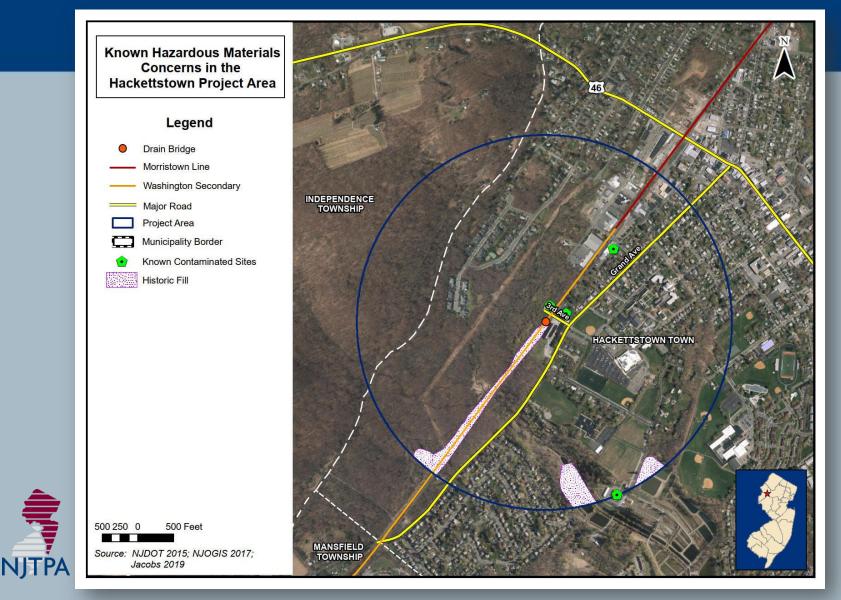
- Wetlands
- Flood Hazard Areas
- Hazardous Materials
- Threatened and Endangered Species
- <u>Utilities</u>
- Historic / Cultural Resources

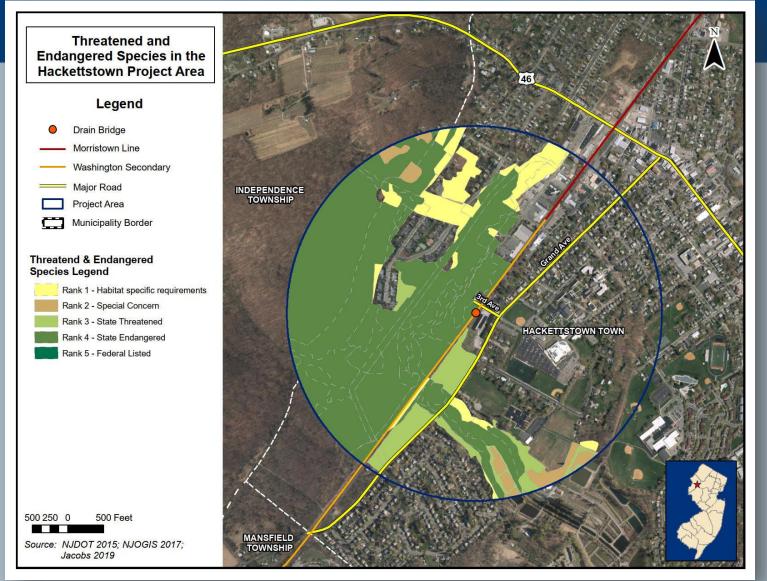


Mapped Wetlands in the Hackettstown Project Area 46 Legend Drain Bridge Morristown Line Washington Secondary Major Road INDEPENDENCE TOWNSHIP Project Area Municipality Border C Mapped Wetlands HACKETTSTOWN TOWN 500 250 0 500 Feet MANSFIELD Source: NJDOT 2015; NJOGIS 2017; TOWNSHIP Jacobs 2019



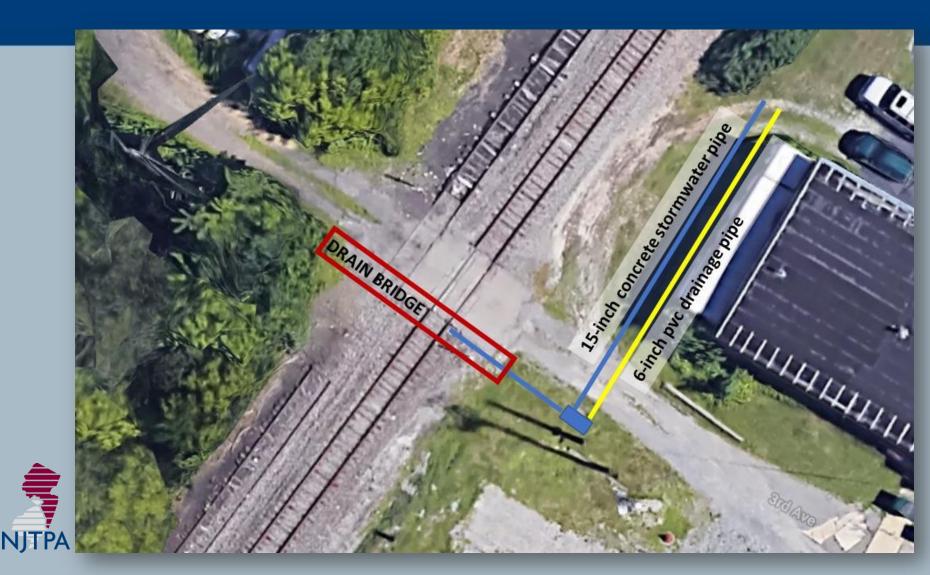






NJTPA

Utilities - Stormwater Drainage



Historic and Cultural Resources





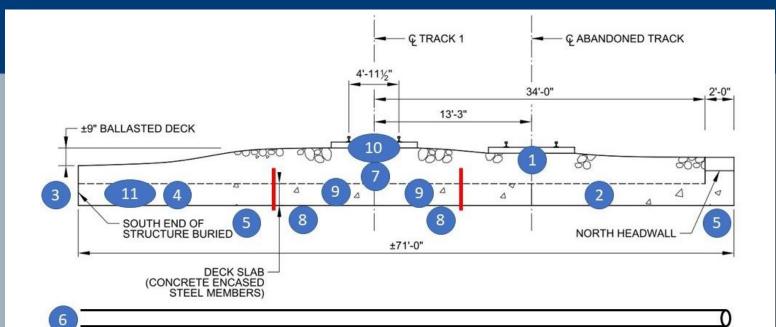
Alternatives Evaluated

- Full Slab Replacement
- Partial Slab Replacement
- Full Slab Replacement w/Runaround Track
- Fill Concrete Injection
- Replace with Pre-Fab Culvert
- Extend Culvert Grout Fill
- Extend Culvert Soil Fill
- Extend Pipe Grout Fill
 - Extend Pipe Soil Fill

Alternatives Scoring

Criteria	Full Slab Replacement	Partial Slab Replacement	Full Slab Replacement w/Runaroun d Track	Fill - Concrete Injection	Replace with Pre-Fab Culvert	Extend Culvert - Grout Fill	Extend Pipe - Soil Fill	Extend Pipe - Grout Fill	Extend Pipe - Soil Fill
Freight Rail Operations Impacts / Benefits	3	3	3	3	3	3	3	3	3
Passenger Rail Operations Impacts / Benefits	0	0	0	0	0	0	0	0	0
Adjacent and Proximate Land Use Impacts / Benefits	0	0	0	0	0	0	0	0	0
Historic and Cultural Resources Impacts / Benefits	0	-1	0	-5	-5	-3	-5	-3	-5
Community Profile & Environmental Justice/Title VI Impacts / Benefits	0	0	0	0	0	0	0	0	0
Wetlands Impacts / Benefits	0	0	0	0	0	0	0	0	0
Floodplains & Aquifers Impacts / Benefits	0	0	0	0	0	0	0	0	0
Threatened & Endangered Species Impacts / Benefits	0	0	0	0	0	0	0	0	0
Stormwater and Drainage Impacts / Benefits	0	0	0	0	0	0	0	0	0
Hazardous Materials Impacts / Benefits	-1	-1	-1	-1	-3	-1	-1	-1	-1
Air Quality & Noise Impacts / Benefits	0	0	0	0	0	0	0	0	0
Community Impacts / Benefits	0	0	0	0	0	0	0	0	0
Safety Impacts / Benefits	1	1	1	1	1	1	1	1	1
Utility Impacts / Relocation Requirements	0	0	0	0	0	0	0	0	0
New Track Length (LF)	0	0	600	0	0	0	0	0	0
SUMMARY SCORE	3	2	3	-2	-4	0	-2	0	-2

Preliminary Preferred Alternative



- 1. Remove side track and ballast to allow clearing of the slab
- 2. Remove northern concrete and rail slab
- 3. Excavate south end of structure to expose drainage pipe below slab
- 4. Remove southern concrete and slab and earth covering drainage pipe
- 5. Repoint abutments and repair headwall
- 6. Extend 15-inch drainage pipe into culvert
- 7. Remove active track, ballast and slab
- 8. Level top of abutments with grout
- 9. Set two (2) new precast 8-ft by 14-ft slabs
- 10. Place new ballast and new track panels. Reopen track for service
- 11. Install remaining slabs



Next Steps

- Complete Value Engineering (VE) Study
- Draft Concept Development Report
- Final Recommendation of Preferred Alternative
- Interagency Review Meeting
- Finalize Concept Development Report



Thank You/Questions?

Jakub Rowinski – NJTPA jrowinski@njtpa.org

Scott Parker – Jacobs Engineering scott.parker@Jacobs.com

Website – <u>www.hackettstownrailstudy.org</u>



