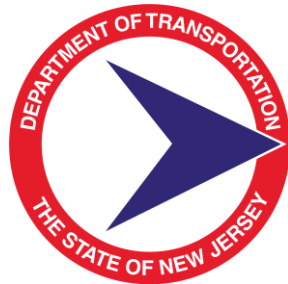




Virtual Public Information Center

Morris Canal Trail Improvements

April 6, 2022



Advancing Our Client's Vision
IMPROVING OUR WORLD

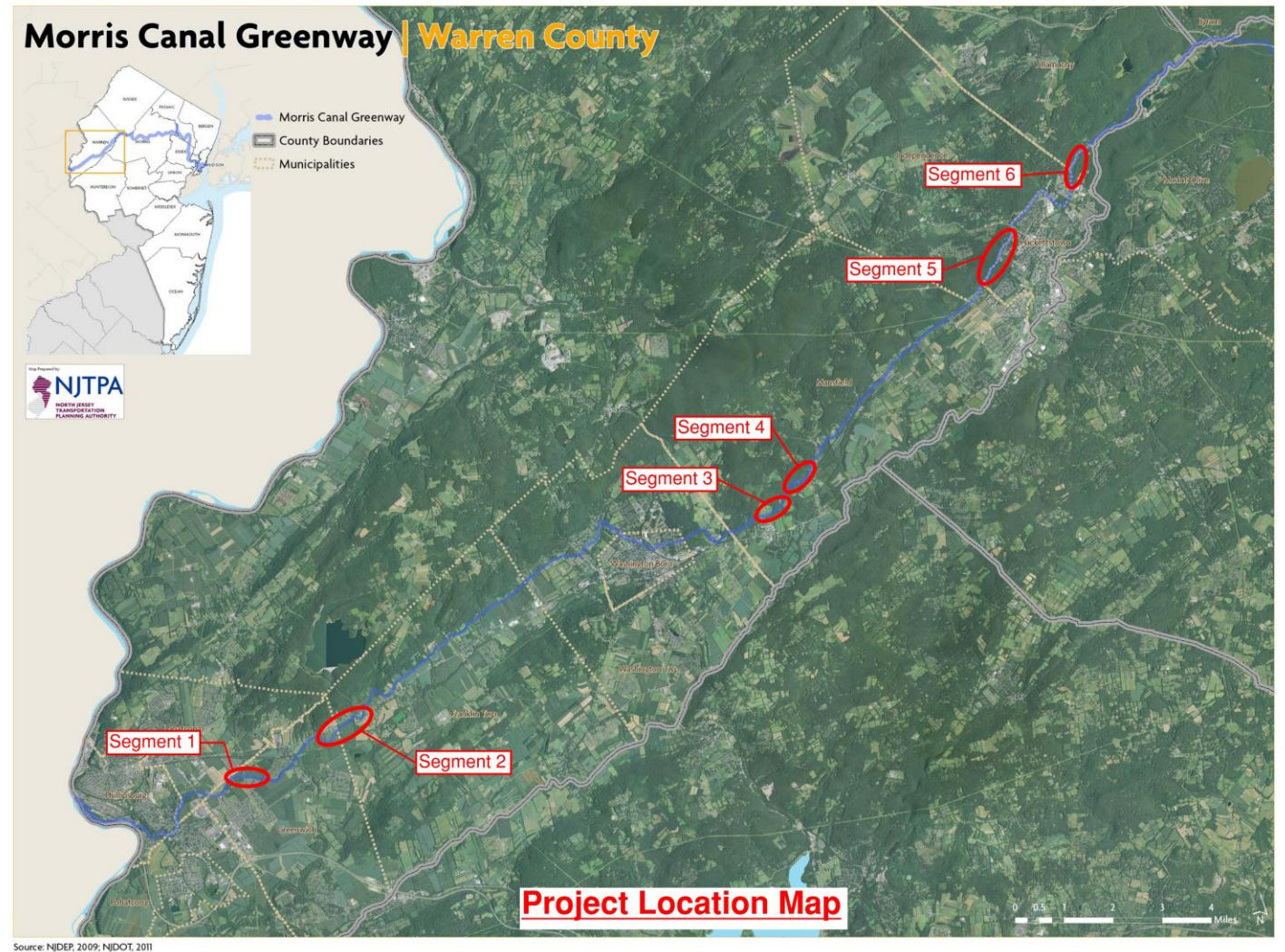
Meeting Agenda

- Project Overview
- Existing Conditions
- Proposed Improvements
- Next Steps
- Questions & Answers



Project Overview

- 6 segments totaling approximately 4.6 miles
- Located in 5 municipalities
 - Franklin
 - Greenwich
 - Mansfield
 - Independence
 - Hackettstown
- Follows the route of the historic Morris Canal in most areas
- Federally funded through the NJDOT Transportation Alternatives Program (TAP)



Project Overview

Segment 1 - Proposed Morris Canal Trail - County Route 519 through Plane 9 West ending at Stewarts Hunt



Segment 1 Highlights

- 0.6 miles
- Inclined Plane #9
- Jim & Mary Lee Museum
- Access driveway w/ bridge from CR 519

Segment 2 - Proposed Morris Canal Trail - Richline Road O'Dowd Tract to Rt 57 Bread Lock Park, Greenwich Twp/Franklin Twp



Segment 2 Highlights

- 1.4 miles
- Crossing of Richline Road
- Access to Bread Loch Park
- Terminates at NJ Route 57

Project Overview

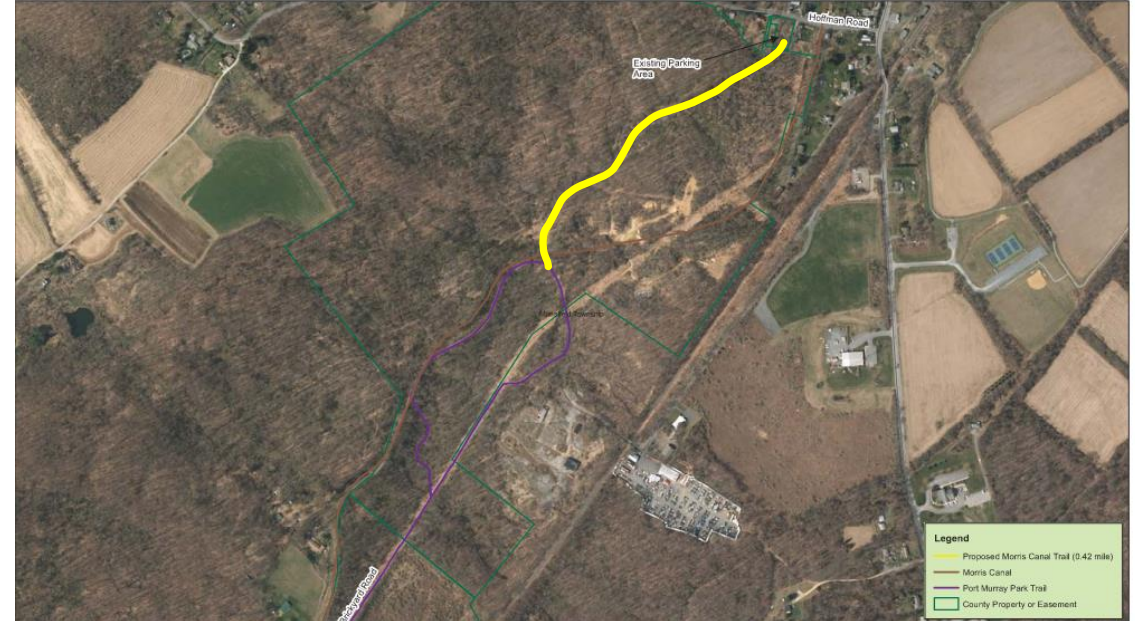
Segment 3-Proposed Morris Canal Trail - Harts Lane to Brickyard Road, Mansfield Township



Segment 3 Highlights

- 0.4 miles
- Access from Harts Lane
- Terminates at Brickyard Road
- Most of the existing canal intact

Segment 4- Proposed Morris Canal Trail - Brickyard Road to Hoffman Road, Mansfield Township



Segment 4 Highlights

- 0.4 miles
- Access to parking lot at Port Murray Park
- Steeper grades than other segments
- Trail path not as well defined

Project Overview

Segment 5 - Proposed Morris Canal Trail - Florence Kuipers Park; Buck Hill Trail to Harvey Street, Hackettstown



Segment 5 Highlights

- 1.2 miles
- Trail located entirely on tow path of former canal
- Pedestrian bridge near end of Roosevelt Avenue
- Steep slopes on both sides of the trail

Segment 6 - Proposed Morris Canal Trail - Bilby Road to Future Pedestrian Bridge Hackettstown



Segment 6 Highlights

- 0.6 miles
- Access from Bilby Road
- Much of existing canal intact
- Ends at pedestrian bridge within Allamuchy Mountain State Park

Existing Conditions

- Trail mainly comprised of dirt and gravel
- Many areas along tow path of former canal
- Trail width ranges from approximately 6 to 10 feet
- Steep slopes in some areas where trail goes on/off the tow path
- Areas of poor drainage in Segment 2
- Limited ADA accessibility to museum building
- Weight restriction on bridge over Lopatcong Creek in Segment 1
- Very steep slopes to pedestrian bridge at washout in Segment 5



Existing Conditions



Existing Conditions



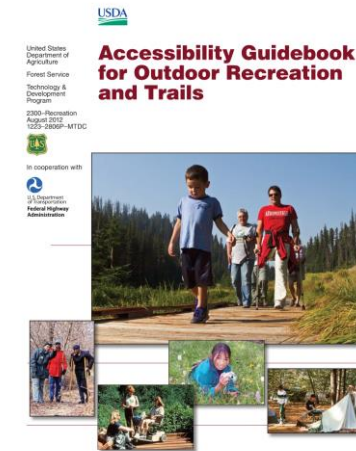
Proposed Improvements

- Project Goals and Objectives
 - Improve trail surface
 - Address accessibility for all users
 - Replace pedestrian bridge in Segment 5 and improve slopes on approaches
 - Address areas of poor drainage
 - Provide safety improvements near driveway bridge in Segment 1
 - Bridge ultimately to become pedestrian only
 - Replace existing staircase at Richline Road with accessible trail
 - Minimize disturbance of the historically significant Morris Canal
 - Incorporate guidelines developed in the Morris Canal Greenway program as feasible



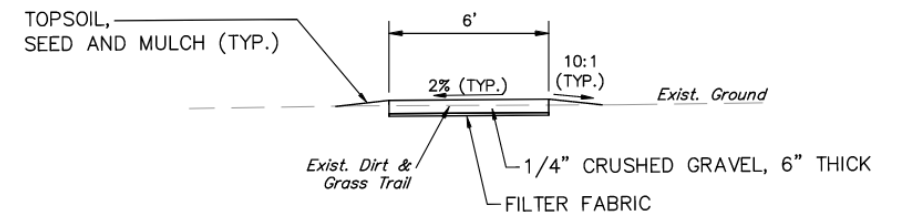
Proposed Improvements

- Construct new trail surface consisting of 1/4" crushed gravel
 - Required by NJDEP to provide a "pervious" surface
 - 6" thick surface will provide durability
 - Small size stone will accommodate bicyclists
- Improve accessibility
 - 8.33% maximum grades, 10% allowed for short distances
 - Install new pedestrian bridge in Segment 5 at higher elevation to eliminate very steep approaches
 - Replace stairs at Richline Road with sloped trail
 - Add new sidewalk around the museum building and provide an ADA compliant parking space



Proposed Improvements

- Replace Pedestrian Bridge in Segment 5
 - New prefabricated structure on concrete footings
 - Truss design with timber selected to fit with canal
- Address drainage problems
 - Replaced undersized pipe near railroad in Segment 2
 - Construct shallow swales along trail to control runoff from adjacent fields in Segment 2
 - Build trail up from existing grade in many areas to help prevent water from ponding on the trail
 - Use of gravel will promote water to recharge into the ground through the trail surface



Next Steps

- Because the project is Federally funded it must follow NJDOT project delivery process
 - Preliminary Engineering – Preliminary layout & Environmental Document
 - Final Design – Bid Documents and Securing Permits
 - NJDOT Authorization to Bid
- Anticipated Schedule
 - Preliminary Engineering – Complete except for Categorical Exclusion Document being completed by NJDOT (anticipated 6 months to complete)
 - Final Design
 - Being advanced while NJDOT completes the Environmental Document
 - NJDEP permits anticipated to be received - May 2022
 - Complete bid documents – Fall 2022
 - NJDOT authorizes to bid – Winter 2023
 - Construction – Spring 2023



Thank You!

Questions & Answers

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