



COUNTY OF HUDSON / COUNTY OF ESSEX

**Local Concept Development Study for the Clay Street Bridge
over the Passaic River in the Borough of East Newark, Hudson County, NJ
and the City of Newark, Essex County, NJ**

**COMMUNITY STAKEHOLDERS MEETING NO. 2
BOROUGH OF EAST NEWARK
MEETING REPORT**

DATE: Friday, November 7, 2014
 TIME: 9:30 a.m.
 LOCATION: Borough of East Newark Hall, Council Chambers
 34 Sherman Avenue, East Newark, NJ
 ATTENDEES:

First Name	Last Name	Representing
Brigite	Goncalves	Borough of East Newark Administration
Mike	Green	Town of Harrison Police Dept.
Chip	Hallock	Newark Regional Business Partnership
Anthony	Monteiro	Borough of East Newark Police Dept.
Byron A.	Nicholas	County of Hudson, Planning Dept.
Christopher	Roberts	County of Hudson, Planning Dept.
Rocco	Russomanno	Town of Harrison Administration
Joseph R.	Smith	Borough of East Newark Administration
Project Team		
Martine	Culbertson	M. A. Culbertson, LLC
Joseph	Glembocki	County of Hudson Engineering
Sarbjit	Kahlon	NJTPA
John	Lane	County of Hudson Engineering
Bruce	Riegel	Hardesty & Hanover, LLC
Nick	Salvante	County of Essex Dept. of Public Works
Khalid	Shaikh	NJDOT Bicycle & Pedestrian
Amy	Sokalski	McCormick Taylor, Inc.

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 Hudson County / Essex County Clay Street Bridge over the Passaic River, and obtain community input on the benefits and impacts associated with each option. (See attached Agenda)

This meeting was scheduled as a make-up meeting since Borough of East Newark representatives were unable to attend Community Stakeholders Meeting No. 2 held in the City of Newark on October 22, 2014 and this meeting was open to all stakeholders to attend.

MEETING SUMMARY

1. Project Overview & Background

After introductions from the Project Team and Attendees, Joseph Glembocki, Hudson County Project Manager, provided an overview of the project. He reminded everyone of the need to study the bridge is due to structural deficiencies that will require either a major rehabilitation or replacement. The purpose of the study is to identify how to rehabilitate or replace the existing bridge. The North Jersey Transportation Planning Authority (NJTPA) is overseeing this phase of the project. The bridge is under both Hudson County and Essex County jurisdiction. Comments from the public at the prior meetings has contributed to developing the alternatives the will be discuss at this meeting. Bruce Riegel will present the status and schedule for the study with information on the alternative.

2. Project Status

Bruce Riegel, Hardesty & Hanover Project Manager, provided the project status and schedule as listed 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 (yellow page).
- (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, developed conceptual alternatives and the blank conceptual alternatives matrix will be filled in over the coming month to analyze the options and recommend a preliminary preferred alternative (PPA) to move forward to the design phase.

3. Community Stakeholders Update

Martine Culbertson, Community Involvement Facilitator, provided an update of the Community and Agency Stakeholders List using the blue handout that has been updated as of the meeting. She asked attendees to review the list and inform the project team if any changes or new names or organizations should be considered. Martine explained the remainder of the handouts distributed to attendees, that can be placed or replaced in their Project Portfolio that had been distributed at the Community Stakeholders Meeting No. 1.

4. Purpose and Need Statement

Bruce Riegel presented information on the Purpose and Need Statement as described on the yellow 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 approved by the agencies. It is from these goals and objectives that the conceptual alternatives were developed.

5. Conceptual Alternatives Overview

Amy Sokalski, Project Engineer from McCormick Taylor, provided an overview of each of the Conceptual Alternatives as listed on the blank matrix and as detailed in the Description of Alternatives Handout distributed to attendees.

- (a) Conceptual drawings and profiles of the bridge replacement alternatives were on display boards during the presentation and for viewing by attendees.

(b) Amy explained for each of the bridge alternatives, the section would be six foot sidewalks, 8 foot shoulders, two 12 foot lanes eastbound and one 12 foot lane westbound. One of the handouts distributed at the meeting indicates the existing profile and the proposed profile. Originally the project team was considering 5 foot shoulders, however at the Community Stakeholders Meeting No. 2 held in the City of Newark, the majority of stakeholders suggested 8 foot shoulders for cyclists and safety.

Bruce Riegel provided information on the various types of movable bridges that could be constructed. The existing bridge is a swing bridge and could be replaced with a single left bascule bridge that uses a counter weight to move up and down. A twin tower system to open the bridge would be like the Stickel bridge.

The following comments and questions were noted during the alternatives overview:

- *Question:* Who pays for the demolition and for construction?

Response: Federal funding includes bridge demolition and construction costs.

- *Question:* Did you look at using the old railroad bridge as possible crossing further north?

Response: The project team did examine the possibility of using the railroad bridge for a northern alignment, however there are significant impacts to right-of-way, traffic turns and and to traffic at the Clay Street and McCarter Highway intersection for the bridge crossing moved to the railroad crossing along with complications with railroad jurisdiction and ownership. For these reasons, this alternative was not studied further.

- *Question:* How long would it take to construct a new bridge?

Response: It would require up to two years to construct a new bridge; depending on the type selected and approx. 1½ years for major rehabilitation. Construction for a new bridge on the same alignment cannot be staged with the existing movable swing bridge type, so all traffic would have to be detoured during construction for bridge replacement or with major rehabilitation.

- *Question:* What about inclement weather and the profile over the river?

Response: The grade for any the new structure alternative will be in accordance with current design criteria.

- *Question:* Why can't there be a free flow right hand turn coming off the bridge on to Passaic Avenue?

Response: The traffic analysis does not justify the need for the additional lane.

6. Group Discussion on Alternatives – Pros & Cons

Attendees gathered around a table to review each of the concepts in detail and discuss the benefits and impacts to each alternative.

The following notes were taken at the table, which was referred to as “Table 4” since these stakeholders were unable to attend the Community Stakeholders Meeting No. 2 held on October 22nd in the City of Newark, where there were 3 discussion tables:

TABLE NO. 4 (Table No. 1, No. 2 and No. 3 held in Stakeholders Meeting in City of Newark)

- Who is responsible for demolishing buildings and purchasing ROW?
- How long is construction?
- Maybe a channelized right turn on Clay Street eastbound at Passaic Avenue – at the end of the bridge
- Will 15' fixed bridge accommodate all users?

Concept 4

- Existing bridge can remain open while new bridge is built; eliminates need for 2 year detour.
- Is a second westbound lane on the bridge justified?
- Designated bike lanes, signals, and striping

7. Group Discussion on Alternatives – Improvements

During the group discussion time, Martine Culbertson distributed four colored dots to each attendee. She explained that after each table had finished reviewing and discussing each option, they had the opportunity to indicate the alternative they most supported (green dot) and least favored (red dot) as well as two other dots for options that with some adjustments might accept (blue) or not likely to accept (yellow). One may choose to use all four dots or not and may place any or all next to alternatives which they support or not. Stakeholders placed their dots privately on newsprint in a square adjacent to the other dots previously placed at Community Stakeholders Meeting No. 2.

The dots assist the project team in identifying which alternatives have preferred support and more importantly, which alternatives with some adjustments may have improvements, which the community could support or those not favored.

After the table discussions ended, during the closing comments, the newsprint containing the dots was displayed for everyone to view (Image attached to report).

While stakeholders were placing their dots on newsprint, a discussion continued at the table with the pink questionnaire that was distributed with the other handouts regarding other improvements associated with the bridge. The form could be completed and handed in at the meeting or attendees could send it in later if they wished to discuss with their constituents. Attached is a summary of the comments on the completed questionnaires received at the meeting.

8. Group Results – Key Points

Key points from the table discussion was to improve traffic flow into the Borough by allowing a possible free flow right turn and to minimize closure of the bridge and any detours. The attendees did not support no build or major rehabilitation due to limited lanes and no shoulders.

9. Next Steps - Feedback

Martine Culbertson reminded attendees that project has a website and twitter for sharing of information on the bridge project. 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. The following comments and action items were noted:

Feedback / Action Items

- Project team to review input from the meeting and work on filling in the alternatives matrix.
- Consider a free flow right turn for traffic flow and better ability to safely make left turns.
- Enhance pedestrian and bike access to / from local neighborhoods – minimize point of conflicts.

10. Next Steps - Closing Comments

Bruce Riegel thanked attendees for their comments. The next steps will be for the project team to fill in the information needed to complete the Conceptual Alternatives Matrix, to coordinate with the agencies to review the matrix; to meet with local officials in January to present the matrix information and recommendation of a preliminary preferred alternative (PPA) and then hold a public meeting to present the matrix information and a PPA for additional input in January or February 2015.

Any questions, please contact Joe Glembocki, Hudson County Project Manager or Luis Rodriguez, Essex County Project Manager or Bruce Riegel, the H&H Project Manager. Meeting minutes will be provided and distributed by Martine Culbertson upon Project Team and County approval. The meeting reports and information handouts will be posted to the web site, however to view the conceptual alternative maps, an appointment can be made Hudson County, Essex County, NJTPA, Hardesty & Hanover or copies are at the local municipalities: Borough of East Newark (Brigite Goncalves) and City of Newark (Jack Nata).

In closing, the project team thanked stakeholders for their input. It is important in helping to find the right solution for the Clay Street Bridge. Martine Culbertson will inform stakeholders of the public meeting date to be held in January or February. Meeting adjourned at 11:30 a.m.

KEY ACTION ITEMS

1. H&H project team will study the input provided at the meeting and will fill in the Conceptual Alternatives Matrix information from bridge, roadway, traffic analysis, and cultural resources in coordination with Borough of East Newark, Hudson County and City of Newark, Essex County.
2. Attendees to review Community Stakeholders List, Written Description of Alternatives and other Handouts; and provide any comments and updated contact information; attend Public Meeting in January/February 2015.
3. Martine Culbertson will provide meeting minutes, update Community Stakeholders List, notify Stakeholders in scheduling the Public Information Center (PIC) Meeting in the January or February 2015.

NEXT MEETING

Local Officials Meetings and Public Information Center (PIC) Meetings (2 Sessions- separate locations)

Date: Spring 2015 (*date to be determined*)

Time: 2:00 p.m. – 4:00 p.m. (*brief presentation at 2:30pm*)

Location: Borough of East Newark, NJ (*location to be determined*)

Time: 6:00 p.m. – 8:00 p.m. (*brief presentation at 6:30pm*)

Location: City of Newark, NJ (*location to be determined*)

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.

Martine Culbertson

Community Involvement Facilitator

NJTPA Hudson County/Essex County Clay Street Bridge Project



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over the Passaic River in the Borough of East Newark, Hudson County, NJ
and the City of Newark, Essex County, NJ

Community Stakeholders Meeting No. 2
Borough of East Newark

Friday, November 7, 2014

East Newark Borough Hall, Council Chambers
34 Sherman Avenue, East Newark, NJ, 9:30 a.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 Hudson County / Essex County Clay Street Bridge over the Passaic River, and obtain community input on the benefits and impacts associated with each option.

I. *WELCOME AND INTRODUCTION*

- Project Overview
- Project Status
- Community Stakeholders Update

II. *HUDSON COUNTY / ESSEX COUNTY CLAY STREET BRIDGE OVER THE PASSAIC RIVER*

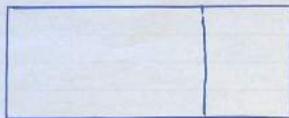
- Purpose and Need Statement
- Conceptual Alternatives Overview
- Group Discussion on Alternatives - Pros & Cons
- Group Discussion on Alternatives – Improvements
- Group Results - Key Points

III. *DISCUSSION AND NEXT STEPS*

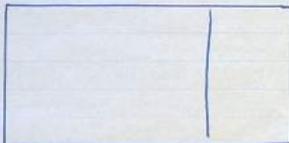
- Community Feedback
- Action Items – Local Officials Mtgs & Public Meetings
- Closing Comments

CLAY ST BRIDGE

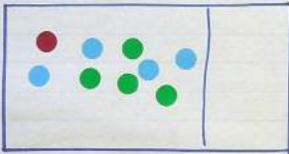
NO BUILD



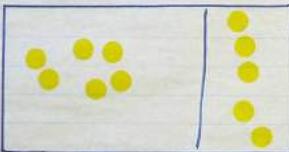
MAJOR REHAB



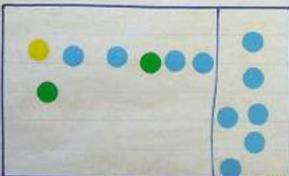
CONCEPT 1
1 NORTH ALIGNMENT WITH
LOW LEVEL FIXED BRIDGE
15' OVER MHW



CONCEPT 2A
2A EXISTING ALIGNMENT WITH
LOW LEVEL FIXED BRIDGE
15' OVER MHW
2 WATERWAY CHANNELS



CONCEPT 2B
2B EXISTING ALIGNMENT WITH
LOW LEVEL FIXED BRIDGE
15' OVER MHW
1 WATERWAY CHANNEL

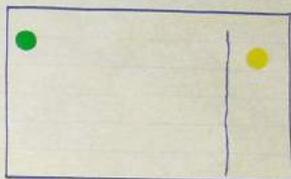


(11-7-14)

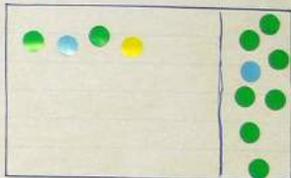
Sketch by M&Z 10-22-14

CLAY ST BRIDGE

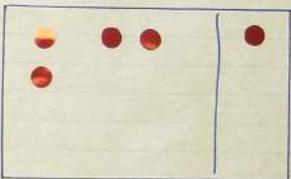
CONCEPT 3A EXISTING ALIGNMENT WITH
IN KIND MOVABLE BRIDGE
REPLACEMENT
2 WATERWAY CHANNELS



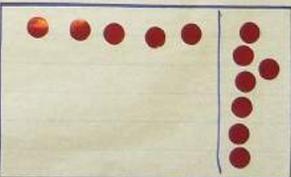
CONCEPT 3B EXISTING ALIGNMENT WITH
MOVABLE BRIDGE
REPLACEMENT
2 WATERWAY CHANNEL



CONCEPT 4 SOUTH ALIGNMENT WITH
LOW LEVEL FIXED
BRIDGE
15' OVER MHW



CONCEPT 5 EXISTING ALIGNMENT WITH
HIGH LEVEL FIXED
BRIDGE
35' OVER MHW



(11-7-14)

Sketch by M&Z 10-22-14

Clay Street Bridge over Passaic River
Questions for Stakeholders' Meeting No. 2 – Borough of East Newark

QUESTIONNAIRE SUMMARY - 11/7/14

1. There are two sidewalks on the existing bridge. Is there any reason to change the number or widths of the sidewalks on the bridge for the future? Please comment.

Yes: 0

No: 2

Comments:

- No, to save costs.

2. Should outside shoulders be provided on the Clay Street Bridge to accommodate bicyclists? Please comment.

Yes: 2

No: 0

Comments:

- Yes, with signage / painting / stripes.
- Yes, bicyclists and pedestrians should be comfortable using the bridge just as much as automobile drivers.

3. How wide should the outside shoulders be on each side of the bridge to accommodate bicyclists?

3 feet: 0

5 feet: 0

8 feet: 2

Comments:

- Route 52.

4. How important is the on-street parking along Clay Street/Central Avenue or Passaic Avenue? Could it be eliminated near the intersection with the bridge? If not, could it be limited so that during peak travel hours (weekdays 7-9am and 4-6pm) parking would not be allowed?

Comments:

- Not familiar with the intersection, however peak hour parking should be prohibited.

5. Do you know of any commercial users of the Passaic River or any planned developments along the Passaic River that may generate marine commercial boat traffic on the river? Please comment.

Comments:

Potential riverside recreation (bike, walking, tails) on Newark side. Redevelopment in East Newark may impact desired use of riverbanks.

- No.