Route 4 Hackensack River Bridge Project
Public Information Center
Presentation Transcript

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1	Hello, and welcome to the Public Information Center for the Final Design phase of the New Jersey Department of Transportation, Route 4 Hackensack River Bridge project located between the City of Hackensack and Township of Teaneck in Bergen County, New Jersey. This virtual Public Information Center is open from January 27th through February 7th for all members of the public to learn about the project at any time. The video presentation will be available to view at www.rt4hackensackriverbridge.com through the public comment period which ends February 28th, 2025. We will explain how to submit questions and comments at the end of the presentation. Responses to Frequently Asked Questions will be posted on this website after February 7th, 2025.
2	In this presentation, we will provide information on the project's background, identify the project's milepost limits, describe the project status and current schedule. Then the Final Design components will be presented, including the bridge and roadway design plans, access management plans, design features near Fairleigh Dickinson University property, future Bergen County Hackensack Pathway, and the environmental resources and permitting process for the project. Finally, we will provide the construction staging schemes and contact information for those interested in submitting questions or comments.
3	We will now review the project background.
4	The Route 4 Hackensack River Bridge crosses the Hackensack River, as identified within the red rectangle, connecting the City of Hackensack with the Township of Teaneck in Bergen County, New Jersey. The project corridor is approximately one-half mile in length, extending beyond the bridge on each side of the river from Route 4 milepost 5.69 to milepost 6.22. Adjacent to the bridge, within the project corridor, are The Shops at Riverside, the Fairleigh Dickinson University campus, in addition to many businesses and residential areas in both municipalities. There are local and regional commuters who live, work, and recreate within the project corridor and depend on this important bridge connection.
5	The bridge was built in 1931 and is 94 years old. The current New Jersey Department of Transportation, or NJDOT, Bridge Inspection Report Ratings were poor for the overall deck rating and fair for the overall structure rating. These ratings indicate that the bridge is structurally deficient. The bridge has regularly scheduled inspections and is safe for travel. . Structurally deficient means increased maintenance is required to keep the bridge in a state of good repair. The purpose of this project is to replace the bridge with a new bridge that would eliminate the deficiencies, meet current design standards, and improve safety for motorists and pedestrians.
6	The existing conditions on the Route 4 Hackensack River Bridge corridor include three 11-foot-wide travel lanes in each direction. The center shoulder width, which is 1 foot on each side of the center barrier, is insufficient for current design standards. The existing 3-foot sidewalk is present on both sides of the bridge, but not on the approaches to the bridge. The guide rail design does not meet current standards. The posted speed is 50 miles per hour and the two-way annual average daily traffic in 2020 was approximately 138,000 vehicles per day.
7	The roadway deficiencies that this project will improve are poor pavement condition, substandard guide rail, and substandard roadway geometry. The sidewalk width is

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	inadequate along the bridge and there are no existing pedestrian facilities outside the bridge limits along the approach roadways. There are also curb ramps at existing bus stops that do not meet the standards established in the Americans with Disabilities Act, or ADA. Bridge deficiencies include that the bridge is structurally deficient with poor deck condition, substandard lane width and shoulders, and substandard bridge rail. The bridge has regularly scheduled inspections and is safe for travel. The design improvements will address these concerns.
8	This project is in the Final Design, or FD, phase in the NJDOT Project Delivery Process. The first phase was Concept Development, which included evaluating existing conditions; screening for environmental impacts; developing alternatives; engaging the community; and selecting a Preliminary Preferred Alternative, referred to as the PPA. The Concept Development phase was completed in 2017. The next phase was Preliminary Engineering, or PE, which included activities such as roadway, structural, right of way, and utility engineering; community engagement; preparing the preliminary design and construction estimates; and approving the environmental document. The PE phase was completed in 2022. The current phase, Final Design, will advance and complete the engineering design plans and is expected to be completed in the Fall of 2025. The construction phase is anticipated to begin in Winter of 2026 and will be completed in Summer of 2031.
9	Public engagement is an important aspect of every project and has occurred throughout this project's development, starting in the CD phase and continuing through the PE and FD phases. For the current Final Design phase, a Local Officials Briefing was held in the Fall and this online Public Information Center is being held for the public to view at their convenience through February 7th.
10	We will now review the Final Design components of the project.
11	The final design improvements include replacement and widening of the Route 4 bridge and related roadway improvements to address traffic and safety concerns, and to increase safety for pedestrians with sidewalks being constructed throughout the project limits.
12	The design increases the lane width from 11 feet to 12 feet for the three existing travel lanes in each direction.
13	In the middle of the roadway, there will be a 2-foot shoulder on each side with a 2.5-foot-wide barrier between the eastbound and westbound traffic, improving the shoulder width from the current width by 1 foot.
14	The design adds one 15' auxiliary lane on each side of the bridge. The auxiliary lane provides a dedicated lane to enter and exit the Route 4 between Hackensack Avenue and the ramps to the FDU property.
15	The design also improves the sidewalk width from 3 feet to 6 feet on each side and includes a 1.5-foot separation barrier between pedestrians and traffic. This provides adequate pedestrian space and enhanced protection from traffic.
16	The new wider bridge will meet current design standards, improve pavement conditions, improve roadway geometry and safety, and eliminate many of the identified deficiencies of the existing bridge condition.

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17	For comparison, this slide shows the existing and future bridge cross sections that we have discussed in the previous slides.
18	This graphic shows the design in a plan view, or bird's eye view, looking from above. The future bridge is shown in red.
19	Along with improving the sidewalks on the bridge, the design adds sidewalk connectivity from Fairleigh Dickinson's campus to The Shops at Riverside and Hackensack Avenue.
20	It will also improve access to the three existing bus stops within the project corridor by providing connecting sidewalks.
21	The design improves geometry on the westbound ramp to Hackensack Avenue to create a separate exit lane for vehicles to enter the Shops at Riverside.
22	The design also includes the addition of a stormwater basin on Fairleigh Dickinson's campus to manage stormwater runoff.
23	During the Construction Phase, the project will maintain access to all properties with some temporary impacts for construction access. The graphic shows the property impacts in Hackensack, to the west of the bridge.
24	This graphic shows the property impacts in Teaneck, to the east of the bridge. Property owners with right of way impacts to their properties have been notified via letter from NJDOT as the project progresses.
25	Access management refers to the process of identifying impacts to access points or driveways in accordance with the New Jersey State Highway Access Management Code or Access Code. Coordination with affected property owners and administration of the access process has been conducted during Final Design.
26	Near Fairleigh Dickinson University, the design features include the addition of two new overhead sign structures, an emergency use only boat access, addition of sidewalks, bus stop upgrades, as well as the new stormwater basin noted in a previous image.
27	The bridge design and accompanying roadway improvements have been coordinated with Fairleigh Dickinson University. This includes coordinating with their administration regarding proposed campus development plans; maintaining the Hackensack River Greenway through Teaneck; and managing potential impacts to the campus property. Temporary impacts include construction staging on campus property and related easements, maintaining access to Cove Road with short-term closures, weekend detours to facilitate safe construction practices, and managing noise impacts due to construction. Permanent impacts include maintenance and slope easements, the stormwater management basin, sign structures, and the emergency use only boat access to the river.
28	The Bergen County Parks Department has a long-term goal of constructing a new trail along the west bank of the Hackensack River adjacent to The Shops at Riverside in Hackensack. This bridge replacement design will accommodate the future Hackensack River Pathway under the bridge when Bergen County advances the pathway project.
29	During the current FD phase, all State and Federal permit applications have been submitted to the regulatory agencies including the US Army Corp of Engineers, US Coast Guard, National Marine Fisheries Service, New Jersey Department of

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	Environmental Protection, the Green Acres program coordinated by NJDEP, and the New Jersey State Historic Preservation Office. Permits are anticipated to be approved in March 2025 and must be approved by the State and Federal agencies before the project can proceed to construction.
30	We will now review the construction staging and access schemes.
31	The objectives during the construction phase are to promote safety for drivers, pedestrians, and construction personnel, maintain three travel lanes in each direction except for short periods, maintain access to local businesses and to the three existing bus stops, and maintain a pedestrian walkway across the bridge throughout construction. The goal is to avoid long term detours and reduce the construction duration to the extent practicable.
32	The method for construction uses an accelerated bridge construction technique, called bridge slide. Before Stage 1 begins, workers will construct a section of the new bridge south of the existing eastbound lanes. This allows the bridge to remain open during construction and minimizes disruption to the travelling public. The existing sidewalk on the eastbound side will be demolished during this phase. This pre-stage 1 construction activity will last about 16 months.
33	During Stage 1, eastbound traffic will be moved to the newly constructed bridge section. Westbound traffic will use the original eastbound lanes while two of the original westbound lanes and the westbound sidewalk are demolished. Once those are demolished, another section of the new bridge structure will be constructed to the north. The newly constructed eastbound sidewalk will be open during this phase. This phase will last about 21 months.
34	During Stage 2, the eastbound lanes will remain in the same location as Stage 1. The westbound lanes will be shifted onto the new bridge section constructed during Stage 1. This means the construction zone, where the remaining lanes of the original bridge will be demolished and the final section of the new bridge will be constructed, will be between the travel lanes. The new 6’ wide sidewalks will be open on both sides of the bridge during this stage.
35	Stage 3 is when the bridge slide will occur. During this stage, the bridge will be limited to two lanes in each direction for an approximate duration of 3 weeks with traffic located on the bridge section to the north so the south section of the bridge can be moved into place next to the north section. Stages 2 and 3 will last about 14 months combined.
36	This slide shows the final design in both a cross section and bird’s eye view.
37	The anticipated project schedule is as follows: Permits secured in March 2025. Plans, Specifications, and Estimate (Construction Contract Documents) submitted by July 2025. Right-of-Way Availability completed by August 2025, the Final Design Phase completed in the Fall of 2025, and Construction to begin in the Winter of 2026. The construction duration is estimated between 3 to 3 and a half years. This schedule is contingent upon construction funding, which is currently programmed for federal fiscal year 2025.
38	Next steps include the 30-day public comment period where NJDOT welcomes input from the public. Comments and questions can be submitted through February 28,

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	2025 at rt4hackensackriverbridge@gmail.com. The frequently asked questions received and responses to those questions will be posted to this web page after February 7, 2025 for viewing during the remainder of the public comment period.
39	Thank you for taking the time to view this presentation on the Final Design phase for the Route 4 Hackensack River Bridge project. Please submit questions or comments through February 28, 2025 to rt4hackensackriverbridge@gmail.com or by mail to Shivon Harris, Regional Coordinator at New Jersey Department of Transportation's Office of Community Relations. The Mailing address is PO Box 600, Trenton, NJ 08625-0600. After February 28, you can contact Shivon Harris by email at Shivon.Harris@dot.nj.gov or by phone at 609-963-1982. Your participation and comments are appreciated by the New Jersey Department of Transportation.