



ROUTE 46 BRIDGES OVER ROUTE 17 PUBLIC INFORMATION CENTER

1. Introduction

Welcome to the virtual public information center for the Route 46 Bridges over Route 17 project located in the Borough of Hasbrouck Heights in Bergen County, New Jersey.

The New Jersey Department of Transportation, referred to as NJDOT, is committed to providing transportation improvements that best balance transportation needs, the environment, community concerns, and costs. This Virtual Public Information Center, which is open to all members of the public, is being held to provide local residents, officials, businesses, and the general public with information on the project.

2. Agenda

The following topics will be covered during this Virtual Public Information Center:

- a general overview of the project
- an explanation of the project purpose and needs, and other goals and objectives
- a detailed description of the proposed improvements that is referred to as the preliminary preferred alternative or PPA
- And at the end of the presentation, we will share an anticipated project schedule and you will be provided with information on how to submit comments and ask questions about the project.

3. Project Location

The project is located within the Borough of Hasbrouck Heights in Bergen County, New Jersey as identified by the red location markers. While the primary focus of the project is the bridges in Hasbrouck Heights, neighboring municipalities including the Borough of Teterboro and City of Hackensack are in close proximity to the bridge structures.

4. Project Site Map

The Route 46 Bridges over Route 17 project site is located approximately 0.7 miles south of the Interstate 80 and Route 17 interchange and northwest of the Teterboro Airport. The project site is bordered by primarily residential communities to the west and commercial businesses to the east including the Teterboro Landing Shopping Center.

5. Background and Project Limits

The project focuses on the following three bridges that have been identified as being in need of rehabilitation or replacement:

- The Route 46 Mainline Bridge over Route 17 southbound
- The Route 46 Mainline Bridge over Route 17 northbound
- and the Route 46 Eastbound (Ramp A) Bridge over Route 17 northbound

Route 46 is an urban principal arterial road with a posted speed limit of 50 miles per hour consisting of two 12-foot through lanes in the eastbound and westbound directions. Opposing



ROUTE 46 BRIDGES OVER ROUTE 17 PUBLIC INFORMATION CENTER

traffic is separated by a concrete median barrier curb and has 1-foot inside shoulders and no outside shoulders. Curbing is located along the outside edge of pavement. The original bridges included sidewalks across the north and south sides, providing pedestrian access across these structures; however, sidewalks do not continue along either side of Route 46 and recent bridge maintenance work has removed the sidewalks on the Route 46 Bridge over Route 17 northbound.

The bridges span over Route 17 southbound and northbound. This section of Route 17 is an urban principal arterial road with a posted speed limit of 50 miles per hour. Route 17 northbound consists of three 11-foot through lanes with approximately 3 foot left and right shoulders from the signalized intersection at Williams Avenue to under the bridges. The through lanes reduce to two lanes immediately north of the bridges.

Route 17 southbound has two 12-foot through lanes as traffic travels south towards the bridge. Prior to the bridge, traffic from the Route 46 westbound (Ramp D) and traffic from the Terrace avenue Ramp merge with mainline traffic. Only two lanes are maintained under the Route 46 bridge structure, creating a bottleneck condition. Past the bridge, the roadway provides four through lanes to the signalized intersection with Williams Avenue.

To access Route 46 eastbound from Route 17, southbound traffic exits on the left onto Ramp A and Route 17 northbound traffic utilizes Ramp B. Prior to the Ramp A Bridge, Ramp B traffic yields to Ramp A traffic and the merged traffic uses the Ramp A Bridge to span over Route 17 northbound to access Route 46 eastbound. This traffic enters onto Route 46 eastbound in its own lane. The Ramp A Bridge includes sidewalk sections of 1-foot 6-inches wide on the left side and 6-foot wide on the right side but there are no sidewalks off the bridge.

Route 46 westbound traffic can access Route 17 northbound via Ramp C. There is also an exit ramp from Route 46 eastbound to Longworth Avenue but there is no deceleration lane. Longworth Avenue traffic can also access Route 46 eastbound via an on-ramp, with a stop condition prior to merging onto the eastbound roadway.

The limits of the roadway and bridge work along Route 46 extend from the existing Route 46 Bridge over Terrace Avenue and continue east to the existing Route 46 Bridge over Green Street and NJ Transit Rail Line.

Additionally, the Route 46 and Green Street interchange is also included in the study area for proposed pedestrian facilities.

The Route 17 limits extend south from Route 46 to Williams Avenue and continue north to approximately where the Terrace Avenue Bridge crosses over Route 17.

6. Existing Bridge Information

The Route 46 Bridge over Route 17 southbound is a three-span structure constructed in 1936. The bridge is in poor condition with advanced deterioration of the concrete and steel members of the deck, superstructure and substructure. The bridge provides a substandard roadway width for Route 46 over the structure, and for Route 17 southbound under the bridge. Replacement of the structure is recommended to correct the noted deficiencies.

ROUTE 46 BRIDGES OVER ROUTE 17 PUBLIC INFORMATION CENTER

7. Existing Bridge Information

The Route 46 Bridge over Route 17 northbound is a single span structure constructed in 1936. The bridge is in fair condition; however, the concrete deck is in poor condition with advanced deterioration. The bridge provides a substandard width for the Route 17 northbound roadway under the structure. Replacement of the structure is recommended to correct the noted deficiencies.

8. Existing Bridge Information

The Route 46 eastbound On-Ramp (Ramp A) Bridge over Route 17 northbound is a single span structure constructed in 1964. The bridge is in satisfactory condition; however, the concrete deck is in poor condition with advanced deterioration. The bridge provides a substandard width for the Route 17 northbound roadway under the structure. At a minimum, replacement of the deck is recommended to correct the noted deficiencies.

9. Purpose and Need

The purpose of the Route 46 Bridges over Route 17 project is to rehabilitate or replace the three existing, structurally deficient Route 46 mainline and ramp bridges over Route 17 northbound and southbound, and address safety and traffic operational improvements within the project limits.

10. Goals and Objectives

A range of alternatives were evaluated to address the project's purpose and need. These alternatives considered other goals and objectives for the project. The most notable are to:

- Address traffic congestion within the study limits.
- Minimize or eliminate substandard design elements.
- Minimize impacts to vehicular and pedestrian traffic during construction.
- Upgrade pedestrian and bicycle facilities to be compliant with the Americans with Disabilities Act.
- Minimize impacts to right-of-way, utilities, and the environment.
- and address County, Municipality, and stakeholder concerns.

11. Preliminary Preferred Alternative

This plan shows the overall recommended Preliminary Preferred Alternative. The proposed plan depicts the following:

- New bridges in orange
- Proposed roadway pavement in gray
- New bridge superstructure with orange cross hatch
- Sidewalks in light blue
- Wetlands in dark blue
- and stormwater facilities in green



ROUTE 46 BRIDGES OVER ROUTE 17 PUBLIC INFORMATION CENTER

These same items and coloring will be reflected on the next several slides where the improvements to each roadway are discussed in more detail.

12. PPA - Route 46 Improvements

The project will replace the two Route 46 mainline bridges over Route 17 northbound and southbound shown in the solid orange shading. Route 46 will be widened to include full shoulders and acceleration and deceleration lanes along Route 46 to the most extent feasible. A sidewalk with pedestrian crosswalks will extend from the Route 46 Bridge over Terrace Avenue and continue along Route 46 eastbound until it meets the existing sidewalk on the Route 46 Bridge over Green Street and NJ Transit. The new sidewalk will continue east along the ramp to Green Street where it will provide connectivity to the NJ Transit Teterboro station and the existing pedestrian sidewalks near the Teterboro Landing Shopping Center.

To accommodate the longer bridges and address substandard vertical clearances, the Route 46 grade will be increased by up to five feet between the two mainline bridges.

13. PPA - Route 46 Ramp Improvements

To accommodate a wider Route 46, the Ramp A Bridge over Route 17 northbound will be realigned to the south by extending the existing abutments and replacing the superstructure of the bridge.

The Route 17 northbound ramp to Route 46 eastbound (Ramp B) will be realigned to meet the new layout of Ramp A. A new sidewalk will be constructed from Williams Avenue to the new Route 46 sidewalk along Ramps A and B.

The Route 46 westbound ramp to Route 17 northbound (Ramp C) will remain in its existing location.

The Route 46 westbound ramp to Route 17 southbound (Ramp D) will be constructed at a higher grade to match the higher Route 46 roadway. This ramp will also be reconfigured to improve the horizontal curvature at the end of the ramp and include a truck apron along the inside of the ramp as shown in brown.

The proposed changes to the Longworth Avenue On and Off Ramps will include a grade increase to accommodate the higher elevation along Route 46. Deceleration and acceleration lanes are proposed for the ramps as previously noted.

14. PPA - Route 17 SB Improvements

Route 17 southbound will be widened to address the existing bottleneck condition which will enhance safety and improve traffic flow. The new wider roadway includes two mainline through lanes, wider shoulders and a Collector-Distributor Road that will reduce weaving through lane traffic with traffic traveling to the Route 46 eastbound ramp and traffic from the Route 46



ROUTE 46 BRIDGES OVER ROUTE 17 PUBLIC INFORMATION CENTER

westbound ramp. This Collector-Distributor Road will be separated from Route 17 southbound mainline traffic by a concrete median island highlighted in red.

The Terrace Avenue Ramp to Route 17 southbound will be realigned to meet the wider Route 17 southbound roadway. The lane from this ramp will be maintained along Route 17 southbound to the Williams Avenue intersection to provide additional capacity and reduce traffic congestion along Route 17 southbound.

The Route 46 Bridge over Route 17 southbound will be designed to meet standard horizontal and vertical clearances and with the western abutment setback to accommodate an additional through lane in the future.

15. PPA - Route 17 NB Improvements

Route 17 northbound will be widened to accommodate full shoulders and improve horizontal and vertical clearances under the bridges.

16. PPA - Right of Way Impacts

Right-of-Way impacts are anticipated with the preliminary preferred alternative. The majority of the right of way impacts are due to the wider roadway for Route 17 southbound and the realignment of the Terrace Avenue Ramp. Impacts are also anticipated along Route 46, Route 17 northbound and Ramp C. The approximate right of way and easement areas are highlighted in pink.

17. PPA - Permitting and Drainage

The project is located north of Berrys Creek and Berrys Creek Tributary. Because these are regulated by the New Jersey Department of Environmental Protection, referred to as NJDEP, and there is pavement reconstruction within the flood hazard area, a NJDEP Flood Hazard Area Permit will be required. The project also impacts existing freshwater wetlands; therefore, a Freshwater Wetlands General Permit is anticipated for impacts below the maximum threshold.

Since the project qualifies as a "major development" per NJDEP Stormwater Management rules, three potential locations were identified for the installation of bioretention basins to meet stormwater management requirements in conjunction with the reconstruction of an existing detention basin.

The realignment of the roadway and the addition of stormwater management measures will require drainage system improvements and potential outfall reconstruction to meet the latest NJDOT drainage design standards.

18. Estimated Project Schedule

The project is currently in the Concept Development phase which is scheduled to be completed between January to March of 2025. The next phase of the work is the Preliminary Engineering phase in which the PPA is further refined and the Environmental Document is prepared. Final



ROUTE 46 BRIDGES OVER ROUTE 17 PUBLIC INFORMATION CENTER

Design and Construction will follow the Preliminary Engineering phase. Please note NJDOT cannot provide any information on the time frame of construction or final cost.

19. Feedback

Thank you for taking the time to learn about the Route 46 Bridges over Route 17 project.

Please return to the website to complete the project survey and provide your comments about the project.

20. Feedback

If you have any questions or comments about the project, you may submit them using the comment fields in the survey or via email at Rt46BridgesOverRt17@dewberry.com, or contact Ms. Shivon Harris from the NJDOT Office of Community and Constituent Relations at shivona.harris@dot.nj.gov.

The New Jersey Department of Transportation appreciates your participation and comments.

Thank you.